



## Clean Energy Future Committee

*Approved at the 3-27-2020 meeting*

February 28, 2020

8:00 – 9:30 a.m.

Arlington Town Hall, Lyons Hearing Room

Members present: Ryan Katofsky, Ken Pruitt, Dave Levy (by phone), Marc Breslow, Emily Sullivan, Coralie Cooper, Shelly Dein, Dan Amstutz, Adam Chapdelaine, Nellie Aikenhead

Members not present: Jim Ditullio, Dan Dunn, Pasi Miettinen

The meeting convened at 8:03 a.m.

### 1. Minutes from 1/29/2020 meeting

The Committee discussed edits to the draft 1/29/2020 minutes. Ms. Cooper motioned to approve the minutes as edited, Ms. Dein seconded, all were in favor, motion approved.

### 2. Update on fossil fuel warrant article

Mr. Pruitt updated the Committee on the progress of the fossil fuel warrant article. The warrant article was endorsed by Committee at the 1/29/2020 meeting. The working group developing the proposed bylaw has been led by Mr. Pruitt, Ms. Cooper, Ms. Dein, and Mr. Miettinen, in collaboration with Sustainable Arlington and Mothers Out Front. The working group used Brookline's bylaw as the base for the bylaw development.

Mr. Pruitt summarized that in addition to the bylaw development, there has also been targeted outreach to the public and Town Meeting Members. There was a public information session on 2/27/2020 with approximately 70 attendees, where the draft bylaw was overwhelmingly received positively. A focus group with building owners and business owners has also been scheduled for 3/5/2020.

Mr. Pruitt summarized the changes made to the Brookline bylaw and how Arlington's draft bylaw was written. The working group started with the Brookline bylaw, and revised procedures and definitions to fit in with Arlington's processes. The working group revised the definition of "Significant Rehabilitation" in the Brookline bylaw and changed it to "Major Renovation." Major Renovation is defined as work associated with 50% of the original square

footage of the structure for commercial building code structures, and 75% of the original square footage of the structure for residential code structures.

Ms. Dein commented that based on the definition of major renovation, a lot of the renovation work in Arlington would not trigger the bylaw. Mr. Pruitt acknowledged that the bylaw as drafted would have limited impact on the typical renovations in town, and that for the most part the bylaw would impact new construction, or renovations that are the equivalent of new construction. Mr. Pruitt stated that this draft is the first step for a fossil fuel bylaw, and that California did not include renovation, only new construction, in their first ordinances and regulations. Brookline was the first community in the country to include renovations in its fossil fuel bylaw.

Mr. Pruitt stated that the appeals and waivers process was revised from Brookline's bylaw as well. Brookline established a new sustainability review board to review appeals and waivers. The working group decided not to create a new body. Instead, the working group drafted the bylaw such that the Zoning Board of Appeals would be the appeals body for the bylaw and the Building Inspector would administer the bylaw. The Building Inspector would have the authority to grant waivers and would work with other departments to confirm waiver eligibility. Mr. Pruitt stated that should this bylaw be approved by Town Meeting, the effective date would be July 1, 2021.

Mr. Amstutz asked if additions would trigger this draft bylaw. Mr. Pruitt stated that the Brookline bylaw does not include additions as criteria that trigger its bylaw. The working group considered including additions, but ultimately decided not to incorporate additions into the draft bylaw criteria.

Mr. Chapdelaine stated that standards should be included in the draft bylaw, but administrative processes should be included in rules and regulations. Mr. Chapdelaine recommended that Mr. Pruitt ask Town Counsel about appropriate bylaw and regulations content.

Mr. Levy asked why an applicant would ask for a waiver for new construction. Mr. Pruitt summarized that there is a list of new building projects eligible for exemption, which includes: central hot water heating for large buildings over 10,000 square feet, medical labs, and healthcare facilities. The draft bylaw also gives flexibility for building projects that deserve to be exempted but were not thought of during development of this bylaw. Mr. Levy asked how costs relate to these exemptions. Mr. Pruitt stated that projects could only be exempt if the bylaw rendered a project infeasible or cost prohibitive.

Mr. Katofsky asked about emergency repairs to fuel piping and leaky tanks. Mr. Katofsky asked whether the draft bylaw only regulates repairs to piping, or whether tank repairs would also be regulated. Mr. Pruitt stated that tanks are not regulated by the draft bylaw, and that someone could fix an impaired tank. The Committee recommended clarifying the language around what

infrastructure is regulated by the draft bylaw - piping, oil tanks, propane tanks, etc.

Ms. Aikenhead confirmed that fossil fuel infrastructure is often moved during major renovations, but that the 75% trigger for major renovation is high enough that many Arlington projects would not trigger the bylaw.

Ms. Dein stated that the Housing Corporation of Arlington's (HCA) recent projects all included heat pumps. Ms. Dein stated that the Arlington Housing Authority (AHA) is much more regulated than HCA, so the bylaw should consider waivers for the AHA.

The Committee asked whether the 75% measure defined in the draft bylaw included new space. The Committee reviewed definitions for "Gross Floor Area" and "Story" in the Arlington Zoning Bylaw. The Committee agreed that as the draft bylaw is written, new space is not included in the major renovation definition for 75%.

A Sustainable Arlington member present stated that it is politically easier for Town Meeting Members to approve this more conservative first draft of the bylaw and then amend it at future Town Meetings to capture more major renovations. The Sustainable Arlington representative advocated for data collection and analysis of projects regulated by this draft bylaw if it is approved by Town Meeting. With data, the Committee could then revise the bylaw with stricter triggers and criteria to meet net zero goals. The representative also stated that the Building Inspector agreed with using the 75% threshold for this first iteration of the bylaw.

Ms. Aikenhead recommended removing "not including new space" in the definitions of major renovations.

Mr. Breslow recommended that the working group ask the Building Inspector about removing "not including new space" from definitions of major renovations.

Mr. Pruitt stated that the working group will have a hearing at the Select Board's 3/9/2020 meeting to discuss the warrant article and draft bylaw. Mr. Pruitt stated that the draft bylaw language can change up to and during Town Meeting.

Mr. Pruitt invited Committee members to attend the 3/9/2020 Select Board hearing. Mr. Pruitt stated that the working group has moved away from the phrasing "fossil fuel ban," instead using "clean heat" and "fossil fuel infrastructure bylaw."

3. Review mobility measures for Net Zero Plan recommended by Metropolitan Area Planning Council (MAPC)

Mr. Pruitt reviewed the Net Zero Plan schedule. Mr. Pruitt stated that Arlington will have a complete Net Zero Plan by end of 2020, and a final greenhouse gas inventory with the baseline year of 2017 by the end of March. A public information session for the Net Zero Plan is scheduled for 5/19/2020 at 7pm.

Mr. Pruitt reminded the Committee that MAPC is providing lists of high impact actions for buildings, mobility, zoning/land use, and clean energy supply. These high impact actions will be reviewed by the Committee and included as recommendations and actions in the Net Zero Plan. The Committee has already received and reviewed the high impact actions for buildings, and will review the high impact mobility actions today.

Mr. Pruitt stated that in addition to these mobility efforts, Mr. Amstutz is leading a Sustainable Transportation Plan planning effort, which will coordinate with the Net Zero Plan.

The Committee reviewed and discussed the list of high impact mobility actions. Mr. Amstutz and Ms. Dein previously commented on the mobility measures, and their comments were included in the draft document reviewed by the Committee. The Committee discussed measures one at a time with the opportunity to make edits on the existing proposals, clarify language, propose removal of action, etc.

Regarding Action #2 "Expand public charging at libraries, multi-service centers, garages, parking lots, fire/police stations, and other facilities," the Committee agreed to clarify language. The Committee agreed to clarify what a multi-service center is, remove parking garages, and remove public charging stations at fire and police. The Committee agreed to include this action in the Net Zero Plan.

Regarding Action #34 "Specify or adopt design guidelines for EV and PEV parking spaces, signage, and wayfinding for both on- and off-street parking. Adopt regulations and enforcement policies for EV and PEV parking spaces," the Committee agreed to clarify what public parking includes and to use EV to capture all electric vehicle parking. The Committee agreed to include this action in the Net Zero Plan.

Mr. Breslow recommended a new action, Action #A9 "Add bus shelters to MBTA bus stops." The Committee agreed to include this action in the Net Zero Plan.

Regarding Action #20, "Advocate for community transit service needs, bus stop upgrades, bus rapid transit, and electrification of the regional transit system," the Committee stated that "bus stop upgrades" could include bus shelters. The Committee agreed that "advocate for" should be changed to be stronger action related language. The Committee agreed to include this action in the Net Zero Plan.

Mr. Pruitt stated that the Committee will add Action #A9 as a separate action.

Mr. Breslow recommended a new action, Action #A10 "Recommend the Mass Green Energy Alliance EV purchasing Drive Green Program." Mr. Pruitt suggested that the program can be referenced on the Net Zero Plan webpage once it is developed. The Committee agreed to include this action in the Net Zero Plan.

Regarding Action #35, "Advocate for regulatory changes in utility electric rate structures that support time of use rates for electric vehicle charging stations and demand response incentives for vehicle to grid integration," Mr. Katofsky recommended using the phrase "time varying rates" instead of "time of use rates." The Committee agreed to include this action in the Net Zero Plan.

Regarding Action #8, "Implement an income tiered EV car sharing or shuttle service in partnership with community organizations and affordable housing developments," Mr. Amstutz recommended that the action should refer to car sharing overall, not just EV car sharing. The Committee discussed what exactly car sharing meant, and whether it included car hailing. The Committee agreed not to include this action in the Net Zero Plan.

Regarding Action #10, "Provide a suite of education and awareness building services, behavioral prompts, and incentives to promote electric vehicle adoption with a focus on financing and purchase opportunities to make zero emission vehicles more affordable," the Committee agreed to include this action in the Net Zero Plan.

Regarding Action #12, "Engage with the transportation network companies (TNCs), ride hail, and private shuttle services to provide incentives that increase adoption of electric vehicle options," the Committee recommended changing "engage" to "advocate for," clarifying that this is a regional effort. The Committee agreed to include this action in the Net Zero Plan.

Mr. Amstutz recommended a new action, Action #A11 which would be an action to implement the services and upgrades identified in Action #20.

Regarding Action #21, "Implement projects to improve safety and convenience of pedestrians, prioritize children, older adults, and people with disabilities," Ms. Dein recommended moving the details of this action to Action #22 instead. The Committee agreed to include this action in the Net Zero Plan.

Regarding Action #22, "Develop and implement a bicycle and pedestrian plan. Incorporate measures to support and appropriately regulate deployment of micromobility and electrified options through the plan," the Committee recommended clarifying how this action would be incorporated into the Sustainable Transportation Plan. The Committee agreed to include this action in the Net Zero Plan.

Regarding Action #30, "Adopt comprehensive parking policies to maximize efficient use of spaces and reduce use of single occupancy vehicles," Mr. Chapdelaine stated that it is a good action to pursue but likely difficult to implement. Ms. Dein recommended changing the sub-category of this action. The Committee agreed to include this action in the Net Zero Plan.

Regarding Action #18, "Adopt a zero emission municipal fleet policy that commits to complete transition to zero emission vehicles by no later than 2030 for all vehicles with viable zero emission makes and models," the Committee agreed to include this action in the Net Zero Plan.

Mr. Pruitt asked if any Committee member would like to review action lists between meetings. Ms. Cooper volunteered to review lists between meetings.

Mr. Pruitt stated that the Committee would complete its review of the high impact mobility actions at the next Committee meeting.

The next meeting is scheduled for March 27, 2020.

The meeting adjourned at 9:32 a.m.

Submitted by Emily Sullivan.



## **Clean Energy Future Committee**

Date: Friday February 28, 2020

Time: 8:00 a.m.

Location: Lyons Hearing Room, Arlington Town Hall

Dial-in option: (515) 604-9044. Code: 177001#

### **Agenda**

8:00 – 8:10: Review & Approve Minutes from 1/29/2020 meeting

8:10 – 8:30: Update on fossil fuel warrant article

8:30 – 9:30: Review mobility measures for Net Zero Plan recommended by Metropolitan Area Planning Council

Next meeting: March 27, 2020



## Clean Energy Future Committee

January 29, 2020

8:00 – 9:30 a.m.

Arlington Town Hall, Lyons Hearing Room

Members present: Jim DiTullio, Ryan Katofsky, Ken Pruitt, Dave Levy, Marc Breslow, Emily Sullivan, Coralie Cooper, Dan Dunn, Shelly Dein, Pasi Miettinen, Nellie Aikenhead, Dan Amstutz

Members not present: Adam Chapdelaine

Additional participants: Jennifer Raitt, Director of Planning and Community Development and Ali Carter, Economic Development Coordinator.

The Meeting Convened at 8:03 a.m.

Minutes: Minutes from the 12/20/2019 meeting were unanimously approved with the minor edits offered in the meeting.

### **Agenda Item 1: Discussion of the proposed Warrant Article for prohibiting fossil fuel infrastructure in new buildings or major renovations**

Mr. Pruitt led the discussion by mentioning that this discussion was previewed at the December meeting. The Brookline warrant article was quite complete, encompassing essentially the full Town Meeting motion. In contrast, Arlington's proposed Warrant Article is quite short in length. This Committee could now ask for changes or propose it as drafted. If approved by this Committee, work would then start on a comprehensive plan for shepherding it to an ultimate vote at Town Meeting in 2020.

Mr. Pruitt noted the Brookline by-law passed in November 2019 applies to new construction and major renovations, with some exceptions and exemptions. Both commercial and residential cooking is exempted. Mr. Pruitt noted that renovations of greater than 75% of the original floor area would be subject to the bylaw. However, if existing piping was maintained, then infrastructure could be preserved. However, it is likely the case that in a major renovation of greater than 75%, piping would likely be moved and thus the project would trigger the Brookline by-law. Additions would not fall under the Brookline bylaw. Portable propane cooking appliances for outdoor cooking and heating would be exempted as well. There is also a waiver provision established by the Brookline bylaw, administered by a new Sustainability Review Board. This new board



would grant waivers for specific parts of projects, rather than blanket waivers for entire projects.

There was a discussion about how Brookline crafted the bylaw to be compliant with the existing state Building Code and other laws.

Mr. Dunn discussed process. The Select Board already placed this article on the Town Meeting Warrant at its Monday meeting. Mr. Dunn said warrant article hearings at the Select Board would start in February and go to end of March. He initially said it would require two thirds of Town Meeting to vote for approval, but later correct that: only a simple majority would be required. One of the questions that will inevitably come up is what outreach has been done to date to provide accommodation to any dissenters, who may speak at Town Meeting.

Mr. DiTullio (a Town Meeting member) referenced the campaign to ban plastic bags in Arlington. He noted that the timeline for this campaign would require an aggressive outreach schedule. Mr. Pruitt noted that if enacted, several outside advocates would also volunteer efforts to help get this done.

Mr. Pruitt asked about which provisions to include in the bylaw. Should we mimic the Brookline bylaw or diverge in significant ways? The Committee discussed the limited reach of the definition for major renovation and whether it would thus not have major impact in reducing natural gas consumption. Mr. Pruitt noted an analysis by the Department of Planning and Community Development on how much impact this would have by 2050: if development trends for the last ten years continued in the future, about 12% of buildings would be fully gas free (at least for heating) based on existing annual building turnover.

Ms. Dein wondered if the renovation definition could be discussed after the Warrant article is filed. Mr. Dunn noted that the Warrant Article can still be modified to some degree. Further a discussion with the Building Inspector would be wise.

Mr. Pruitt noted concerns about mandating heat pumps, or requiring a conversion to heat pumps, in poorly-insulated buildings. It can be expensive to heat with heat pumps in poorly-insulated buildings, especially compared to gas heat. Ms. Dein said that ultimately the goal should be for new homes to have tight envelopes. Ms. Cooper asked if we should still vote to endorse/support the Article the Select Board already added to the Warrant. Mr. Dunn said that a vote in favor would result in the Article being "inserted at the request of the Clean Energy Future Committee" in the Town Meeting Warrant.

Mr. Miettinen observed that the Brookline bylaw is insufficient to make a big dent in fossil fuel usage given the number of loopholes, but still supported bringing something similar forward in Arlington.

Mr. Amstutz wondered where the line is drawn for additions. Mr. Pruitt noted that heat pumps are very common for additions or supplementing existing heating. He also noted that additions are not subject to the Brookline bylaw, but that Arlington could choose to include additions if it wanted to.

Mr. Dunn asked if there was a motion to place the article as written on the warrant. Mr. Pruitt asked for a motion. There was a motion and second.

Discussion: Mr. Breslow asked if any significant concerns or objections had been or would likely be raised in town. Mr. Pruitt said he expected there would be significant concern and at least early opposition.

The motion to ask the Select Board to add this Article to the Town Meeting Warrant passed unanimously.

Mr. Pruitt then asked if non-Committee members had any questions. Amos Meeks from Sustainable Arlington offered his support for the bylaw.

Anne Wright from Sustainable Arlington raised three questions she and other advocates are grappling with:

- 1) Process wise – Brookline held two to four public forums – we need to decide how many we will hold.
- 2) How best to involve developers and real estate agencies?
- 3) What should we name the Warrant Article?

Mr. Pruitt asked what flexibility there is to modify the Article after it is filed. Mr. Dunn noted there is some flexibility for several days.

Mr. Pruitt then asked who should be leading public outreach (holding meetings, etc.). Mr. Dunn said it is best if non-Town government groups run the process for outreach. Mr. Dunn recommended a campaign committee be formed.

One guest noted that the definition of fossil fuel “piping” seems confusing and needs clarifying.

Pat Hanlon from Sustainable Arlington noted that the Brookline bylaw is the product of outreach and discussion across Brookline, with various political concessions already given.

(It was at this point in the meeting that Mr. Dunn corrected the record to note it would be a majority and not a two-thirds vote to pass this bylaw).

Mr. Pruitt noted the working group would need to come up with a campaign plan, including a list of volunteers, etc. to help provide outreach for the proposed Committee plus advocates.

**Agenda Item 2: CEFC Retreat**

Mr. Pruitt noted that originally the Committee scheduled a retreat on Saturday Feb 1, 2020. It will be postponed. Mr. Pruitt suggested that the proposed agenda should be a second read and prioritization of the MAPC greenhouse gas mitigation proposals.

The Committee then discussed when the retreat should occur. Mr. Pruitt wondered if late March or April would work as a possibility. An alternative to a Saturday meeting could also be a full morning meeting on a Friday.

Next Meeting will occur on January 29, 2020

The Meeting adjourned at 9:30 a.m.

Submitted by Dave Levy.

Zero Emission Mobility Playbook section background research and resources							
GENERAL						FEASIBILITY	
	Subcategory	Action Description	Comments: Dan Amstutz, DPCD	Comments: Shelly Dein	Type	Example	Source Link
1	Develop zero emission vehicle infrastructure	Invest in electric vehicle (EV) charging stations	Yes. We are already doing this in a way. Although the performance indicator is not what I expected -- it talks about public chargers on private sites. I think this is an interesting way to look at it as there is a tension between encouraging public investment in public chargers versus chargers for private use in businesses and private homes. Boston has a very important statement front and center to keep in mind: "First, we need people who drive alone to take transit, carpool, bike or walk to work instead. To reach our carbon neutrality goals, any remaining vehicles must be electric or zero-emission vehicles." In our CEFC discussions about transportation we need to keep this in mind.	MAKES SENSE TO ME. ESPECIALLY IN STRATEGIC LOCATIONS, NEAR MULTIFAMILY BUILDINGS AND AT NO-COST PUBLIC PARKING AREAS (LIKE SCHOOLS).	Program	Methuen, Boston	<a href="https://www.cityofmethuen.net/sites/methuenma/files/uploads/zoningord10217.pdf">https://www.cityofmethuen.net/sites/methuenma/files/uploads/zoningord10217.pdf</a> <a href="https://www.boston.gov/departments/environment/ev-boston-electric-vehicle-resources">https://www.boston.gov/departments/environment/ev-boston-electric-vehicle-resources</a>
2	Develop zero emission vehicle infrastructure	Streamline permitting and construction of zero-emission vehicle infrastructure	Yes. The Methuen zoning bylaw referenced in the previous measure seemed to be a helpful example to look at.	MAYBE. IS THERE AN ISSUE WITH PERMITTING? HOW CAN TOWN STREAMLINE CONSTRUCTION?	Program		
3	Develop zero emission vehicle infrastructure	Adopt EV readiness or installation requirements in new buildings.	Sure. Goes along with the previous two measures, though requiring that new buildings be "ready", not necessarily requiring they be installed. Impact may be low for Arlington if new construction is not very common.	YES, LESS COSTLY TO DO DURING CONSTRUCTION.	Policy	Atlanta, GA	<a href="https://www.atlantaga.gov/Home/Components/News/News/10258/1338?backlist=/">https://www.atlantaga.gov/Home/Components/News/News/10258/1338?backlist=/</a>
4	Encourage adoption of zero emission vehicles	Promote EV car sharing	Yes, but we have to get more people into car sharing first. Zipcar has only three locations in Arlington... thus I would expect current car share usage to be low. If we don't even have much Zipcar usage, would a pilot EV car share get much traction?	MAYBE. DON'T KNOW MUCH ABOUT THIS, BUT SEEMS LIKE EV CAR SHARING CAN BE COMPLICATED SINCE CHARGING IS (CURRENTLY) TIME CONSUMING.	Program	BlueLA (for low income), BlueIndy, GoCarma	<a href="https://www.bluela.com/about-bluela">https://www.bluela.com/about-bluela</a> <a href="https://www.blue-indy.com/">https://www.blue-indy.com/</a> <a href="https://www.gocarma.com/">https://www.gocarma.com/</a>
5	Encourage adoption of zero emission vehicles	Host an EV ride and drive	Sure, seems like pretty low hanging fruit.	YES, TO SPREAD INFORMATION ABOUT EVS.	Outreach	Concord, MA	<a href="https://www.livingconcord.com/event/electric-vehicle-ride-drive/">https://www.livingconcord.com/event/electric-vehicle-ride-drive/</a>
6	Encourage adoption of zero emission vehicles	Provide a suite of educational and awareness building services to promote electric vehicle adoption	Maybe. It would probably make more sense to tap into regional efforts or statewide resources that could be easily pulled into the Town website or promo materials.	YES, I THINK CURRENT BIG OBSTACLES INCLUDE LACK OF KNOWLEDGE BY MANY.	Outreach	Massachusetts, Portland, Beverly?	<a href="http://www.massdriveclean.org/">http://www.massdriveclean.org/</a> <a href="https://www.gpcog.org/clean-transportation/">https://www.gpcog.org/clean-transportation/</a>
7	Encourage adoption of zero emission vehicles	Partner with vehicle manufacturers, local dealerships, large employers and business districts to provide discounts on electric vehicles for residents and businesses	Maybe. Probably more low hanging fruit. However, not sure if the Town itself should provide the discounts, or promote other discounts already available. Perhaps there is a regional (MAPC) or statewide effort underway.	START BY ENCOURAGING DEALERSHIP STAFF TO LEARN MORE ABOUT EVS AND TO DISCUSS/ENCOURAGE CONSIDERATION OF EVS. MOST SALES STAFF DON'T KNOW ENOUGH ABOUT EVS AND DON'T ENCOURAGE BUYERS TO CONSIDER UNLESS BUYER ALREADY IS INCLINED TO ASK	Program	Nissan-Northeast region offer; New England; Colorado	<a href="https://www.eversource.com/content/ct-ct/residential/save-money-energy/explore-alternatives/electric-vehicles">https://www.eversource.com/content/ct-ct/residential/save-money-energy/explore-alternatives/electric-vehicles</a> <a href="https://greenenergyconsumers.org/drivegreen">https://greenenergyconsumers.org/drivegreen</a> <a href="http://www.swenergy.org/data/sites/1/media/documents/publications/documents/Colorado_EV_Group_Purchase_Programs_Mar-2016.pdf">http://www.swenergy.org/data/sites/1/media/documents/publications/documents/Colorado_EV_Group_Purchase_Programs_Mar-2016.pdf</a>
8	Encourage adoption of zero emission vehicles	Partner with Fire Department and equipment manufacturers to pilot a zero emission fire engine	Maybe. How big is the fire truck fleet? How much would an electric versus traditional fire truck cost? When will the current fleet need to be replaced? I don't know enough on this subject to have an idea of impact.	PERHAPS IN THE FUTURE, BUT I AM SKEPTICAL OF PRACTICALITY OF CONVERTING LOW-USE VEHICLES, ESPECIALLY SPECIALTY VEHICLES LIKE FIRE ENGINES. THERE IS A LARGE LEARNING CURVE AND SPECIFIC SERVICING NEEDS THAT LOCAL STAFF CAN'T EASILY HANDLE/SUPPORT.	Program		
9	Encourage adoption of zero emission vehicles	Provide incentives and behavioral nudging for use of low-carbon mobility modes	Yes. We should be focusing on changing travel behavior and mode switching, even as we try to get people to convert to EV.	YES, SEEMS IMPACTFUL.	Program	Durham, N.C.	<a href="https://durhamnc.gov/DocumentCenter/View/23775/Durham-Reports-Successful-Pilot-Results-to-Reduce-Downtown-Traffic-Congestion">https://durhamnc.gov/DocumentCenter/View/23775/Durham-Reports-Successful-Pilot-Results-to-Reduce-Downtown-Traffic-Congestion</a>
10	Encourage adoption of zero emission vehicles	Engage with the transportation network companies (TNCs), ride hail, and private shuttle services to provide incentives that increase adoption of electric vehicle options	Maybe. They seem to be already on this track, and it seems that most cars driven for Uber and Lyft are still privately owned, although Lyft seems to be putting together a rental program as well. Again, probably something to piggyback with other communities, especially Boston or Cambridge which have much higher TNC usage.	YES, ESPECIALLY FOR HIGH USE VEHICLES	Program	Uber EV Champions Initiative; Lyft Green Mode and Express Drive	<a href="https://www.uber.com/newsroom/electrifying-our-network/">https://www.uber.com/newsroom/electrifying-our-network/</a> <a href="https://blog.lyft.com/posts/2019/2/6/making-cities-more-liveable-with-electric-vehicles">https://blog.lyft.com/posts/2019/2/6/making-cities-more-liveable-with-electric-vehicles</a>

11	Encourage adoption of zero emission vehicles	Fully electrify city or town-controlled buses, and work with regional bus systems to reduce regional bus emissions	Most applicable to town School Buses I assume. See comments on fire truck electrification. As for regional bus system, we can advocate with the state for MBTA bus electrification, which is something MassDOT/MBTA is considering but there are still challenges they must overcome.	WHAT ARE TOWN-OWNED/CONTROLLED BUSES? DON'T SEE SCHOOL BUSES ON VEHICLE FUEL USE LIST -- BUT ASSUME THEY ARE NOT HIGH FUEL USERS. HAVE CONCERNS THAT THEY ARE VERY EXPENSIVE AND UNLESS TOWN COMMITS TO USE EXCLUSIVELY, WE DON'T HAVE SKILL SET TO MAINTAIN AND ADDRESS UNIQUE NEEDS. BUT SHOULD DEFINITELY ENCOURAGE MBTA TO SWITCH TO ELECTRIC BUSES, GIVEN THAT THEY ARE ON ROAD 365 DAYS AND MANY MORE HOURS THAN SCHOOL BUSES. ALSO ASSUMING THEY OWN MANY, THEY CAN DEVELOP EXPERTISE THAT TOWN CAN'T DUE TO FEWER IN TOWN.	Program	San Joaquin Valley Charging Road	<a href="https://energycenter.org/sites/default/files/docs/navy/programs/pev-planning/san-joaquin/san_joaquin_valley_siting_analysis-web.pdf">https://energycenter.org/sites/default/files/docs/navy/programs/pev-planning/san-joaquin/san_joaquin_valley_siting_analysis-web.pdf</a> <a href="https://caletc.com/wp-content/uploads/2019/01/Literature-Review_Final_December_2018-1.pdf">https://caletc.com/wp-content/uploads/2019/01/Literature-Review_Final_December_2018-1.pdf</a>
12	Lead by example in municipal fleet	Set emissions standards within municipal vehicle purchase policy	Sure. Likely something we are already doing or can implement relatively easily.	SURE. WOULD THIS BE MUCH DIFFERENT THAN MPG STANDARDS?	Policy	Green Fleet Cambridge	<a href="https://www.cambridgema.gov/CDD/climateandenergy/municipalsustainability/greenfleet">https://www.cambridgema.gov/CDD/climateandenergy/municipalsustainability/greenfleet</a>
13	Lead by example in municipal fleet	Upfit or retrofit municipal fleet vehicles	Sure. Package it in with other municipal fleet purchase policies. Meg Aki is the contact for the MAPC participation in Fleets for the Future, so we can easily connect with that.	CONFIRM IF YOU MEAN CONVERSION TO HYBRID OR OTHER. SHOULD BE ASSESSED FIRST FOR SUITABILITY. GENERALLY ASSUME MOST USEFUL FOR VEHICLES THAT IDLE A LOT.	Procurement	Fleets for the Future	<a href="http://www.fleetsforthefuture.org/greater-boston">http://www.fleetsforthefuture.org/greater-boston</a>
14	Lead by example in municipal fleet	Adopt an anti-idling policy	Of course, while we still have gas-powered vehicles, and it's already against the law. Doesn't make sense to me why this listed as "long-term" though.	YES, BUT ALSO WONDER HOW IT WOULD BE ENFORCED.	Policy	Idle-free Boston	<a href="https://www.boston.gov/departments/environment/air-pollution-control-commission/facts-about-idling-your-car">https://www.boston.gov/departments/environment/air-pollution-control-commission/facts-about-idling-your-car</a>
15	Lead by example in municipal fleet	Revise and regularly update the City's/ Town's fleet policy to require zero-emission vehicles or better whenever available and operationally feasible	Yes, but again, seems redundant with above, or to be packaged in with other measures.	YES. EXPECT LIGHT DUTY TRUCKS AND VANS TO BE AVAILABLE AS EVS SOON.	Program	California	<a href="https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=20172018058498">https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=20172018058498</a>
16	Encourage equity in transportation	Encourage equitable transit-oriented development (ETOD)	Probably yes, to the extent that there will be developments in town that can be aligned as TOD. This would be part of a larger zoning conversation for the town, which could benefit from support from the Net Zero Action Plan.	NOT SURE WHAT TERM MEANS. DOES THIS MEAN PROMOTING PUBLIC TRANSIT AND LOW FARES?	Policy	Coalition Building and Collaboration for eTOD (MN); Creating Transit-Oriented Communities through Joint Development; Prioritizing Racial and Social Justice while Battling Displacement (Seattle) etc	<a href="https://static1.squarespace.com/static/5021cc16e4b0c203353d08c5/t/57fbc838e4fcb58bdf33c9ad/1476118586893/Community+Explainer_10-10-16.pdf">https://static1.squarespace.com/static/5021cc16e4b0c203353d08c5/t/57fbc838e4fcb58bdf33c9ad/1476118586893/Community+Explainer_10-10-16.pdf</a>
17	Encourage equity in transportation	Complete a study to understand the best strategies for reducing congestion for all without unfairly burdening residents with low income. (Congestion pricing?)	Yes, but something we would advocate for as a regional solution. Requires legislative/MassDOT initiation. Purpose is to price roads accordingly and shift travel to other modes, and collect revenue to improve those modes.	I THINK OF CONGESTION PRICING AS MORE PREVALENT IN BIG CITIES. HOW WOULD IT WORK IN ARLINGTON?	Program	California	<a href="http://www.transformca.org/sites/default/files/Pricing_Roads_Advancing_Equity_Combined_FINAL_190128_0.pdf">http://www.transformca.org/sites/default/files/Pricing_Roads_Advancing_Equity_Combined_FINAL_190128_0.pdf</a>
18	Promote public transportation	Advocate for community transit service needs, bus stop upgrades and bus rapid transit	Yes. Already underway, and to be supported by Sustainable Transportation Plan.	YES. MAJOR ISSUE IS ALSO MBTA RELIABILITY.	Outreach	Cambridge and Watertown	<a href="https://www.cambridgema.gov/CDD/Projects/Transportation/mtauburnstreetbusprioritydemonstration">https://www.cambridgema.gov/CDD/Projects/Transportation/mtauburnstreetbusprioritydemonstration</a>
19	Promote public transportation	Offer free transit passes for students, youth, seniors, disabled, and low-income populations	I don't know if the town has a role to play here; the MBTA already has discount/reduced fare programs. It could be possible for the town to have a program to further subsidize T passes for residents.	DO YOU THINK THIS WILL TAKE PEOPLE OUT OF VEHICLES? MAYBE, BUT THINK THAT RELIABILITY AND COMFORT AND SCOPE OF MBTA NETWORK ARE BIGGER ISSUES THAN COST.	Program	Sacramento; Santa Clarita Transit	<a href="https://www.sacrt.com/apps/free-sacramento-student-fares/">https://www.sacrt.com/apps/free-sacramento-student-fares/</a> <a href="http://santaclaritatransit.com/fares-passes/">http://santaclaritatransit.com/fares-passes/</a>
20	Support Travel Safety on Roads	Participate in MassDOT's Complete Streets funding program	Already underway.	YES TO BUILD OUT SAFER BICYCLING LANES.	Funding	Town of Maynard	<a href="https://www.townofmaynard-ma.gov/projects/complete-streets/">https://www.townofmaynard-ma.gov/projects/complete-streets/</a>
21	Support Travel Safety on Roads	Support local transportation management associations (TMAs)	Generally yes. Some residents may be employed at companies that are TMA members, in which case they could take advantage of their services.	ARE THESE PRIVATE BUS SERVICES? IS THIS BECAUSE PART OF TOWN IS NOT WELL SERVED BY T?	Program	Many Municipalities in MA	<a href="http://www.masscommute.com/tma_directory/">http://www.masscommute.com/tma_directory/</a>
22	Support Travel Safety on Roads	Program crosswalks and traffic lights from improved safety and convenience of pedestrians, prioritize children, older adults, and people with disabilities.	Yes	YES.	Program	New York City	<a href="https://www1.nyc.gov/html/dot/html/infrastructure/leading-ped-intervals.shtml">https://www1.nyc.gov/html/dot/html/infrastructure/leading-ped-intervals.shtml</a>
23	Encourage low-carbon modes of transportation	Develop a bicycle and pedestrian plan	Will be covered as part of Sustainable Transportation Plan	YES, I ASSUME YOU MEAN PLAN FOR EXPANSION	Plan	MAPC's Trail Map	<a href="https://trailmap.mapc.org/">https://trailmap.mapc.org/</a>
24	Encourage low-carbon modes of transportation	Support the expansion of the Landline Trail and Greenway Network	Yes	YES.	Plan	MAPC's Trail Map	<a href="https://trailmap.mapc.org/">https://trailmap.mapc.org/</a>
25	Encourage low-carbon modes of transportation	Develop transportation demand management (TDM) policies	Yes, through Environmental Design Review for changes of use and new developments. Possibly review to see if they need to be more robust.	YES, SO LONG AS RESULT IS TO ENCOURAGE LESS SINGLE-OCCUPANT VEHICLE TRIPS, AND NOT JUST REDUCTION IN TRAFFIC.	Policy	Cambridge PTDM ordinance	<a href="https://www.cambridgema.gov/CDD/Transportation/fordevelopers/ptdm">https://www.cambridgema.gov/CDD/Transportation/fordevelopers/ptdm</a>
26	Encourage low-carbon modes of transportation	Encourage Safe Routes to School and MassRides programming	Yes. Already participating, although SRTS could be more robust	YES.	Program	Massachusetts	<a href="https://blog.mass.gov/transportation/bike-pedestrian/massdot-selects-14-municipalities-for-safe-routes-to-school-program-awards/">https://blog.mass.gov/transportation/bike-pedestrian/massdot-selects-14-municipalities-for-safe-routes-to-school-program-awards/</a>
27	Encourage low-carbon modes of transportation	Educating children, adults, seniors in making zero carbon mobility choices.	Yes. A relatively light lift but requires coordination and development of materials and staff time.	YES.	Outreach		
28	Encourage low-carbon modes of transportation	Encourage new mobility options such as Bikeshare, Scooter share and others	A little redundant but already underway with bike share; could lead to other types of shared low-speed vehicles	I WOULD ENCOURAGE BIKE SHARE, BUT I AM SKEPTICAL OF SAFETY OF SCOOTER SHARE UNTIL SOMEONE FIGURES OUT ISSUE OF DIFFERENT SPEED VEHICLES USING SAME TRAVEL LANES.	Program	Boston, MA	<a href="https://www.bluebikes.com/">https://www.bluebikes.com/</a>

29	Encourage low-carbon modes of transportation	Encourage private businesses to offer incentives to employees for transit, biking and walking	Yes, it's important that employees have ways to get to work without driving, where ever they are coming from.	YES, ABSOLUTELY.	Program	Portland, OR	<a href="https://www.portlandoregon.gov/transportation/article/695489">https://www.portlandoregon.gov/transportation/article/695489</a>
30	Enhance Parking Strategies	Develop and implement a comprehensive parking reform strategy, which should include, but not be limited to: elimination of minimum parking requirements for all new residential units, establishment of parking maximums within half a mile of high quality transit stops, creation and expansion of parking benefit districts, and incentives for developers to provide less than maximum allowable parking.	Yes. Free parking encourages driving. We have made some inroads with the meters in Arlington Center. I am not sure how "short term" this measure is, however.	YES, BUT THINK THAT WILL MORE LIKELY NOT RESULT IN LESS CAR OWNERSHIP OR LESS DRIVING, BUT WILL RESULT IN LESS OFF STREET PARKING AND LARGER HOUSING DEVELOPMENTS.	Program	Proposition for Boston, Canda	<a href="https://www.abettercity.org/docs-new/Future_of_Parking_in_Boston.pdf">https://www.abettercity.org/docs-new/Future_of_Parking_in_Boston.pdf</a> <a href="http://newmobilitywest.org/wp-content/uploads/2014/06/Parking-Management-Strategies-Evaluation-and-Planning.pdf">http://newmobilitywest.org/wp-content/uploads/2014/06/Parking-Management-Strategies-Evaluation-and-Planning.pdf</a>
31	Enhance Parking Strategies	Adopt progressive (demand-based) parking policies at Town facilities and on Town streets where appropriate.	In the long term, maybe. This is likely where new metered parking schemes are going. However we need to get in on the ground floor to install more meters first.	WILL THIS RESULT IN MORE REVENUE, BUT NOT LESS DRIVING? DON'T WANT TO DISCOURAGE CUSTOMERS FROM PATRONIZING BUSINESSES.	Policy	LA Express Park; SF Park	<a href="http://www.laexpresspark.org/">http://www.laexpresspark.org/</a> <a href="http://sfpark.org/about-the-project/">http://sfpark.org/about-the-project/</a>
32	Reduce travel of single occupancy vehicles	Encourage and promote telecommuting and alternative work schedules for City/ Town employees	Yes, if possible. Seems like it would be difficult for most municipal employees to regularly telecommute.	YES, AND ALSO USING PUBLIC TRANSPORTATION.	Program		
33	Reduce travel of single occupancy vehicles	Implement municipally operated electric shuttles to support first and last-mile connections for commuters	Serious commitment. Not sure this would be a better system than making MBTA bus system more accessible for all and easier to walk or bike to.	IN LIEU OF MBTA? IS THE IDEA TO SURVEY ARLINGTON RESIDENTS WHO DRIVE TO ALEWIFE AND ASK THEM WHY THEY DRIVE AND SEE IF SHUTTLE WOULD GET THEM TO STOP DRIVING?	Program	Lexington lexpress fixed route shuttle	<a href="https://www.lexingtonma.gov/lexpress/pages/ride-information">https://www.lexingtonma.gov/lexpress/pages/ride-information</a>
34	Promote public transportation	Define and expand the high-frequency public transit network	Yes, to the extent we can, in working with the MBTA. Goes back to implementing bus lanes and advocating for better service with the MBTA.	YES.	Program	Houston, TX	<a href="https://www.govtech.com/fs/Bus-Network-Redesigns-are-the-Hottest-Trend-in-Transit.html">https://www.govtech.com/fs/Bus-Network-Redesigns-are-the-Hottest-Trend-in-Transit.html</a>
35	Promote public transportation	Building more housing near transit through upzoning near transit stations, and eliminating parking requirements	Yes -- although needs to be approached carefully and strategically.	WHAT DOES THIS MEAN FOR ARLINGTON? NEAR ALEWIFE WHERE THERE IS A FLOODING RISK? TOWN IS OPPOSED TO DEVELOPMENT OF MIRAK SITE. OR DOES THIS MEAN ALONG FREQUENT BUS ROUTES LIKE MASS AVE/BUS 77? MAY RESULT IN MORE HOUSING, BUT MAYBE NOT LESS PARKING. DEVELOPERS WILL BUILT AMENITIES (LIKE PARKING) THEY FEEL ARE DESIRABLE.	Program	Los Angeles, CA	<a href="https://urbanize.la/post/transit-oriented-communities-year-review">https://urbanize.la/post/transit-oriented-communities-year-review</a>
36	Enhance Parking Strategies	Upgrade parking policy to have EV charging station parking area as a required parking space	Pretty specific. Sure, but unclear who this may affect.	YES. FYI - MA STATE BUILDING CODE IN 2020 REQUIRES 1 EVSE-READY PARKING PER 1.5 PARKING SPACES.	Program	Columbus, Ohio	<a href="https://smart.columbus.gov/playbook-assets/electric-vehicle-charging/columbus-crafts-ev-parking-ordinance#playbook-resources">https://smart.columbus.gov/playbook-assets/electric-vehicle-charging/columbus-crafts-ev-parking-ordinance#playbook-resources</a>
37	<b>***ADD ANY NEW IDEAS AND CONTRIBUTIONS FROM YOUR COMMITTEES BELOW***</b>						
38		Build protected bicycle infrastructure to provide safe and connected corridors for bicycling away from trails and the Bikeway.					
39		Build new sidewalks or other pedestrian infrastructure to make critical connections and provide safe travel areas for walking.					
40		Implement neighborhood traffic management program to slow or divert traffic to make walking and bicycling more comfortable and easy.					
41		Invest in maintenance of existing bike and pedestrian infrastructure to ensure they continue to be attractive and accessible for non-motorized users.					