



HEALTH & ENVIRONMENT COMMITTEE

COMMITTEE MEETING

~ MINUTES ~

Monday, February 24, 2025

10:00 AM

Sullivan Chamber

The Health and Environment Committee will hold a public hearing to review and discuss the launch of the Cambridge Net Zero Transportation Plan (NZTP).

Attendee Name	Present	Absent	Late	Arrived
Burhan Azeem	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Patricia Nolan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sumbul Siddiqui	<input type="checkbox"/> Remote	<input type="checkbox"/>	<input type="checkbox"/>	
Jivan Sobrinho-Wheeler	<input type="checkbox"/> Remote	<input type="checkbox"/>	<input type="checkbox"/>	
Ayesha M. Wilson	<input type="checkbox"/> Remote	<input type="checkbox"/>	<input type="checkbox"/>	10:07 AM

A public meeting of the Cambridge City Council’s Health and Environment Committee was held on Monday, February 24, 2025. The meeting was Called to Order at 10:00 a.m. by the Chair, Councillor Nolan. Pursuant to Chapter 2 of the Acts of 2023 adopted by Massachusetts General Court and approved by the Governor, the City is authorized to use remote participation. This public meeting was hybrid, allowing participation in person, in the Sullivan Chamber, 2nd Floor, City Hall, 795 Massachusetts Avenue, Cambridge, MA and by remote participation via Zoom.

At the request of the Chair, Clerk of Committees Erwin called the roll.

- Councillor Azeem – Absent
- Councillor Nolan – Present/In Sullivan Chamber
- Councillor Siddiqui – Present/Remote
- Councillor Sobrinho-Wheeler – Present/Remote
- Councillor Wilson – Absent*

Present – 3, Absent – 2. Quorum established.

***Councillor Wilson was recorded present and remote at 10:07a.m.**

The Chair, Councillor Nolan noted that the Call of the meeting was to hold a public hearing to review and discuss the launch of the Cambridge Net Zero Transportation Plan (NZTP). Present at the meeting was Stephanie Groll, Director of Transportation Planning, Susanne Rasmussen, Director of Climate Initiatives, Omriqui Thomas, member of the NZTP, and Julie Wormser, Chief Climate Officer was present via Zoom. Councillor Zusy was also present at the meeting.

The Chair, Councillor Nolan offered opening remarks and read (not verbatim) from the following statement:

I’m happy to be here to discuss Net Zero Transportation Planning. We had the annual review of the Net Zero Action Plan for buildings two weeks ago, and today we will be discussing a comprehensive plan for eliminating transportation related emissions, which are our second largest source of emissions citywide, and our largest statewide. This plan will be critical to creating measurable and accountable goals so that we have the ability to track our progress over time and make changes if necessary.

I’d like to thank the NZTP team for all the work that went into the planning and community process for this action plan - the outreach was extensive over the course of the last year. I’d also like to thank the members of the Climate Crisis Working Group, who outlined a number of important action items which are included in this NZTP.

I want to echo the comments made from community advocate and CCWG Member Carol Lee Rawn in her letter to the council for this meeting (which I will ask the clerk to include in the record) when she says “the stakes are even higher now given that the current federal Administration is focused on increasing GHG emissions by attacking clean transportation policies and strategies. Thus, local progress in reducing GHG emissions, and a strong Cambridge plan that can serve as a model for other communities, is more important than ever.”

So now we will go to the staff presentation, and following that presentation we will go to public comment, followed by council discussion.

The Chair, Councillor Nolan recognized Stephanie Groll who gave a presentation titled “Net Zero Transportation Plan”, which was provided in advance of the meeting and included in the Agenda Packet. The presentation offered an overview of the background of the NZTP, how the plan was created, community feedback, recommended ideas, and a timeline of implementation. City staff were available to respond to clarifying questions during the presentation.

The Chair, Councillor Nolan opened Public Comment.

Ethan Frank, 632 Massachusetts Avenue, Cambridge, MA, offered comments that were in support of NZTP, sharing that the only way to reduce traffic is to provide people alternatives to driving.

The Chair, Councillor Nolan asked for more information regarding the 68% of the current actions, noting that it was not in the report. Stephanie Groll explained that they do not have the list that comprises that, but can provide that information in the future. Councillor Nolan pointed out that it is important to know that information to reach goals and monitor progress. Councillor Nolan asked if the City is involved with the installation of EV charging stations in new developments. Stephanie Groll provided information on EV charging stations, noting that the City does require new buildings to put in a certain percentage of chargers, but there is nothing in the current zoning that makes it a requirement, sharing that it is one of the recommendations in NZTP. Councillor Nolan offered suggestions for topics of discussion for the next Advisory Group meeting.

The Chair, Councillor Nolan recognized Councillor Siddiqui who shared the importance of highlighting current programs that are available to the community, such as various bike programs. Stephanie Groll shared information on the Resident Refurbished Bike Access Program through the Cambridge Bike Give Back nonprofit group as well as information on the Resident Bike Access Program. In addition, Stephanie Groll shared that businesses can enter a lottery to apply for an E-Cargo bike to make deliveries from their businesses. Councillor Siddiqui thanked Stephanie Groll and her team for all their efforts to get these programs started.

The Chair, Councillor Nolan recognized Councillor Zusy who shared she had clarifying questions regarding some of the information that was shared during the presentation. Councillor Zusy asked about the Town Gown Reports regarding public access to the Harvard Shuttle, she asked if there were a maximum number of car permits residents can purchase, and if residents who live in new developments that do not have parking requirements are able to get a permit. Stephanie Groll and Chair Nolan shared that the Traffic, Parking, and Transportation Department issued a maximum of four permits per person. Stephanie Groll noted that the City cannot limit the number of parking permits per person depending on how much parking they have in their building. Susanne Rasmussen added that the Resident Parking Permit program, which is State approved, cannot limit the number of permits issued to a person based on what type of living space they have. Councillor Zusy asked if there were any updates that could be shared based on data received from recent studies. Stephanie Groll indicated that there will be an update to the PTM Ordinance in the Spring. Omriqui Thomas explained that Harvard Shuttles are available to residents, but a pass needs to be purchased in advance. Councillor Zusy asked if the City has designated car share spots around the community. Stephanie Groll shared that there has been a decline in car share, and that Cambridge provides a small amount of spaces on private property or City lots.

The Chair, Councillor Nolan asked if there has been more discussion on the City trying to create a network of shuttles with M.I.T., Harvard, and Easy Ride, that covers the entire City to help decrease the amount of vehicles being used. Susanne Rasmussen responded by providing examples of how City is focusing on shuttle buses, with one being focusing on the increase of providing communication and knowledge to residents about which programs are available. Susanne Rasmussen added that there has been collaboration with neighboring

communities to limit shuttle usage in certain areas and concentrate on the amount of shuttles that operate in Kendall Square. Councillor Nolan encouraged the City to coordinate with the universities and Easy Ride to create a program that would work towards the goals the City Council is trying to achieve. In addition, Councillor Nolan provided comments on how important it is to look at the data from the GAP analysis to improve plans moving forward. Councillor Nolan offered comments on the importance of creating and reaching smart goals and measuring the effectiveness of community outreach. Stephanie Groll explained that creating smart goals is the next step they are taking with the advisory group and will be bringing back all the feedback from this meeting to them.

The Chair, Councillor Nolan recognized Councillor Wilson who thanked the City for all of the information that was shared during the presentation. Councillor Wilson echoed comments from previous Committee members on the importance of shuttles that are operating in the City, and having a free shuttle program for residents. Councillor Wilson agreed with comments made by the Chair regarding creating smart goals to achieve success. Councillor Wilson asked if there have been conversations with neighboring communities to work towards addressing traffic issues and making intentional changes to reduce traffic. Stephanie Groll highlighted that there are many meetings held with neighboring communities, who are just starting to launch programs similar to what Cambridge has already been doing. Stephanie Groll added that Cambridge has been instrumental in supporting policy efforts and strengthening programs in other communities, such as Watertown, Lexington, and Everett. Stephanie Groll noted that there also has been coordination with the MBTA. Omriqui Thomas added that the Advisory Group has had conversations about Congestion Pricing, which has been very successful in Manhattan. Omriqui Thomas noted that the Advisory Group recommends having regional discussions to evaluate a similar program in the Cambridge/Boston area. Councillor Wilson shared her excitement about the conversations happening with neighboring communities regarding traffic congestion and the efforts being made to help reduce traffic and noted how important community engagement is for Cambridge to achieve goals.

The Chair, Councillor Nolan recognized Julie Wormser who highlighted the amount of community engagement that has already been done and encouraged more community engagement in other climate plans. Julie Wormser shared how the NZTP is a key piece to help with the City's overall climate agenda. Julie Wormser suggested that there be more discussion around transportation planning during the colder months where using a bike may not be an option for some people and how weather does affect how people get around.

The Chair, Councillor Nolan stressed how important it is to work on communication and make a timeline in advance to plan and adjust to changes. Councillor Nolan shared that the City Council passed a Policy Order relating to the process for the next bike plan update. Councillor Nolan noted that what is before the Committee now is a draft plan with recommended items, and for it to be an official policy, it does need to go before the City Council. Stephanie Groll shared that the current state of the recommendations has been shared with the Advisory Group, and once final decisions have been made, the information will be shared to the public. Councillor Nolan suggested that the draft be shared before final decisions are made so the community has an opportunity to provide feedback.

The Chair, Councillor Nolan recognized Councillor Zusy who pointed out that in 2015 the City produced a comprehensive transit report and asked if there would be a Cambridge Transportation Plan. Stephanie Groll responded by sharing that there have been discussions about doing a transportation plan in the future.

The Chair, Councillor Nolan had clarifying comments about greenhouse gas emission pollution and what was included in the assessment and suggested that it be noted in the report for people to understand where it is coming from. Stephanie Groll noted that it will be in the draft report that is put out and what data will be included.

The Chair, Councillor Nolan offered closing remarks and shared that she looks forward to the draft report as everything moves towards being finalized.

The Chair, Councillor Nolan made a motion to adjourn the meeting.

Clerk of Committees Erwin called the roll.

Councillor Azeem – Absent

Councillor Nolan – Yes

Councillor Siddiqui – Yes

Councillor Sobrinho-Wheeler – Yes

Councillor Wilson – Yes

Yes – 4, No – 0, Absent – 1. Motion passed.

The Health and Environment Committee adjourned at approximately 11:50a.m.

Attachment A – Communication from Carol Lee Rawn

Clerk’s Note: The City of Cambridge/22 City View records every City Council meeting and every City Council Committee meeting. The video for this meeting can be viewed at:

https://cambridgema.granicus.com/player/clip/960?view_id=1&redirect=true

A communication was received from Stephanie Groll, Director of Transportation Planning, transmitting a presentation on the Net Zero Transportation Plan.

A communication was received from Stephanie Groll, transmitting recommendations for the Net Zero Transportation Plan.

Comments on Cambridge Net Zero Transportation Plan

General Comments

- I commend Cambridge and the Advisory Group for doing this vitally important work. The stakes are even higher now given that the current federal Administration is focused on increasing GHG emissions by attacking clean transportation policies and strategies. Thus, local progress in reducing GHG emissions, and a strong Cambridge plan that can serve as a model for other communities, is more important than ever. I also acknowledge that many former sources of federal and state funding for clean transportation initiatives will no longer be available; however, there is still much that Cambridge can do to further clean transportation and increase walking, cycling and transit opportunities for its citizens.
- Transportation is the second largest source of emissions in Cambridge and the largest source statewide. In addition to reducing emissions, helping people moving through Cambridge transition away from cars as a primary form of transportation would reduce deaths and injuries resulting from crashes, traffic congestion, noise, and air pollution (which has a disproportionate impact on low income neighborhoods). Critical to achieving mode shift is both incentivizing safe mobility options for all citizens of Cambridge that serve as viable alternatives to private vehicles, alongside disincentivizing private vehicle usage. While Cambridge does not control every road within the city limits and many commuters simply travel through Cambridge, there are concrete steps that can be taken in the immediate term that would reduce transportation emissions and make Cambridge a safer, greener, healthier, and more equitable City
- As a threshold matter, it would be helpful to understand the basis for the various GHG reduction estimates cited in the plan.
- With regard to resources listed on Net Zero Transportation Plan website; it would be useful to include a link to Climate Crisis Working Group (CCWG) [report](#), which was approved by the Cambridge City Council in August, 2022. Several recommendations from the CCWG are germane and I have copied them below. The report itself provides more detail.

Community Education

CE-1 Provide a high degree of support and encouragement to help residents access and navigate transportation options and discounts.

Recommendations

This is an important goal; below are additional suggestions to further that goal.

- Provide up to date online bike maps/multimodal apps that show cyclists' real time progress and existing infrastructure (possibly an app like Avenza that allows users to superimpose existing maps on online maps that show user's current location). Google Maps often fail to prioritize existing cycling and pedestrian infrastructure when suggesting cycling and walking routes. Evidently, it is critical that residents are aware of safe bike routes, which thanks to the City's bike network plan, have been expanding in recent years.
- Improved bike route signage (e.g see San Francisco's "Wiggle" signs and other prominent signage directing cyclists to various points of interest using safe bike infrastructure).
- Educate residents re. the real costs of free or underpriced parking in cities, which, as demonstrated by distinguished urban planner [Donald Shoup](#), include "increased traffic congestion, air pollution, sprawl, higher housing costs and global warming, along with a host of other economic and urban design problems."
- Seeking to reduce transportation emissions by encouraging mode shift away from single occupancy car usage will inevitably face political resistance; educating residents by providing fact-based analyses re. the economic, health and climate benefits of such a transition is critical.

Buses and Shuttles

BAS-2 Improve on-demand shuttle service for people (using EVs)

Support – this is an important strategy for ensuring mobility for all.

Relevant recommendations from Climate Crisis Working Group [report](#) :

Invest in fare-free transit.

◇ Though fares are not the biggest barrier to greater public transit usage and therefore decreased vehicle emissions, eliminating fares can ensure that those people adapting to higher costs of driving alone (as suggested by this document) have lower barriers in shifting to public transportation.

◇ The city should implement pilot programs covering the costs of fare revenue on high-usage bus routes, and work with the MBTA and neighboring cities to expand the number of fare-free public transit routes that travel in and through Cambridge.

Active Transportation

AT-2: Improve bicycle infrastructure, including completing building the Citywide Bicycle Network Vision

Recommendations to promote active transportation:

- The city should prioritize expanded separated bike infrastructure in order to ensure safety and encourage more cycling. Speedy completion of safe bike lanes should also be prioritized. New specific, time bound goals need to be adopted and met.
- Cambridge’s plans to ensure safety for pedestrians and cyclists should be expanded to meet future needs, including ensuring safe pedestrian and cyclist access to every school, community center, library, major supermarket and affordable housing development by 2030. “Slow streets” programs have been proven to increase safety and enhance quality of life and should be explored as another strategy to facilitate the safe passage of walkers and cyclists to key destinations.
- Clearly defined procedures for handling and tracking crashes affecting pedestrians and cyclists should be implemented. In addition, bike theft continues to be a major issue in Cambridge, and police should track and take measures to minimize such thefts.

AT-3 Continue adding Bluebikes stations until most people in Cambridge live or work less than a 3-minute walk from a Bluebikes station

- Strongly support. Bluebikes have proven to be a key strategy in getting people on bikes; system use is up 27% overall between 2023 and 2024. Since e-bikes are especially likely to replace car trips, the City should invest in e-bike infrastructure via the Bluebikes network to expand the reach of the system to neighborhoods further from commercial centers in order to reduce more car trips through mode replacement. The city should also explore expanding docks in key neighborhoods, such as Kendall Square – a critical commuter hub- which consistently faces shortages of Bluebikes, especially in the winter.

Additional recommendations from CCWG report re. active transportation:

- *Establish a City-wide goal of more people walking, rolling, and taking public transportation rather than using single-occupancy vehicles in all citywide planning.*
 - *Incorporate explicit evaluation criteria in zoning, private development, and public engineering that prioritizes the needs of people walking, rolling, and using public transportation.*
 - *Incorporate private vehicle lane reduction and parking reduction whenever possible to disincentivize solo occupancy driving and better use public space.*
 - *Use the model of Mobility as a Service (MaaS¹) to advance a unified clean transportation strategy. Where possible, collect best-practices data on transportation usage in order to better meet transportation goals for Cambridge.*
- *Provide positive incentives for bicycling and use of electric bicycles. The City should conduct a study of the cost and feasibility of cash rebates to encourage residents of Cambridge, and especially low-income residents, to purchase bikes, e-bikes, and bike share memberships.*
 - *Establish concrete monetary incentives for purchase of e-bikes by Cambridge residents, with additional incentives for low-income residents.²*
 - *Build on pilot programs by the City of Boston and others to incentivize purchases of e-bikes that will replace cars. Design this program under the clear best practices recommendations from the Transportation Research and Education Center (TREC).*
 - *Establish e-bike purchase incentives for local businesses that currently use delivery services to reach customers; build recharging and repair stations for e-bike couriers (for an example, see NYC's Los Deliveristas Unidos HUB).*
- *Evidence shows that the biggest barrier to uptake of cycling as a form of transportation and other micro-mobility options is the (often correct) perception that these modes of transportation are unsafe due to a lack of protection from drivers of cars. Recent research indicates that fatality rates per mile traveled are 4.5 times higher for Black Americans while cycling and 2.2 times higher while walking*

¹ Cambridge should consider developing a Car Master Plan to quantify how much of city's resources and land are devoted to car use, understand the impact of those choices on their most vulnerable residents, and commit to strategies for change.

² Many U.S. cities are providing such incentives, in addition, the Equitable Commute Project has created a micromobility subsidy program

than for White Americans.³ Protected cycling infrastructure substantially improves perceptions of safety, which can lead to further uptake of non-car transportation.⁴ To encourage walking and rolling for all types of trips in Cambridge, the City should ensure that whenever possible the cycling and pedestrian infrastructure is improved or maintained in a way that increases the safety of users. This includes adding and maintaining physically protected cycling infrastructure, but should also include widening sidewalks and other traffic-calming measures that have been shown to slow vehicle speeds and increase safety.⁵

- *Invest in additional bike parking infrastructure in commercial and residential areas to enable more residents to own and use bikes.*
 - *The city should conduct a comprehensive assessment of bike parking infrastructure along with any assessment of car parking infrastructure in the city. To the extent that current bike parking is shown to be oversubscribed, additional parking should be provided.*
 - *Public bike parking should be installed in residential neighborhoods where there is data to indicate a lack of indoor bike parking within private residences.⁶ The City should explore options like secure bike parking pods and helping residents store larger cargo bikes, making biking accessible to people with disabilities, and outlets to charge e-bikes.*
 - *Minimum bike parking requirements at most non-residential developments; public bike parking should be installed in commercial zones to encourage zero-emissions transportation for customers of Cambridge businesses and stimulate economic growth for the city's local businesses. Such parking is space efficient and as such should replace private on-street car parking where there is limited physical space on sidewalks.*

Reducing Car Trips

As a threshold matter, in addition to reducing car trips, it is important to seek strategies to reduce truck traffic, which has negative climate, health and safety impacts. Suggestions incorporated below.

³ Matthew A. Raifman and Ernani F. Choma. 2022. "Disparities in Activity and Traffic Fatalities by Race Ethnicity." *American Journal of Preventive Medicine*. <https://doi.org/10.1016/j.amepre.2022.203.2012>

⁴ Nathan McNeil, Christopher M. Monsere, and Jennifer Dill. 2015. "Influence of Bike Lane Buffer Types on Perceived Comfort and Safety of Bicyclists and Potential Bicyclists." *Transportation Research Record: Journal of the Transportation Research Board* 2520(1): 132-142. <https://doi.org/10.3141/2520-15>

⁵ Note that Paris has committed to ban most private vehicles used for through traffic in much of the historic section (5.4 square miles); this is expected to take about 50% of cars off the road.

⁶ Jersey City has added a network of secure bike lockers doubling as transit shelters.

RCT-5 Further expand coordination with neighboring municipalities to shift more commute trips out of cars

Support. One way to do this is to coordinate with adjacent municipalities re. connecting bike routes/safe crossings (e.g. the bike lane on Huron Ave. going toward Grove St. in Belmont disappears when it gets to Belmont; at this point, cyclists are faced with a dangerous intersection that is difficult to navigate by bike (and the Cambridge bike route becomes significantly more dangerous as it nears Grove St. and the separated bike lane disappears, becoming a sharrow in the face of fast moving commuter traffic).

Reducing Car Use

RCO-1 Explore meaningful ways to acknowledge residents who have no registered vehicles, including eligibility for households that reduce their number of cars... Alternatively, City could consider implementing a vehicle buy-back program

Recommendations

Rather than invest in a buyback program, which would benefit only those who can afford a car, money would be better spent on ensuring safe bike and walking infrastructure or supporting bike, e-bike and cargo bike purchases for low-income users.

Measures recommended in the CCWG report relating to RCU (as well as measures to reduce truck use) include the following :

- *Advocate for authority to establish car-free and low and zero emission zones to reduce emissions and inequity in air quality and encourage economic growth in business areas of the City.*
- *Where viable, conduct small-scale quick-build pilots of car-free zones in commercial areas of heavy pedestrian use and evaluate their impact on safety, customer transit choices, and business revenue.*

- *Evidence shows that cycling and pedestrian infrastructure improvements can benefit businesses, especially small businesses.⁷*

Establish a city funded business training program to work with local businesses to take advantage of new opportunities associated with increased pedestrian and cyclist traffic. Work with the state to move forward and seek funding from state (e.g. MassDOT's Complete Streets Program) sources to implement these zones as possible and encourage vehicle electrification (acknowledging that current funding options are limited by current federal Administration)

- *Better manage business delivery and curb space. Urban deliveries are projected to increase 78% by 2030, increasing emissions by 30%. As heavy duty vehicle deliveries increase air pollution, traffic, and safety risks, the city should launch pilot programs focused on emission free delivery, such as the utilization of cargo bikes.⁸ In tandem, the city should increase anti-idling efforts through increased automated, unarmed, or civilian enforcement. Explore support for small urban fleet electric truck leasing (as L.A. has done).⁹*

Institute parking maximums.

◇ We recommend that the City amend its zoning code to institute parking maximums in all residential zones and especially in areas within a half-mile of transit stations with rail or high-frequency bus service.

- *Increase parking registration fees in order to fund sustainable low-emissions transportation options for Cambridge residents.*

◇ Increase resident parking registration fees to more appropriately price the cost of public street space dedicated to cars relative to the status quo. Use established accounting principles to explicitly model the cost of public road space relative to other potential uses.

⁷ A 2019 city survey of Porter Square customers found that 62 percent of shoppers walked to businesses. A third drove, and 16 percent arrived by bicycle.

⁸ For example, URB-E is carving out a high-density niche in the market for electric commercial vehicles, which market intelligence advisory Guidehouse Insights says is expected to hit \$370 billion by 2030. They want to build an ecosystem around cargo e-bikes, aiming to expand from 50 to 500 of them by next year

◇ *Further increase resident parking registration fees for those cars beyond the first car owned by each household.*

◇ *Establish a low-income parking registration fee program that either scales the cost of parking registration to the vehicle value or a flat reduction in fees to current levels for any low-income Cambridge resident.*

◇ *Use the increased funding from parking registration fees to directly fund tools that encourage alternative forms of transportation identified in this report, such as fare-free transit and e-bike incentive programs.*

Electric Vehicles

General Comments

Given that Cambridge has direct control over its own fleet, it should commit to *electrifying its municipal fleet* on an aggressive schedule, which in many use cases is more cost effective even now – details below.

While transitioning all internal combustion engine vehicles (ICE) to electric vehicles (EVs) is necessary to meet climate goals, the City should be judicious in its approach to charging; it should keep equity concerns in mind so that it does not subsidize those who can afford or choose to have a car at the expense of those who use low carbon modes of transportation. It is important to compare the relative costs and benefits of more chargers with investment in transit and cyclist and pedestrian infrastructure. Further, Cambridge should not limit its focus to charging, but also *explore electric car sharing*, which can reduce emissions by up to 43%.

Recommendations re. EV sharing

◇ Work with existing regional non-profit models for electric vehicle sharing programs, such as Boston's Good2Go, that encourage use of electric vehicles without ownership. Additional resources: St. Paul's EV Carshare Program; partnership between St. Paul, Minneapolis, HOURCAR, and dealer partners for bringing EV option to the carshare (now one of the largest operating in the country), alongside the EV Spot Network (which provides charging for carshare vehicles and public EV owners alike). In an effort to address equity and environmental justice, there are varying subscription rates for lower income earners, and a further expansion of an EV carshare option to existing [multi-unit dwelling carshare operation](#)(partnership between Xcel Energy, ALA Minnesota, HOURCAR, and East Metro Strong) is currently under development. The operational area for the Evie Carshare was also designed to incorporate various neighborhoods

across the Twin Cities, rather than only focus on high-traffic/downtown areas. Many partners were brought together, both through federal-funded programming and the Bloomberg American Cities Climate Challenge.

EV-1 Cambridge will have 100 publicly accessible chargers by 2027, and 475 Level 2 chargers and 25 DC fast chargers by 2050

Recommendation: establish interim goals between 2027 and 2050, using strategies cited below.

See below recommendations from CCWG report:

◊ *Strengthen and codify Cambridge’s current [Green Fleet Policy](#) in ordinance as detailed below.*

◊ *As soon as an EV is available, all new purchases should be EV - with an expected complete replacement for passenger vehicles and light commercial vehicles by 2030;¹⁰ the city’s medium and heavy duty fleet should transition by 2035 or sooner.¹¹*

◊ *Ensure that all leased and owned school buses are electric vehicles are EVs.*

○ *Where it makes sense, expand electric car charging infrastructure to encourage electrification of private automobiles in Cambridge.*

◊ *Use plans from other cities with EV goals, such as Boston, as a template for strategies. For example, Kansas City has started a streetlight-mounted EV charger pilot focused on equity and accessibility.*

. ◊ *Explore existing options – e.g. light pole charging, public lot chargers, and allowing private residences to lease their chargers to the public.*

◊ *Create a comprehensive plan with community input to identify demand for and placement of EV chargers.¹²*

¹⁰ NYC, with the largest municipal fleet in the country, has set this goal

¹¹ Charlotte, NC plans to convert its 4200 vehicle fleet to electric by 2030; L.A. has committed to electrify its 10,000 vehicle fleet by 2035. Note that certain use cases, such as electric refuse trucks, make sense now - Ocala FL and Miami-Dade County have both added Mack electric refuse trucks to their fleets.

¹² Useful mobility equity resource: Greenlining Clean Mobility Equity Report

◊ *Seek funding from state (e.g. MA's Public Access Electric Vehicle Supply Equipment, or EVSE) sources to enable these incentives.*

Thank you for your work on these important issues and your consideration of these comments.

Sincerely,

Carol Lee Rawn

Clean Transportation Consultant; Member of Cambridge Climate Crisis Working Group