

Action Categories	Total Actions	Goal 1: Remove Climate Pollution from Transportation	Goal 2: Improve Mobility	Goal 3: Facilitate a Just Transition	Goal 4: Strengthen Community Connection
LU - Land Use <i>Changing development patterns so people can get around more sustainably</i>	3	2	2	-	1
AT - Active Transportation <i>Making it easier for people to walk, bike, and take a scooter</i>	4	1	4	3	-
BT – Buses and Trains <i>Improving bus, subway, and paratransit Ride options</i>	3	1	1	2	-
RCT- Reducing Car Trips <i>Giving people more travel choices to reduce car trips</i>	3	3	3	-	2
RCO – Reducing Car Ownership <i>Making it easier to not own a car</i>	4	3	1	1	-
EV - Electric Vehicles <i>Encouraging a shift to electric vehicles</i>	6	6	-	3	-
P - Parking <i>Changing parking rules to reduce how much people drive</i>	2	2	-	-	-
CE - Community Engagement <i>Engaging people equitably to improve their transportation experience</i>	2	2	2	2	2
Total Actions	27	20	11	11	5

Tag	Action	Assumptions	What could this look like?	GHG Emission Reduction Estimate	Potential for Further Emissions Reduction?	Anti-Aid, Budget, or Additional Coordination
LU-1	Keep current zoning, which increases mixed-use development near transit stops and includes affordable housing	<ul style="list-style-type: none"> Transit use is 4.9 times higher with TOD Maximum possible emissions reduction is 31% according to CAPCOA 	<ul style="list-style-type: none"> Keep zoning codes that incentivize mixed-use development around transit Use a 10-minute walking buffer, or similar metric, to determine TOD zones “High Frequency” means the bus comes every 10 minutes or more in peak-hours Affordable housing as required by current inclusionary zoning and the Affordable Housing Overlay 	15%		
LU-2	Create better connections between transportation modes.	<ul style="list-style-type: none"> Bike length trip of 1.7 miles Vehicle trip length of 5 miles Bike mode share of 11% Vehicle mode share of 61.6% 	<ul style="list-style-type: none"> Increase secure bike/scooter parking, bikeshare stations, and carshare parking at bus stops and train stations 	4%		
LU-3	Charge developers a fee for new development relative to a project's traffic impacts, to be used to support non-car infrastructure and traffic safety improvements	<ul style="list-style-type: none"> Similar to existing linkage fees that fund affordable housing citywide and community fees that fund city improvements 	<ul style="list-style-type: none"> Charge a fee related to the amount of traffic there is before and after development 	Supportive policy - no direct emissions reduction		
AT-1	Complete the Citywide Bicycle Network Vision	<ul style="list-style-type: none"> Cambridge currently has 101 miles of bike lanes. Full network requires a 24.75% increase to 126 miles. For every 7% increase in bike network mileage there is a 2% decrease in GHGs 	<ul style="list-style-type: none"> Build 25 miles of additional bike lanes as laid out in the Citywide Bicycle Network Vision 	7%	Yes	
AT-2	Allocate more funds to improve and maintain pedestrian infrastructure	<ul style="list-style-type: none"> Because nearly 100% of Cambridge streets already have sidewalks, the emissions reduction potential of this action is minimal Safe pedestrian infrastructure is the foundation of other emissions improvements, but maintaining it will have a small impact on emissions 	<ul style="list-style-type: none"> Continue implementing the Five-Year Plan for Sidewalk and Street Reconstruction. Ensure sidewalks in low-income and historically burdened neighborhoods receive equal maintenance and attention. Support the installation of more crosswalks, flashing beacons at high-traffic locations, and smooth sidewalk surfaces. 	1%		
AT-3	Provide a subsidy for pedal bike, e-bike, and adaptive bike purchases for low-income and disabled residents	<ul style="list-style-type: none"> The program will run for an initial set of years to determine its effectiveness, with potential for extension and budget increased based on success. The program will preserve a significant amount of the funds for income-qualified participants 	<ul style="list-style-type: none"> Establish a funding program that continues the 2024 e-bikes subsidy program to expand on its successes 	1.25%	Yes	This action may have Anti-Aid Amendment implications.
AT-4	Continue building out the Bluebikes network to ensure equal access and high-quality connections to transit.	<ul style="list-style-type: none"> CAPCOA indicates a maximum possible reduction of 0.06%. 2.11 annual tons CO2e reduction per station in the Boston area To achieve an emissions reduction above 1%, Cambridge would have to add 250 Bluebikes stations Each station covers .5 miles of streets 	<ul style="list-style-type: none"> 100% of residents could walk to a Bluebikes station within 2.5 minutes This would mean adding approximately 170 Bluebikes stations 	Less than 1%		
AT-5	Better advertise and support signing up for the Income-Eligible Bluebikes Membership program	<ul style="list-style-type: none"> € An increase of 15% would increase enrollment by 135 people, up from about 900 € This will have a negligible impact on emissions, despite having a significant impact on mobility for people that sign up € Bike share rides do not significantly reduce VMT, especially if the people joining the program do not own cars 	<ul style="list-style-type: none"> Target a 15% increase in membership of Income-Eligible program 	Less than 1%		

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BT-1	Enable better bus frequency and reliability by installing bus priority projects on important routes (signal priority, queue jumps, or bus lanes), and collaborate regionally to improve MBTA bus service.	<ul style="list-style-type: none"> By 2050, bus frequency will need to improve 200%, or 3 times as often per hour on half of the routes This increase will be implemented on the top 50% of routes by ridership 0.5 elasticity - for each 1% increase in frequency, transit ridership increases by 0.5% 	<ul style="list-style-type: none"> Cambridge adds bus-only lanes to support increased frequency Additional improvements to support increased frequency include queue jumps at intersections and transit signal priority Cambridge takes on a regional leadership role to develop creative funding solutions to support the MBTA 	9%		
BT-2	Expand eligibility for the Door2Door Transportation program	<ul style="list-style-type: none"> Because the Door2Door service is so lightly used, no significant GHG reductions will result from expanding its service slightly Door2Door currently serves ~400 trips per month New trips would not result in decreased car trips, as new riders are not likely to be car owners 	<ul style="list-style-type: none"> Provide 25% more rides on the Door2Door service Allow people with low incomes living more than a 15-minute from transit to ride Increase service hours Expand the eligible trip types 	Less than 1%		
BT-3	Offer discounted transit fares for residents who don't own cars	<ul style="list-style-type: none"> Provide a 50% reduction in transit fare to non-car owners Applicable to 100% of the MBTA system This would be covered by the City budget 	<ul style="list-style-type: none"> Applies to homeowners, renters, and un-housed individuals in Cambridge College students are eligible Separate from PTDM Ordinance, but benefits could be stacked Continue current program of providing 100% free transit passes to CRLS students 	2%	Yes	This action may have Anti-Aid Amendment and budget implications
RCT-1	Make the Parking and Transportation Demand Management Ordinance apply to more people. Increase the emphasis on parking cash-out options.	<ul style="list-style-type: none"> 35-40% of Cambridge employees are covered by the PTDM ordinance This action would expand PTDM to cover 60% of employees 26% maximum possible SOV mode share reduction 	<ul style="list-style-type: none"> More people would get transportation benefits and more properties would be required to limit driving trips Include residential properties Reduce trigger threshold for a "Large Project" (= 20 parking spaces) to apply to more properties Price nearby on-street parking. 	13%-18%		
RCT-2	Dedicate City budget funding to support community-led initiatives that improve multimodal or low-carbon transportation options and support deepening relationships between the City, residents, employers, and property owners.	<ul style="list-style-type: none"> Improve communication between the City, community members, and local businesses to find solutions that work better for everyone Dedicate funds and staff resources to relationship-building initiatives and projects that fall outside of typical funding streams Expand funding for Community Engagement Team Outreach Workers and neighborhood ambassadors 	<ul style="list-style-type: none"> Include relationship-building in the work done by the three transportation committees (transit, bike, and pedestrian committees) Identify cooperative actions to reduce VMT Prioritize deepening relationships and building trust between City staff and community members 	Supportive policy - no direct emissions reduction		
RCT-3	Expand existing coordination with neighboring municipalities to shift commute trips out of cars	<ul style="list-style-type: none"> 71% of trips on Cambridge streets are due to people traveling to and through the City Requires regional collaboration, Cambridge alone does not have control to effect changes to these trips The City of Cambridge is in a unique position, due to resources and job concentration. The City could take a more active role in developing regional sustainable transportation solutions. 	<ul style="list-style-type: none"> Increase communication with neighboring cities to expand coordination and develop more regional solutions Establish quarterly meetings with representatives from municipalities Present unified advocacy to state officials on policies needed for the region Expanding connections to protected multi-use paths and expanding bus services 	Supportive policy - will reduce regional emissions from transportation		

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RCO -1	Provide an incentive to residents with no registered vehicles	<ul style="list-style-type: none"> There is little research indicating the potential of this action to reduce emissions 	<ul style="list-style-type: none"> Provide a direct cash incentive to residents who don't have a registered vehicle in Cambridge and don't request a parking permit Provide free membership to Bluebikes, a carshare program, local shuttles, and provide free bike gear 	1%		This action may have Anti-Aid Amendment implications.
RCO -2	Advocate for higher registration and taxes for private cars	<ul style="list-style-type: none"> Vehicle registration taxes and fees are controlled at the State level Vehicle registration taxes are a powerful lever for disincentivizing car ownership Different prices can be applied based on fuel efficiency/electrification level of vehicle 	<ul style="list-style-type: none"> Cambridge becomes a vocal advocate for higher vehicle taxes, possibly as a way to fund the MBTA Raise registration fees for all vehicles OR create tiered registration fees based on vehicle type 	Supportive Policy - no direct emissions reductions		Not possible without State involvement
RCO -3	Participate in the State and regional discussion about a Boston metro region congestion or emission pricing scheme (road-pricing)	<ul style="list-style-type: none"> Atlanta saw emissions reductions of 2% NYC modeling showed 17.5% reduction in Particulate Matter Road-pricing causes drivers to see the real costs of driving Could be implemented as: Facility-based, Area-based (cordon), or Distance-based 	<ul style="list-style-type: none"> Coordinate with neighboring municipalities to advocate for a regional congestion or emission pricing scheme Conduct a study on the emissions reduction potential of road pricing, <u>potentially in partnership with Boston</u> Monitor the NYC Congestion pricing plan as it is implemented 	Supportive Policy - no direct emissions reductions; reduction potential of 5-20%		Not possible without state involvement.
EV-1	Improve access to publicly accessible EV charging and fast charging, either curbside or following "gas station" model	<ul style="list-style-type: none"> One L2 charger being used moderately can reduce emissions by 5.5 metric tons per year. One DCFC charger being used moderately can reduce emissions by 25.6 metric tons Assumption is that Cambridge will have a total of 100 publicly accessible chargers by 2027, and 475 L2 chargers and 25 DCFC chargers by 2050 Cambridge or private company can install approximately 20 L2 chargers and one fast charger per year, scaling up or down as needed Chargers are publicly accessible regardless of ownership 	<ul style="list-style-type: none"> Create public private partnerships that significantly increase the availability of public curbside and fast chargers. These chargers could be privately or publicly owned, but they must be publicly accessible 	6%	Yes	
EV-2	Install city-owned public electric vehicle charging stations and micromobility charging at CHA-owned housing sites	<ul style="list-style-type: none"> One L2 charger being used moderately can reduce emissions by 5.5 metric tons per year. Cambridge will have 100 curbside chargers by 2027, we are assuming 80 L2 chargers 	<ul style="list-style-type: none"> Install 4 L2 chargers at 20 properties Total of 80 chargers Very important equity measure, but minimal emissions reductions 	Less than 1%		
EV-3	Work with charging providers and/or Eversource to provide discounts to low-income EV owners	<ul style="list-style-type: none"> Because charging is already comparable in price, often cheaper, to purchasing gas, this is expected to have a small impact on encouraging people to purchase EVs 7.4% of families had incomes below the poverty line Convinces 10% of low-income families to buy an EV 	<ul style="list-style-type: none"> Provide a program that allows for Income-Eligible Charging Rebates Work with Eversource to create a program similar to their Managed Charging Program in Connecticut, which offers a rebate up to \$200/year for charging at off-peak times 	Less than 1%		
EV-4	Provide support to connect EV buyers with existing state and federal incentives.	<ul style="list-style-type: none"> Create a program that connects EV-buyers with existing or future financial incentives from state and federal programs Does not involve provide new incentives from the City budget to EV buyers 	<ul style="list-style-type: none"> EV-buyers would be able to more easily understand and access incentives that lower the cost on new EV cars 	5%* *The emissions reductions associated with this action will be updated to reflect recent changes	Yes	This action has may have Anti-Aid Amendment and serious budget implications.

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EV-5	Require new developments have 25% EV parking, with enough capacity to support 100% EV parking	<ul style="list-style-type: none"> • 17.7% population growth from 2019 to 2050 • 25% of parking must be for EVs initially, with the percent increasing to 100% by 2050 • Electrical capacity must be provided for 100% of parking to be for EVs • Eversource provides incentives to low-rise single- or multi-family homes to install chargers 	<ul style="list-style-type: none"> • Cambridge has plans to change zoning requirements to match Boston's EV Readiness Policy for New Developments by adopting its own policy requiring developers to install EVSE for 25% of parking spaces, and prepare the remaining 75% for future installation. This has not happened yet. 	5%		
P-1	Increase residential parking permit fee, with discounts for people with low incomes	<ul style="list-style-type: none"> • Residential parking permits are currently \$25 per year • Average annual vehicle cost of \$9,282 • 	<ul style="list-style-type: none"> • The average cost of a space in Cambridge ranges from \$175-\$420 per month • Implement other recommendations from Cambridge Parking Study 	1%	Yes	
P-2	Increase fees at parking meters	<ul style="list-style-type: none"> • \$3 per hour • Current on-street parking costs \$1-\$1.5 per hour (Kendall Square was just raised to \$2/hr) • 12.5% of trips parking on the street • 	<ul style="list-style-type: none"> • Higher prices for on-street metered parking • Implement other recommendations from Cambridge Parking Study 	5%	Yes	
CE-1	Improve communication about transportation options that are available	<ul style="list-style-type: none"> • Offered to all residents and workers in Cambridge • 19% of residences participate • 12% vehicle trip reduction for those who participate • 	<ul style="list-style-type: none"> • Cambridge City staff provide transportation information and workshops, and produce informational materials to share widely and accessibly • Prioritize low-income and underserved communities 	2%		
CE-2	Conduct a racialized analysis of transportation inequities	<ul style="list-style-type: none"> • All forms of mobility need to be welcoming and safe for all users 	<ul style="list-style-type: none"> • Develop a community working group to understand race-based differences in transportation enforcement • Understand how the City played a role in perpetuating inequity in order to guide intentional shifts toward community power • More deeply involve environmental justice communities in transportation planning 	Supportive policy - no direct emissions reductions		