



## Clean Energy Future Committee

Date: Friday February 26, 2021

Time: 8:00 a.m.

Location: Conducted via remote participation

To register for the Zoom Meeting:

[https://us02web.zoom.us/join/zoom/register/tZMkc-qoqDItGtZ5XTYFLXYyTe8-nZ\\_gsrSz](https://us02web.zoom.us/join/zoom/register/tZMkc-qoqDItGtZ5XTYFLXYyTe8-nZ_gsrSz)

After registering, you will receive a confirmation email containing information about joining the meeting.

Members of the public are asked to send written comment to: [kpruitt@town.arlington.ma.us](mailto:kpruitt@town.arlington.ma.us).

### **\*Notice to the Public on meeting privacy\***

In the interests of preventing abuse of videoconferencing technology (e.g. "Zoom Bombing") all participants, including members of the public, wishing to participate via Zoom must register for each meeting and will notice multi-step authentication protocols. Please allow additional time to join the meeting. Further, members of the public who wish to participate without providing their name may still do so by telephone at 929-436-2866 Meeting ID: 879 4306 9702.

Documents related to the below agenda items follow as attachments to this document.

### **Agenda**

8:00 – 8:05: Meeting ground rules

8:05 – 8:10: Review & Approve Minutes from 1/22/2021 meeting

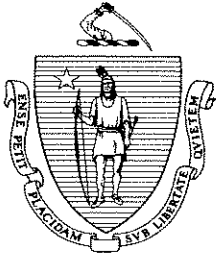
8:10 – 8:50: Review final draft Net Zero Action Plan

8:50 – 9:10: Request for endorsement of Declaration of Climate Emergency

Next meeting: March 26

### Attachments:

- 1) Governor Charles Baker's 3/12/2020 Executive Order Suspending Certain Provisions of the Open Meeting Law
- 2) Draft Net Zero Action Plan



OFFICE OF THE GOVERNOR  
**COMMONWEALTH OF MASSACHUSETTS**  
STATE HOUSE • BOSTON, MA 02133  
(617) 725-4000

**CHARLES D. BAKER**  
GOVERNOR

**KARYN E. POLITO**  
LIEUTENANT GOVERNOR

**ORDER SUSPENDING CERTAIN PROVISIONS  
OF THE OPEN MEETING LAW, G. L. c. 30A, § 20**

**WHEREAS**, on March 10, 2020, I, Charles D. Baker, Governor of the Commonwealth of Massachusetts, acting pursuant to the powers provided by Chapter 639 of the Acts of 1950 and Section 2A of Chapter 17 of the General Laws, declared that there now exists in the Commonwealth of Massachusetts a state of emergency due to the outbreak of the 2019 novel Coronavirus (“COVID-19”); and

**WHEREAS**, many important functions of State and Local Government are executed by “public bodies,” as that term is defined in G. L. c. 30A, § 18, in meetings that are open to the public, consistent with the requirements of law and sound public policy and in order to ensure active public engagement with, contribution to, and oversight of the functions of government; and

**WHEREAS**, both the Federal Centers for Disease Control and Prevention (“CDC”) and the Massachusetts Department of Public Health (“DPH”) have advised residents to take extra measures to put distance between themselves and other people to further reduce the risk of being exposed to COVID-19. Additionally, the CDC and DPH have advised high-risk individuals, including people over the age of 60, anyone with underlying health conditions or a weakened immune system, and pregnant women, to avoid large gatherings.

**WHEREAS**, sections 7, 8, and 8A of Chapter 639 of the Acts of 1950 authorize the Governor, during the effective period of a declared emergency, to exercise authority over public assemblages as necessary to protect the health and safety of persons; and

**WHEREAS**, low-cost telephone, social media, and other internet-based technologies are currently available that will permit the convening of a public body through virtual means and allow real-time public access to the activities of the public body; and

**WHEREAS** section 20 of chapter 30A and implementing regulations issued by the Attorney General currently authorize remote participation by members of a public body, subject to certain limitations;

**NOW THEREFORE**, I hereby order the following:

(1) A public body, as defined in section 18 of chapter 30A of the General Laws, is hereby relieved from the requirement of section 20 of chapter 30A that it conduct its meetings in a public place that is open and physically accessible to the public, provided that the public body makes provision to ensure public access to the deliberations of the public body for interested members of the public through adequate, alternative means.

Adequate, alternative means of public access shall mean measures that provide transparency and permit timely and effective public access to the deliberations of the public body. Such means may include, without limitation, providing public access through telephone, internet, or satellite enabled audio or video conferencing or any other technology that enables the public to clearly follow the proceedings of the public body while those activities are occurring. Where allowance for active, real-time participation by members of the public is a specific requirement of a general or special law or regulation, or a local ordinance or by-law, pursuant to which the proceeding is conducted, any alternative means of public access must provide for such participation.

A municipal public body that for reasons of economic hardship and despite best efforts is unable to provide alternative means of public access that will enable the public to follow the proceedings of the municipal public body as those activities are occurring in real time may instead post on its municipal website a full and complete transcript, recording, or other comprehensive record of the proceedings as soon as practicable upon conclusion of the proceedings. This paragraph shall not apply to proceedings that are conducted pursuant to a general or special law or regulation, or a local ordinance or by-law, that requires allowance for active participation by members of the public.

A public body must offer its selected alternative means of access to its proceedings without subscription, toll, or similar charge to the public.

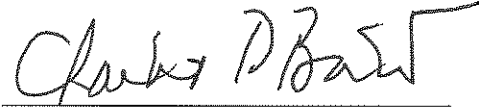
(2) Public bodies are hereby authorized to allow remote participation by all members in any meeting of the public body. The requirement that a quorum of the body and the chair be physically present at a specified meeting location, as provided in G. L. c. 30A, § 20(d) and in 940 CMR 29.10(4)(b), is hereby suspended.

(3) A public body that elects to conduct its proceedings under the relief provided in sections (1) or (2) above shall ensure that any party entitled or required to appear before it shall be able to do so through remote means, as if the party were a member of the public body and participating remotely as provided in section (2).

(4) All other provisions of sections 18 to 25 of chapter 30A and the Attorney General's implementing regulations shall otherwise remain unchanged and fully applicable to the activities of public bodies.

This Order is effective immediately and shall remain in effect until rescinded or until the State of Emergency is terminated, whichever happens first.

Given in Boston at 6:40 PM this 12th day of  
March, two thousand and twenty.

A handwritten signature in cursive script, reading "Charles D. Baker". The signature is written in dark ink and is positioned above a horizontal line.

CHARLES D. BAKER  
GOVERNOR  
Commonwealth of Massachusetts



## **Clean Energy Future Committee Meeting Minutes**

*Draft – for approval at the 02/26/2021 meeting*

January 22, 2021

8:00 – 9:30 a.m.

Virtual Meeting – Hosted on Zoom

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

Members not present: Adam Chapdelaine, Dianne Mahon

The meeting convened at 8:06 a.m.

### **Video Meeting Procedures**

Mr. Pruitt read a set of prepared remarks explaining the procedures that the Committee would follow to hold a virtual meeting. Governor Baker signed an Executive Order in response to the COVID-19 pandemic allowing virtual meetings, which suspended the usual Open Meeting Law requirement that a quorum of committee members be physically present in order to hold an official committee meeting.

### **Meeting Minutes**

Mr. Pruitt displayed the Minutes from the December 18, 2020 Meeting. Mr. Pruitt highlighted specific edits by Mr. Amstutz as well as other grammatical edits that he made after he had sent the minutes to the Committee. Mr. Miettinen requested some edits to make clear a proposed Zoning Bylaw warrant article for Town Meeting was being proposed by the Committee as a whole and not by Mr. Miettinen as an individual. Ms. Dein made a motion to approve the Minutes as amended. Mr. Katofsky seconded the motion. A roll call vote was taken. The Committee unanimously approved the December 18, 2020 Meeting Minutes.

### **Agenda Item 1: Goals for 2021**

Mr. Pruitt stated that Mr. Levy contacted him prior to the Meeting to suggest the Committee discuss its goals for 2021. Mr. Pruitt acknowledged this would be a healthy exercise to do every year and welcomed the opportunity to discuss further. Mr. Levy stated he wanted to have a discussion about goals for the CEFC noting that now the Committee is close to successfully completing its Net Zero Plan. It now needs to work holistically regarding how to pursue its role in implementing that Plan, for example deciding if it should implement warrant articles, work with other stakeholders on those efforts, etc.

Ms. Cooper supported proposing warrant articles and engaging in other activism to implement the Net Zero Plan. Mr. Pruitt noted that work on warrant articles needs to begin by December in any given year. Mr. Levy noted work should actually begin in May for warrant articles since some are controversial and require months to discuss and promote.

Mr. Katofsky observed that there is an Energy Working Group that examines various aspects of energy use in Town facilities. He suggested that Group could perhaps serve as a subcommittee of the CEFC to help implement Net Zero Plan measures dealing with Town facilities.

Mr. Katofsky advocated for coming up with a priority listing of initiatives for the Committee to work on in any given year. He also advocated thinking through warrant articles well in advance given how much work will need to get done to get several initiatives passed.

Mr. Pruitt asked two questions: what kind of sub-committees or working groups of the Committee should be created to ensure successful implementation of the Net Zero Plan? He also repeated a related question recently posed to him by Mr. Levy: what kind of Committee should we be? Should we be an advocacy committee for example and if so, what kind of advocacy should we engage in?

Mr. Katofsky noted he would support the CEFC taking a reasonably active role in implementation but bringing many other groups and individuals in to help.

Mr. Amstutz observed that, in cases where Net Zero Plan measures will require warrant articles, it would be logical for the Committee to actively support them. He also noted that the Committee could take on various roles either supporting or directly taking action on various proposals on a case-by-case basis.

Mr. Miettinen stated he agreed with most of the comments made by others on this topic. He stated that advance planning and scheduling will be critical for successful implementation of the Net Zero Plan, noting that deadlines for action will be critical.

Mr. Katofsky offered his help to think about timing and implementation of Net Zero Plan measures. He said discussing warrant articles as early as possible is critical.

Mr. Levy discussed Net Zero Buildings measure #3 (NZB 3), "Change zoning or other bylaws that hinder the renovation or construction of net zero energy capable buildings. Create incentives to encourage renovation and new construction projects to result in net zero energy capable buildings." This measure will be a warrant article at the April Town Meeting. Mr. Levy noted that for this warrant article, the Committee will need to make a decision about whether to do more than support the initiative with an endorsement, or whether more active advocacy might be required to help the public and Town Meeting Members understand and support the article.

Mr. Katofsky agreed with Mr. Levy's comments and noted that for this specific warrant article there are advocacy groups ready to help support it.

Ms. Gina Sonder, a Town resident, asked if the Committee will monitor its success in implementing the Net Zero Plan. Mr. Pruitt noted that the Plan does call for the Town to monitor its success in this effort.

Ms. Beth Melofchik, a Town resident, asked if the Committee could identify how many non-conforming lots would be affected by NZB 3, and where they are located. Mr. Miettinen said he could provide that information.

Mr. Parke Wilde, a Town resident, noted that he and Ms. Sonder were proposing a warrant article for April Town Meeting asking the Town to declare a Climate Emergency. Mr. Wilde offered his support for the Net Zero Plan.

Mr. Pruitt noted that Emergency Arlington, which Mr. Wilde and Ms. Sonder represent, has asked to present their warrant article the Committee's February meeting. Ms. Cooper voiced support for this. Mr. Levy voiced concerns about using the Committee's time efficiently. Mr. Miettinen voiced support for discussing how to best to help. Mr. Wilde agreed to send the Committee a video explaining the warrant article and then to make a short presentation at the February meeting.

## **Agenda Item Two: Finalization of the Net Zero Action Plan**

Mr. Pruitt asked for a "high level" discussion of the Plan today, leaving "word smithing" edits to be suggested via email by Committee members before the February meeting. He said he hoped the Committee could vote to approve the Plan at its February 26 meeting, and then present it to the Select Board in March for their endorsement.

Mr. Levy asked if Town Meeting would be the next step for receipt of the Plan. Mr. Pruitt said he was unsure of the next step for presenting to Town Meeting. Mr. Miettinen advocated support for presenting the Plan to Town Meeting. Mr. Breslow also voiced his support for bringing the Plan to Town Meeting.

Mr. Pruitt questioned whether a CEFC report needs to be submitted to Town Meeting as a warrant article.

Jennifer Raitt, Director of Planning and Community Development said no, the Committee does not need to submit a report as warrant article, and can just submit the report to Town Meeting. Town Meeting can vote to "receive" it, rather than vote on the content of the report.

Mr. Katofsky stated that submitting a report to Town Meeting is a good practice. Ms. Cooper agreed, and said submitting a report would be an opportunity for outreach and education.

Mr. Pruitt presented the most recent draft of the Net Zero Plan. He asked CEFC members to directly send him recommended edits after the meeting using the track

changes function in Microsoft Word. If edits are sufficiently substantive or potentially controversial, Mr. Pruitt said he may have to call on the Committee for a special meeting to review the proposed changes. In contrast, minor “word smithing” edits would not require a special meeting for approval.

Mr. Pruitt reviewed the Letter from the Future section, which was written by Mr. Levy. MAPC recommended beginning the Plan with this letter from the future as a light-hearted way of envisioning what success of Plan implementation would look like.

Mr. Pruitt reviewed the Getting to Net Zero Chapter, which the Committee has reviewed previously. Mr. Pruitt thanked those Committee members who have previously reviewed and suggested edits to the Plan.

Mr. Pruitt reviewed the Net Zero Roadmap chapter, which the Committee has also seen multiple times. This chapter contains the Plan’s 31 recommended greenhouse gas mitigation measures in the areas of buildings, mobility, and clean energy supply.

Mr. Pruitt noted that three of the four high priority measures for mobility section are focused on electric vehicles, and asked the Committee whether the high priority section should include more measures not focused on electric vehicles. He stated that we are a car-centric culture, so it is important to make sure cars are as close to zero-emission as possible. Ms. Cooper agreed with Mr. Pruitt, stating that single occupancy trips dominate transportation preferences, and shifting to large-scale electric vehicle adoption is a huge effort. Mr. Miettinen stated that the Plan states clearly that the largest sectors contributing to GHG emissions are building emissions and vehicle emissions, so it makes sense that high priority measures target these areas. Mr. Miettinen also stated that the high priority actions do not explicitly refer to “electric” vehicles, but rather “zero-emissions” vehicles.

Mr. Amstutz stated that this Plan is coordinated with the Connect Arlington Sustainable Transportation Plan. Connect Arlington addresses non-electric vehicle sustainable transportation opportunities. Mr. Amstutz commented that the mobility measures are Arlington-centric, and that the Net Zero Plan could better address supporting regional transportation goals such as congestion pricing or connecting trail networks. Mr. Amstutz stated that this might be a substantive change and could possibly warrant its own measure. Mr. Amstutz emphasized the importance of addressing regional sustainable transportation efforts in the Net Zero Plan. Mr. Pruitt asked Mr. Amstutz to re-read the mobility section of the Plan and send him any edits. Mr. Pruitt will also look at the mobility introduction and add language based on this discussion.

Mr. Pruitt reviewed Appendix A, which is new to the Plan. Appendix A is a quick access implementation table that summarizes the 31 measures in the Roadmap chapter. The Appendix includes links to successful examples of similar measures implemented elsewhere, estimated implementation timeframe, implementation expense, lead entity to implement, key partners in implementing, key measures of success for the measure, and equity considerations for each measure. Appendix A includes tables for buildings, mobility, and clean energy supply. Mr. Pruitt asked the Committee to review the appendix and send him any edits before the February meeting.

Mr. Pruitt asked whether anything major needed to be added to the Plan, or if overall the Committee thought that it includes everything that it needs to be finalized. Ms. Dein stated that in general the Plan is quite good and extensive. Ms. Dein asked the Committee whether it should clarify the timeline and impact of these measures, so that the Committee can best prioritize when to implement measures. She noted that Gina Sonder had asked about measuring outcomes earlier in the meeting. Ms. Dein asked how often the Town would measure outcomes. She asked what realistic intervals for measuring progress for this Plan would be. Mr. Pruitt stated that the measures in this Plan alone will not get Arlington to net zero, and that there will be needed changes to state and federal law, changes in technology and affordability of technology, and changes to incentives and funding opportunities for Arlington to successfully reach net zero. Mr. Pruitt stated that the Plan recommends a full Plan update every 5 years, with GHG inventory updates every 2 years.

Mr. Pruitt asked the Committee whether the Plan should have interim emissions reduction targets, such as targets for 2030 and 2040. The newly released Massachusetts 2050 Decarbonization Roadmap has interim targets for 2030 and 2040.

Mr. Katofsky stated that interim targets make sense at the federal or state level. However, locally Arlington does not have control over some of the policies that impact a community's ability to achieve net zero. Although interim targets might not be helpful, the Committee could determine if interim targets would help implement the plan's measures.

Ms. Cooper encouraged the Committee to establish interim targets.

Mr. Pruitt reminded the Committee about Mr. Miettinen's email to the Committee encouraging Committee members to attend the Arlington Redevelopment Board hearing on Monday 1/25 at 7pm for the Committee's proposed zoning amendment warrant article.

Mr. Miettinen asked whether Arlington already had interim GHG reduction targets. Mr. Pruitt stated that targets were identified in the 2005 Arlington Sustainability Action Plan but stop at the year 2020.

Mr. Pruitt stated that Massachusetts Senate Bill 9, passed recently by the Senate and House and now awaiting action by the Governor, called for a 50% reduction in GHG emissions below 1990 levels by 2030 and 75% reduction by 2040. Mr. Pruitt suggested that interim targets would not need to be a new Plan section, but rather a statement stating the interim targets in the Getting to Net Zero chapter. Mr. Katofsky stated that he does not have a basis for selecting targets other than the State targets. The Plan could state that Arlington would try to achieve the State targets, however there should be some linkage between what actions will be implemented and what the targets are so that the targets are reasonable. Mr. Pruitt pointed out that the State targets in Senate Bill 9 are based on 1990 emissions, and Arlington's GHG emissions inventory is based on 2017 emissions.

Ms. Cooper proposed that the Plan could align with the State targets, but then take into account the different baseline emission years. Mr. Pruitt stated that the methodology used to calculate the State's emissions is different from the methodology used to calculate Arlington's emissions. He suggested that the Plan could have a statement that Arlington supports the State's targets of reducing GHG emissions by 50% by 2030 and 75% by 2040, but does not necessarily commit to those specific targets. The Committee agreed that such a statement should be included in the Plan. Mr. Pruitt said he would draft that language to include in the Plan.

Mr. Pruitt stated that although the Plan identifies measures as high priority and priority, it does not identify implementation timeline. Mr. Pruitt asked the Committee whether it wanted to identify timelines or decide which measures to prioritize on an annual basis. The Committee's consensus was that it did not want to identify timelines for implementation of specific measures in the Plan.

Mr. Katofsky motioned to adjourn the meeting. Ms. Dein seconded. The motion passed unanimously.

The meeting was adjourned at 9:37am.

Submitted by Dave Levy.

FEBRUARY 2021

# Arlington's Net Zero Action Plan

A roadmap to reduce greenhouse  
gas pollution to net zero by 2050



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(Cover image: Menotomy Rocks Park at Jason St., Arlington)

# Acknowledgements

This Net Zero Action Plan was developed by the Town of Arlington and the Metropolitan Area Planning Council (MAPC). The Project Team would like to thank the following individuals and groups for their hard work and thoughtful contributions throughout the planning process. The Project Team would also like to thank the approximately 1,000 members of the public who contributed their ideas through the online survey in July 2020, and the Virtual Open House held in October/November 2020.

## **Clean Energy Future Committee**

Nellie Aikenhead  
Dan Amstutz  
Marc Breslow  
Adam Chapdelaine  
Coralie Cooper  
Dan Dunn  
Shelly Dein  
Jim DiTullio  
Ryan Katofsky  
Dave Levy  
Diane Mahon  
Pasi Miettinen  
Ken Pruitt  
Emily Sullivan

## **Boards and Committees**

Arlington Redevelopment Board (Rachel Zsembery, Chair)  
Capital Planning Committee (Timur Yontar, Chair)  
Permanent Town Building Committee (Allen Reedy, Chair)  
Select Board (Joseph Curro, Leonard Diggins, Stephen DeCoursey, John Hurd (Chair), Diane Mahon)  
Sustainable Arlington (Amos Meeks and Brucie Moulton, Co-Chairs)  
Transportation Advisory Committee (Howard Muise, Chair)

## **Community Groups**

Arlington Housing Authority  
Housing Corporation of Arlington  
Mothers Out Front  
Climate Action Working Group, First Parish Unitarian Universalist

## **Community Members**

Eugene Benson, Damon Bosetti, John Buck, Bob Cronin, Seth Federspiel, Gary Goldsmith, Patrick

Hanlon, Lucy Hutyra, James Johnson, Kristin Kelleher, Shira Lion, Jill Mirak, Robert Mirak, John Murphy, Ben Myers, Cynthia Pasciuto, Jelena Popovic, Irina Sidorenko, Paul Warkentin, David White, John Winslow, Anne Wright

## **Town Staff**

Adam Chapdelaine, Town Manager  
James Feeneey, Facilities Director  
Jillian Harvey, Director of Diversity, Equity & Inclusion Division  
Kevin Kelley, Fire Chief  
Michael Mason, Chief Financial Officer, Arlington Public Schools  
Sandy Pooler, Deputy Town Manager

## **Metropolitan Area Planning Council**

Megan Aki, Cammy Peterson, Nicole Sanchez, Brooks Winner, Lucy Xu

## **Municipal Partners**

Martha Grover, Energy Efficiency Manager, City of Medford  
Jillian Wilson-Martin, Sustainability Coordinator, Town of Natick

## **Department of Planning and Community Development**

Jennifer Raitt, Director  
Erin Zwirko, Assistant Director  
Dan Amstutz, Senior Transportation Planner  
Ali Carter, Economic Development Coordinator  
Kelly Lynema, Senior Planner  
Mary Muszynski, Administrative Assistant  
Ken Pruitt, Energy Manager  
Emily Sullivan, Environmental Planner and Conservation Agent  
Mallory Sullivan, Community Development Block Grant Administrator

# Letter from The Future

January 1, 2050

Dear 2021 members of Arlington's Clean Energy Future Committee,

Greetings from the year 2050! What can I share about Arlington's history since 2021? Well, we continued to dominate in hockey, winning multiple Commonwealth boys and girls championships. We elected two Massachusetts Governors, both graduates of Arlington High School. And we have consistently been named Best Town in Massachusetts from various publications including the Boston Globe.

One of the reasons we received these designations was our success in reducing greenhouse gas pollution to net zero. We have you to thank for that. I am sure that writing the Net Zero Action Plan was difficult, required a lot of your time, and tested your ability to reach consensus on complex issues. Writing from the year 2050, I can tell you that it was well worth the effort.

Your Plan gave us a new set of tools and inspired the entire community to think differently about how we could live our lives. We found a way to improve our quality of life while greatly reducing our carbon footprint. And we did it in a way that benefitted everyone in the community equitably.

You helped us rethink the way we build, heat and cool our homes and businesses. We started by requiring new buildings and major renovations to be fossil-fuel-free. Over time we found cost-effective ways to eliminate fossil fuels in existing homes and businesses (that was much harder). Virtually all buildings in Arlington are now greenhouse gas emissions-free.

We made sure Town government led by example. Starting in 2022, Arlington adopted the State's new Stretch Energy Code that required new construction and major renovation to be all-electric. It took longer to retrofit older buildings, but we got there. Per the Plan, by 2030 the Town was purchasing only zero emissions vehicles, and by 2035 the last diesel truck in the fleet was retired. The Town fleet is now fully zero emissions.

We also transformed the way residents of all ages get around. We worked hard to implement both the Net Zero Action Plan and Connect Arlington, the Town's sustainable transportation plan. We took a variety of steps to pivot away from gasoline vehicles. We did this by making Arlington a better place to walk, bicycle, scooter, and take public transit (which is now also zero emissions). Many people still drive cars, but they are all fully zero emissions and for many residents, car sharing has become the norm.

There have been big changes to our energy supply. Arlington led the state in procuring renewable electricity through the Arlington Community Electricity program, reaching a default of 100 percent renewable in 2030. We also led a coalition of cities and towns in an advocacy campaign that persuaded the legislature to mandate 100 percent renewable electricity statewide by 2040.

These achievements were not always easy, but it is amazing to look back at how even small progress snowballed into transformational accomplishments. Change can be tough, but you gave us the right ideas and tools. A tremendous number of people helped achieve the net zero goal in their own ways.

Thank you again for your hard work. Your Net Zero Action Plan was the right plan at the right time. We are truly grateful for your efforts.

Best regards,

Charles Spy-Ponder  
Arlington, MA

# Getting to Net Zero

The Town of Arlington has committed to reaching net zero greenhouse gas (GHG) pollution<sup>1</sup> by 2050. What exactly does this mean for our community? Why does our local goal matter? What does Arlington need to do to reach that goal? This Net Zero Action Plan aims to answer these questions and to create a roadmap for Arlington to reach net zero by 2050.

## WHY NET ZERO?

Climate scientists have made it clear that the world needs to reduce global GHG pollution to net zero by 2050 to avoid catastrophic climate change. The planet has already warmed by about 1° Celsius (C) since fossil fuels like coal, oil, and gas began being burned in large quantities starting in the mid-1800s.<sup>2</sup> Scientists have projected that if we can keep warming below 1.5° C, the worst impacts of climate change like extreme floods, wildfires, and droughts can be avoided.<sup>3</sup> The Intergovernmental Panel on Climate Change's 2019 special report, *Global Warming of 1.5°C*,<sup>4</sup> says that in order to give ourselves a chance to limit global warming to 1.5° C worldwide we will need to reduce GHG pollution 45% by 2030 and to net zero by 2050. Said another way, there is a limited “carbon budget,” or cumulative amount of GHG pollution that can be emitted without passing 1.5° C of warming. Consistent with worldwide efforts to reduce GHG pollution, Arlington has committed to achieving net zero carbon emissions by 2050.<sup>5</sup>

The CEFC decided not to establish interim GHG pollution reduction targets in this Plan (for example, specific reductions by 2030 or 2040). However, the Committee does support the statewide targets established in Massachusetts Senate Bill 9, *An Act creating a next-generation roadmap for Massachusetts climate policy*, passed by the legislature on January 28, 2021. That bill would mandate a 50% reduction in greenhouse gas emissions below 1990 levels by 2030 and a 75% reduction by 2040. The CEFC will evaluate progress in reducing greenhouse gas pollution in Arlington in light of those state targets.

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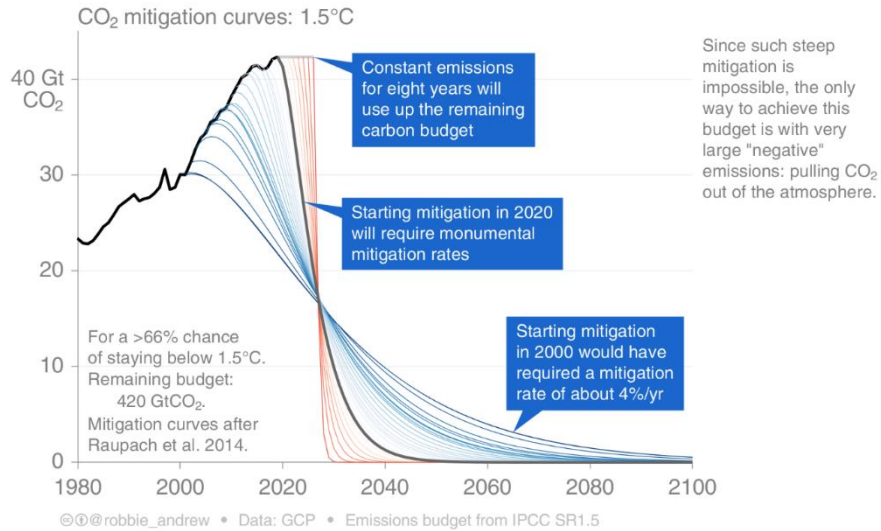
<sup>1</sup> In this Plan, the terms “greenhouse gas (GHG),” “carbon dioxide,” “carbon dioxide equivalent (CO<sub>2</sub>e)” and “carbon” are used somewhat interchangeably. The greenhouse gas carbon dioxide is by far the most significant source of GHG pollution from all sources in Arlington. For a good primer on the primary greenhouse gases, see the summary from the U.S. Environmental Protection Agency, *Overview of Greenhouse Gases*, available at <https://www.epa.gov/ghgemissions/overview-greenhouse-gases>

<sup>2</sup> National Aeronautics and Space Administration (NASA) World of Change website: [https://earthobservatory.nasa.gov/world-of-change/global-temperatures#:~:text=According%20to%20an%20ongoing%20temperature,2%C2%B0%20Fahrenheit\)%20since%201880.](https://earthobservatory.nasa.gov/world-of-change/global-temperatures#:~:text=According%20to%20an%20ongoing%20temperature,2%C2%B0%20Fahrenheit)%20since%201880.)

<sup>3</sup> National Aeronautics and Space Administration (NASA) *A Degree of Concern: Why Global Temperatures Matter*, <https://climate.nasa.gov/news/2865/a-degree-of-concern-why-global-temperatures-matter/>

<sup>4</sup> Intergovernmental Panel on Climate Change Special Report: *Global Warming of 1.5° C*. <https://www.ipcc.ch/sr15/>.

<sup>5</sup> On January 22, 2018, Arlington's Select Board voted to commit the Town to achieving net zero greenhouse gas emissions by 2050.



This chart demonstrates the “carbon budget” concept, showing that the longer we wait to act, the less time we give ourselves and the harder it will be to avoid passing 1.5° Celsius of warming. Source: [Robbie Andrew, CICERO Center for International Climate Research](#).<sup>6</sup>

## WHAT DOES “NET ZERO” MEAN?

Reaching “net zero” GHG pollution means that our community will reduce its GHG pollution as much as possible and remove or offset<sup>7</sup> any remaining pollution by 2050 (ideally sooner). This will require a major shift in the way we heat and cool our homes, how we get around, and where our energy comes from. It also presents a huge opportunity to change our community for the better. By achieving net zero GHG pollution, we can also have cleaner air, healthier people, and a more equitable and prosperous community for everyone.

## From this...



## ...to this!



## GETTING THERE EQUITABLY

Climate change is an existential challenge, but it is also an opportunity to re-imagine Arlington’s future, and to make that future both safe and equitable for all who live and work in our community. Massachusetts municipalities are increasingly undertaking climate mitigation and adaptation

<sup>6</sup> Robbie, Andrew. Center for International Climate Research, Global Carbon Project. CO<sub>2</sub> Mitigation Curves: 1.5° C. [https://folk.universitetetioslo.no/roberan/img/GCB2019/PNG/s00\\_2019\\_Mitigation\\_Curves\\_1.5C.png](https://folk.universitetetioslo.no/roberan/img/GCB2019/PNG/s00_2019_Mitigation_Curves_1.5C.png)

<sup>7</sup> Two common ways to offset GHG pollution are to invest in planting trees, which remove carbon dioxide from the air as they grow, and to invest in renewable energy projects like zero-emissions solar or wind power that displace electricity generated by fossil fuels.

strategies<sup>8</sup> and are starting to seek out ways in which to advance equity within those measures. By centering equity in this Plan, we can build a future that is not only safer for all, but also allows each individual in Arlington to thrive. An equitable net zero carbon future must be our goal.

In equitable planning, we must be conscious of the history of our region, the differences in how populations are able to respond to a changing climate, and the needs of residents and businesses. We recognize that the effects of climate change disproportionately impact Environmental Justice communities and other vulnerable populations. There are over 7,000 Arlington residents who live in Environmental Justice communities, or about 17% of the population.<sup>9</sup> According to the 2014-2018 American Community Survey, more than 2,000 Arlington residents live below the poverty line.<sup>10</sup> Socially or economically disadvantaged people are likely to experience greater harm from climate change, including from increased temperatures and the comparative inability to afford air conditioning.<sup>11</sup>

In this context, action to mitigate climate change by reducing GHG pollution will benefit socially or economically disadvantaged people. But we must also assess the potential social equity impacts of climate mitigation strategies and ensure those strategies do not negatively impact the most vulnerable among us, for example by significantly increasing the cost of housing or utilities. In addition, the action items in this Plan, including community campaigns such as Electrify Arlington, should be structured and marketed so that all Arlington residents and businesses can take advantage of them. There are challenges to including the broadest possible range of people as Arlington implements the measures in this Plan, including reaching those with a primary language other than English, homes without high speed (or any) Internet access, and the huge challenge of marketing energy efficiency and renewable energy programs to renters and landlords, who have a split incentive (tenants typically pay for utilities, but landlords typically pay for building upgrades). For our Plan to be actionable and for our vision of the future to be equitable, we must center equity throughout the planning and implementation of our net zero strategies.

## HOW DO WE GET THERE?

Implementing this plan will require dedication and commitment from the Town and residents over the next 30 years. However, Arlington starts from a strong position afforded by early efforts to address greenhouse gas emissions. This Plan builds on nearly 20 years of Town progress on emissions reductions and serves as an organizing framework on our path to net zero that Arlington will revisit and adjust as we continue to move forward in the coming years. We know that we need to make our buildings and vehicles, the two major sources of GHG pollution in our community, much more efficient and powered by renewable electricity.

To reach our net zero goal, the Town will have to make some key changes including:

1. **Making our homes and buildings super-efficient**
2. **Electrifying heating and cooking**
3. **Electrifying transportation**
4. **Helping people drive less by giving them better options**
5. **Producing more renewable energy locally**

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<sup>8</sup> Climate “mitigation” refers to actions that reduce GHG pollution. Climate “adaptation” (also referred to as climate “resilience”) refers to actions that help a community prepare for and minimize the negative impacts of climate change.

<sup>9</sup> Based on 2010 U.S. Census data available here: <https://www.mass.gov/info-details/environmental-justice-populations-in-massachusetts>

<sup>10</sup> American Community Survey, 2014-2018, accessed via MAPC Data Common: <https://datacommon.mapc.org/browser/datasets/57>

<sup>11</sup> *Environmental Justice and Climate Change*, California Office of Environmental Health Hazard Assessment: <https://oehha.ca.gov/environmental-justice/climate-change>



**Making homes and buildings super-efficient.** Massachusetts has some of the oldest homes in the US. More than half of the homes in Arlington were built before 1939,<sup>12</sup> meaning that if they have not been significantly upgraded and made efficient, many of them waste significant energy through drafty windows and doors, spotty or non-existent insulation, out-of-date lighting fixtures, and aging heating systems that rely on fossil fuels like oil and natural gas. Making existing buildings much more energy efficient and building new buildings to high efficiency standards will help us reduce emissions and make energy bills more affordable for everyone over the long term. In turn, this reduces the size (and cost) of new heating and cooling equipment when they need replacing.



**Electrifying heating and cooking.** Burning oil and natural gas to heat our homes and cook our food creates tens of thousands of tons of GHG pollution every year in Arlington.<sup>13</sup> Burning fossil fuels for cooking can also create harmful indoor air pollution.<sup>14</sup> Switching to electric heating and cooking appliances like heat pumps and induction cooktops immediately reduces carbon pollution and improves indoor air quality, and these benefits only get better as our electric grid gets cleaner.



**Electrifying transportation.** Gasoline- and diesel-powered cars, trucks and buses account for more than a third of our community's GHG pollution. Electric cars and buses are cleaner, cheaper to run over time, and require less maintenance. Electric vehicles (EVs) are no longer a niche market for early adopters, with the number of makes and models set to increase immensely in the next five years as EVs approach purchase price parity with comparable gasoline- and diesel-powered vehicles. A community-wide transition to electric transportation means providing easily understandable information about EVs to the public, access to local charging stations, and creating electric transportation options for those who do not own vehicles.



**Helping people drive less by giving them better options.** Even though Arlington is a leader in promoting travel by foot, bicycle, and public transit (see “What Have We Already Done” – “Mobility Progress,” below), driving remains the transportation mode of choice for most trips. We must further expand low-to no-carbon mobility options like walking, biking, and public transit since those are some of the best ways to reduce transportation pollution. Reducing the number of trips that people make by car is an immediate measure to reduce transportation pollution as electrification of the system progresses. By designing people-centered streets and sidewalks, we can make walking, biking, and public transit as easy as, and more enjoyable than, taking a solo trip in a personal vehicle. This can impact travel not only for Arlington residents but also for people who travel through

<sup>12</sup> 2016 Arlington Housing Production Plan, p. 24. <https://www.arlingtonma.gov/home/showdocument?id=30611>

<sup>13</sup> Town of Arlington 2017 Greenhouse Gas Inventory, Version 4.1. August 10, 2020. Metropolitan Area Planning Council.

<sup>14</sup> See *Indoor Air Pollution from Cooking*, California Air Resources Board <https://ww2.arb.ca.gov/resources/documents/indoor-air-pollution-cooking>.

Arlington. These alternatives to driving will help reduce GHG emissions and air pollution while also making residents healthier and more connected to their community.



**Producing more renewable energy locally.** Renewable energy comes from endlessly sustainable sources such as wind, the sun's heat or light (i.e., solar), or the earth beneath our feet (i.e., geothermal). Our electricity is getting cleaner and greener all the time thanks to state and local policies, including our community's successful Arlington Community Electricity (ACE) program. However, natural gas still provides most of our electricity in New England. Developing local renewable energy like rooftop solar photovoltaic and solar hot water and supporting renewable energy projects throughout New England through the ACE program and state policy advocacy will help our community speed up the process of switching to clean energy.

Throughout this process, Arlington will build on its already significant sustainability efforts. The Town will also continue to coordinate with neighboring municipalities to maximize shared learning, minimize costs, and expand policy and technology options.

## How Much Will This Cost?

As we developed this Net Zero Action Plan a number of stakeholders asked an important question: how much will it cost for Arlington to reach its net zero goal by 2050? The short answer is: we don't know how much it will cost to implement this Plan. There likely will be added costs associated with certain measures, but there will also be cost savings. For example, at present the cost of building a new energy-efficient, all-electric single-family home is comparable to the cost of building a home heated with natural gas, and lifetime operating costs to the owner are often lower.<sup>15</sup> This is true even if the federal or state government never implements carbon pollution pricing or other fossil fuel restrictions, which would make the economics of all-electric construction even more favorable. The cost of electricity from new renewable energy facilities is often lower than the cost of electricity from conventional generation and the trend is towards lower costs in the future as the technology continues to improve.<sup>16</sup> Similarly, the cost of EVs has been steadily dropping, and they are expected to be less expensive to purchase than comparable gasoline vehicles after 2025.<sup>17</sup> EVs are already less expensive to maintain and fuel.

More importantly, the costs of doing nothing, or too little, are very high in terms of public health, environmental degradation and infrastructure damage, which is why the national governments of nearly every country, including the U.S., signed the Paris Climate Accord to reduce GHG pollution in 2015. It will likely cost us more if we do not take decisive action to curb climate change than if we do. However, as the

<sup>15</sup> See Rocky Mountain Institute's 2018 study *The Economics of Electrifying Buildings*: <https://rmi.org/insight/the-economics-of-electrifying-buildings/>. See also the *Building Electrification Initiative Salt Lake City Electric Home Study*, 11/5/2019. <https://www.sltrib.com/news/environment/2020/03/10/slc-building-developers/>. See also Synapse Energy Economics. *Decarbonization of Heating Energy Use in California Buildings*. 10/16/2018. <https://www.synapse-energy.com/about-us/blog/decarbonization-heating-energy-use-california-buildings-new-report>.

<sup>16</sup> Lazard Corporation. *Levelized Cost of Energy and Levelized Cost of Storage – 2020*. 10/19/2020. <https://www.lazard.com/perspective/levelized-cost-of-energy-and-levelized-cost-of-storage-2020/>

<sup>17</sup> Bloomberg NEF. *Electric Cars to Reach Price Parity by 2025*. 2017. <https://about.bnef.com/blog/electric-cars-reach-price-parity-2025/>

Town implements the Net Zero Plan through 2050, we must be sensitive to financial impacts on government, residents and businesses and be prepared to modify the Plan as needed, while still targeting net zero emissions by 2050. This is particularly true when it comes to those who are economically disadvantaged (see *Getting There Equitably*, above).

## WHERE ARE WE STARTING?

We inventoried our community’s greenhouse gas pollution in calendar year 2017 and here is what we found:


- Buildings are the largest source of GHG pollution (about 62 percent). Natural gas for heating accounts for about 50% of pollution from buildings. The remainder comes primarily from a combination of heating oil and emissions associated with electricity generation.
- On-road transportation is another major source of GHG pollution, almost 36 percent.
- Solid waste disposal, at 2.2 percent, accounted for most of the remaining 3 percent of GHG pollution.
- Residential emissions, including buildings and personal vehicles are nearly 80 percent of total emissions.
- As shown in the figure below, municipal operations are estimated to be less than 3 percent of total emissions, meaning that while the Town can do its part to reduce its own emissions, to achieve net zero, action must be taken by town residents and businesses.

**IN 2017, OUR TOWN WAS RESPONSIBLE FOR EMITTING**

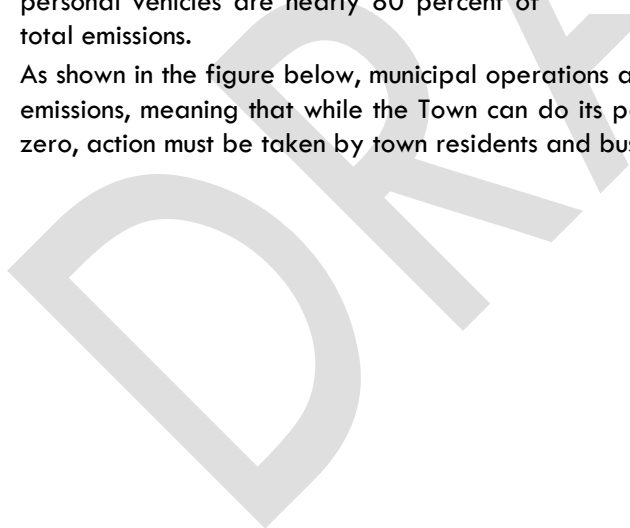
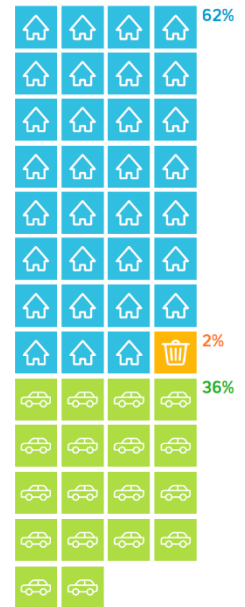
**284,078**  
METRIC TONS OF CO<sub>2</sub>e

**in ARLINGTON THAT WORKS OUT TO**

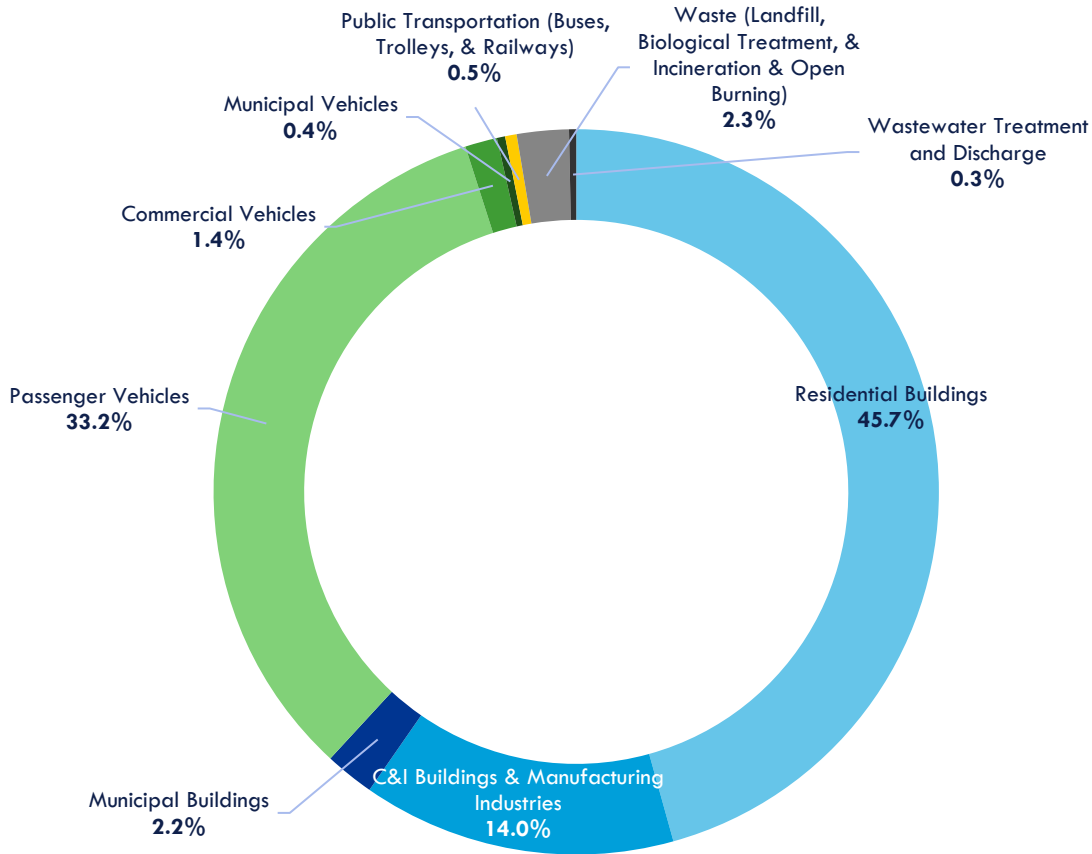
**6.2**  
METRIC TONS OF CO<sub>2</sub>e per resident



**OUR EMISSIONS BREAKDOWN**



## Percent of Total Community-Wide Emissions by Subsector (with Municipal Emissions Disaggregated)



2017 sources of greenhouse gas emissions from Arlington. Source: Produced using MAPC's Community GHG Inventory Tool version 4.1 – August 2020.

## WHAT HAVE WE ALREADY DONE?

Arlington is already a leader in reducing GHG pollution. In 2000 Arlington joined the United Nations-sponsored Cities for Climate Protection. In 2005 our community adopted its first climate action plan, the Arlington Sustainability Action Plan (ASAP).<sup>18</sup> The ASAP called for a 10% reduction in GHG pollution by 2010, and 20% by 2020, and based on available data the Town met both targets. In 2010 with a municipal pledge to meet five energy and climate commitments, Arlington was designated a Green Community by the state Department of Energy Resources. The Town has used grants from the Green Communities program to support a wide range of energy efficiency improvements across Town facilities and to support clean transportation within the municipal fleet. In 2012 Arlington ran a successful Solarize Arlington campaign to promote residential rooftop solar. In 2013 the Town committed resources to hiring a part-time energy manager that served multiple communities. This position was restructured in 2015 to become a full-time employee in Arlington who leads the implementation of renewable energy and energy efficiency initiatives

<sup>18</sup> The Arlington Sustainability Action Plan is available here: <https://www.arlingtonma.gov/home/showdocument?id=32307>

across all Town operations. In 2017 the Town launched the Arlington Community Electricity program, which has resulted in a substantial increase in the percentage of clean electricity purchased by Arlington residents and businesses. In 2018, the Select Board voted to have Arlington join the Metropolitan Mayors Coalition (MMC), comprised of Boston and surrounding communities, and to commit Arlington to achieving net zero GHG pollution by 2050 (a requirement for joining the MMC). In 2019 Arlington participated in a popular HeatSmart campaign to promote clean heating and cooling systems. And this year, in 2021, the Town is releasing this Net Zero Action Plan to achieve net zero GHG pollution by 2050.

**Buildings progress** – As noted above, Arlington became a state-designated Green Community in 2010. Even before then, the Town had implemented a variety of energy efficiency upgrades including building heating and lighting projects, and early adoption of LED traffic and crosswalk signals, as well as LED streetlights. Since becoming a Green Community, the Town has received over \$1.7 million in Green Communities grant funding and over \$300,000 in utility funding for energy efficiency projects in Town-owned buildings. Collectively these projects save the Town over \$400,000 per year in reduced energy costs and have reduced GHG pollution by more than 1,400 metric tons per year. Projects have included the installation of highly efficient boilers, advanced building automation systems, replacement/repair of steam traps, steam pipe insulation, HVAC retro-commissioning, LED lighting and much more. The new 415,000 square foot Arlington High School, currently under construction and scheduled for completion in 2024, will be all-electric, with no on-site combustion of fossil fuels, and heated and cooled with electric heat pumps. As a result, the new school, the Town's largest energy user, will reduce its energy use and GHG pollution per square foot by more than half, and will achieve net zero GHG emissions as the electricity grid decarbonizes.

Residential buildings have also benefitted from Town-sponsored projects, including the 2012 Solarize campaign that promoted the installation of rooftop solar panels, and the 2019 HeatSmart campaign that promoted clean heating and cooling systems like heat pumps and solar hot water. Both campaigns resulted in hundreds of projects at homes throughout Arlington, saving homeowners money and reducing GHG pollution.

**Mobility progress** – Arlington is a leader in promoting travel by foot, bicycle, and public transit. The Minuteman Bikeway, which opened in 1992, is a 10-mile off-road shared-use path that runs from Bedford to the Alewife MBTA station in Cambridge; it runs the entire length of Arlington – more than 3 miles – from the Lexington line to Alewife station. The Bikeway is enormously popular: during just a four-month period in 2019 a total of 322,241 trips by people biking and walking were recorded on the Bikeway for recreation and to commute to work. Recent roadway projects have made significant improvements for walking and bicycling travel, including the Mass Ave redesign in East Arlington that added bike lanes to Mass Ave and the Safe Travel Project that improved the Bikeway connection through Arlington Center. Bike lanes have been added along other parts of Mass Ave and the Arlington Center Sidewalk Project made major upgrades to sidewalk accessibility in the Center along Mass Ave east of Mystic and Pleasant Street. The public transit network in Arlington is extensive, with ten MBTA bus routes that run through town, some of which stop at the Alewife T station, which provides rapid transit service into Cambridge and Boston. In 2018 the Town ran a successful priority bus lane pilot project along the eastbound side of Massachusetts Avenue in East Arlington which significantly reduced commute times. In 2019 the priority bus lane was made permanent.

Arlington has been an early adopter of bike share programs, having partnered with dockless bike sharing vendor Lime in 2018 and with Bluebikes in 2020, which uses docking stations for its bicycles. Arlington has had among the highest utilization rates of all communities with bike sharing programs.

Arlington has also been a leader in the adoption and promotion of electric vehicles, both for the municipal fleet and to provide public charging stations. In 2002 Arlington adopted a municipal vehicle efficiency policy that requires Town departments to purchase fuel-efficient vehicles,<sup>19</sup> and in many cases vehicles purchased

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<sup>19</sup> Passed by Arlington Town Meeting on April 29, 2002, now Title I, Article 19 of the Town Bylaws.

have been hybrid, plug-in hybrid, and battery electric vehicles. The Town has also purchased and installed four dual-port publicly available EV charging stations capable of charging a total of eight electric vehicles simultaneously. The new Arlington High School, slated for completion in 2024, will add ten additional publicly available dual-port EV charging stations.

**Clean energy progress** – In December 2015 Arlington installed solar photovoltaic arrays on six school buildings. These six solar arrays generate approximately 821,000 kWh of carbon-free electricity per year, reducing GHG pollution by approximately 250 metric tons. The new Arlington High School will significantly expand the Town’s solar production, with extensive installations of both rooftop and parking canopy solar arrays that will result in a more than doubling of total solar production by the Town to almost 2 million kWh per year.

In 2017 Arlington launched the Arlington Community Electricity<sup>20</sup> program, which pools the purchasing power of Arlington’s residents and small businesses to negotiate favorable electricity supply rates and which includes more renewable energy than required by state law. In 2017 the default renewable electricity content was 5% above state requirements. Starting in December 2019, the default extra renewable electricity content increased to 11% above state requirements (for 27% total renewable electricity content). In addition, over seven hundred homes have voluntarily opted-up to either 50% or 100% renewable electricity under the ACE program. Since program inception, the ACE program has resulted in the purchase and use of 26 million kWh of extra renewable energy above state requirements, which resulted in 8,000 metric tons less GHG pollution than otherwise would have been the case. On an annual basis, enough extra renewable electricity is purchased through the ACE program to completely offset the electricity used by 2,000 average Arlington homes.

## WHAT HAVE WE HEARD FROM THE COMMUNITY?

As described above in *What have we already done?* Arlington has a long history of successful action to save energy and reduce greenhouse gas pollution. As we worked to draft this Net Zero Action Plan, we sought feedback from the community and key stakeholders to gauge support for both the net zero goal, and the specific measures in the Plan.

Initial lists of potential GHG pollution reduction measures were suggested by the Metropolitan Area Planning Council (MAPC), based on research into net zero plans from municipalities around the country. The Clean Energy Future Committee (CEFC), which includes representatives from several stakeholder groups in town, debated and revised these measures into shorter lists. In July 2020, MAPC and the Department of Planning and Community Development (DPCD) administered a community-wide survey to gauge public support for action to reduce GHG pollution and for different types of GHG pollution reduction measures under consideration (667 individuals participated). From October 26 through November 13, 2020, MAPC and the DPCD administered a Virtual Open House to solicit community input on the specific measures in the draft Net Zero Action Plan (approximately 320 individuals participated). Finally, from September through December 2020, the CEFC presented the draft Net Zero Action Plan to a wide range of stakeholder groups for their input, including Town boards and commissions, Town departments, local sustainability groups, property owners and developers, members of faith communities, and others (see the *Acknowledgements* chapter for a full list).

Community and stakeholder input was consistent: by an overwhelming majority, respondents view climate change as a serious crisis and support the goal of reducing GHG pollution in Arlington to net zero by 2050 (In the July 2020 survey, 87 percent of respondents rated climate change as “Extremely Important” to them personally). In addition, all 31 GHG pollution reduction measures in the Net Zero Action Plan were supported

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<sup>20</sup> Formerly known as Arlington Community Choice Aggregation.

by a majority of survey and open house respondents, and during stakeholder discussions, with most measures receiving overwhelming support. Support was strong for building efficiency and electrification measures, for making walking, biking and public transit more attractive, for planting more trees, and for greening Arlington's electricity supply. Numerous people expressed gratitude and excitement about the Net Zero Action Plan in general – they were glad the Town was committed to net zero GHG pollution by 2050 and wanted to see the entire Plan implemented as soon as possible.

A few other key takeaways from the community and stakeholder outreach:

- Several commenters urged the Town to take stronger actions to reduce GHG pollution and for the actions to be implemented sooner than called for in the Plan.
- Several commenters voiced strong support for the Plan but urged caution about added costs to residents and businesses. The CEFC shares those concerns (see “*How much will this cost?*” and “*Getting there equitably*” in this chapter). Arlington will need to be thoughtful and mindful of these impacts as it implements the Plan, and to help lower- and middle-income residents manage any added costs that may result.

The November Net Zero Plan Virtual Open House included an opportunity for participants to write a “Postcard from the Future” to themselves, like the one from the CEFC at the beginning of this Plan. There were many eloquent and inspiring responses, exemplified by this one:

“In 2050, Arlington has all of the great traits it does now with significant improvements. Buildings throughout the community are extremely efficient and powered by clean, electric systems which don't pollute, are very affordable to run, and results in a comfortable and healthy living environment. Individual cars and all of the space they took up with driveways and parking lots are a thing of the past, as most people walk and bike around green, shared streets to get around. There is a speedy electric bus system connecting the neighborhoods to Mass Ave and other arteries and from there into Cambridge and Boston. For longer trips, residents can easily hail an electric, self-driving car that meets their needs. As a result of these changes, there is a lot more green space throughout town for all people to enjoy, as well as significantly more affordable housing. Arlington is a diverse and welcoming community where people of a multitude of backgrounds feel comfortable and thrive. While the change from 2020 seems huge, it was all accomplished with the basic technology and policy tools available then, combined with an acceptance that change was both necessary and positive. I'm so glad that you've made it!”

Community and stakeholder input on the Net Zero Action Plan indicates a high level of support for both the net zero by 2050 goal, and the specific GHG pollution reduction measures in this Plan. This support bodes well for the next phase of Arlington's net zero journey: successful implementation of the 31 GHG pollution reduction measures in the Plan.

## **A ROADMAP TO NET ZERO**

The following chapter, the Net Zero Roadmap, lays out 31 measures that will reduce GHG pollution from our buildings, our transportation system, and our energy supply. These measures will set Arlington firmly on a path toward achieving net-zero GHG pollution by 2050. We should acknowledge, however, that even successfully implementing this Plan will not fully achieve that goal. There will ultimately need to be changes in state (and perhaps federal) law, new and improved technologies, lower costs for some existing technologies, and sustained public education to inform and change ingrained attitudes and perceptions. This Plan is an excellent start, and implementing it will substantially reduce GHG pollution, build valuable knowledge and expertise, and help build public support for new actions that can be included in future updates of the Net Zero Plan.

# Net Zero Action Roadmap

## IMPLEMENTING THE PLAN

While the Clean Energy Future Committee (CEFC) is charged with guiding Arlington to net zero GHG pollution by 2050, implementing the Net Zero Action Plan will require multiple Town bodies, regional partners and networks and private partners, including residents and businesses, to help achieve the goals. It will also require strategic use of limited resources. The 31 measures in this Plan cannot be implemented all at once and are not intended to be. In consultation with Town staff and key stakeholders, the CEFC classified measures included in this Plan as either “High Priority” or “Priority” to help make decisions about what to work on first, though other factors will be considered including available resources (e.g., grants, financing) and the availability of volunteers and Town staff to work on specific projects. High priority measures are those that the CEFC recommends Arlington should focus on implementing first because of their potential impact on GHG pollution and/or because they are important enabling actions that will make it easier to implement other actions later.

### Measuring progress

- The key measure of success will be reductions in GHG pollution from all sources in Arlington. Depending on available resources, the Town will measure that success by regularly updating the Town’s GHG inventory at least every five years, with a goal of updating the inventory every 2-3 years. Further, the Town may also choose to establish a dashboard or other method of tracking and reporting progress on implementing individual GHG reduction measures in this Plan. Appendix A includes performance indicators for all GHG reduction measures.

### Revisiting the Plan

- This Plan is intended to be a living document that the Town can modify should circumstances warrant. A change in state law, for example, may render one or more GHG reduction measures moot. Major technological innovations in heat pumps, battery technology or any number of other areas may also warrant amendments to the Plan. The CEFC recommends that this Plan be revisited and revised at a minimum once every five years.

## NET ZERO BUILDINGS

The Town of Arlington is committed to implementing actions that advance multiple net zero emissions buildings strategies. In 2017 buildings in Arlington produced an estimated 62 percent of all Town-wide GHG emissions. Because buildings represent such an important source of emissions, and because converting Arlington’s mostly older building stock to net zero emissions will be challenging, the Buildings chapter of

### Arlington net zero emissions buildings context and priorities

Achieving the Town’s goal of net zero GHG emissions by 2050 requires that all Arlington buildings become net zero emissions buildings by 2050. Today there are approximately 12,000 buildings in Arlington. Reaching that goal requires that, on average, slightly more than one building is converted **every day** into a zero-emission building. That is more than 400 buildings a year for 30 years.



A typical Arlington single-family home



Typical Arlington two-family homes

### Net zero emissions vs. net zero energy

This Plan proposes two primary approaches to achieving emissions reductions:

- 1) Reduce onsite energy use as much as practical, and
- 2) Switch all carbon emitting end uses in all buildings to zero emissions technologies and use zero emission energy sources to power those end uses. Using today's commercially-available technologies, only a 100% electric building can reach a zero emissions goal, by using 100% emissions-free electric supply.

In a net zero emissions home, the owner can buy zero emissions electricity and thus does not have to produce all their electricity onsite from zero emissions sources. In contrast, in a net zero energy home, the building produces as much energy on site as it consumes over the course of the year

This Plan focuses on net zero *emissions* buildings because many Arlington buildings will not be able to generate all needed emissions-free electricity on the premises (for example, the new Arlington High School, which will be all-electric but unable to generate sufficient power on site even with extensive solar arrays – see rendering below). This more expansive goal of net zero *emissions* homes allows homeowners to convert their homes to run on 100% electricity and procure zero emissions electricity from outside their properties to meet the Town's 100% emission reduction goal (for example, through the Town's Arlington Community Electricity program).

### Net zero energy capable buildings and *plus energy* buildings by 2050

Despite the emphasis on emissions reductions, in order to strive towards maximum onsite energy use reduction, this Plan calls for every building in Arlington to be a **net zero energy capable** building by 2050. This means that each building has a goal of reducing its energy consumption to a level where the needed annual energy could be generated on site if the building had suitable southern exposure for solar panels. This Plan defers the setting of a specific standard to a subsequent committee analysis, but example standards could be a Home Energy Rating System (HERS) score of 35 or better, or a Passive House standard of 5.7 kWh per square foot per year in annual energy consumption.<sup>21</sup> This Plan also recognizes that onsite zero emissions energy generation technologies will improve and change over time and thus the standard will need to be adjusted over time.

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<sup>21</sup> Passive House Alliance. <https://www.phius.org>. The 60 kWh/m<sup>2</sup>/yr standard ~ 5.7 kWh/sft/yr. For a 2,000 square foot home, this would imply maximum annual energy consumption of 11,400 kWh. The Home Energy Rating System (HERS) score is the current building efficiency measurement methodology used in Massachusetts.

Furthermore, this Plan encourages those buildings that are able to achieve net zero site energy use to go even further and become a “plus energy” building. For example, a “+40 house” would be able to generate 40% more energy than it consumes over a year. These houses would be capable of powering electric vehicles using the on-site electricity generation and therefore eliminating transportation-related GHG emissions as well.



Arlington's new High School will be all-electric (illustration courtesy HMFH Architects)

## NET ZERO BUILDINGS – HIGH PRIORITY MEASURES

The Town of Arlington commits to implementing actions that advance the following high priority net zero building strategies:

1. **Electrify fossil-fuel end uses**, prioritizing the larger end-uses such as space heating, water heating, clothes drying and cooking. The goal is for all Arlington homes to be 100% electric. To achieve net zero GHG emissions, this also requires the purchasing of 100% emissions-free electricity to power those homes by no later than 2050.
2. **Perform deep energy retrofits of existing buildings** to create net zero energy capable buildings.
3. **Allow and enable existing buildings to be net zero emissions**, net zero energy or “plus energy.”

Any direct or indirect initiatives that support these high priority items should be prioritized over other possible actions. New technologies or solutions can be added or removed from the priority list as they evolve over the next 30 years.

### Importance of near-term action: building stock undergoing significant changes

Timing is of the essence for the above measures. The average home heating system will be replaced once or twice over the next 30-year period, meaning that there will be up to two chances to convert the heating system to a zero emissions technology. In addition, over the next 30 years, a subset of buildings will undergo a significant renovation or will be replaced with new buildings. For these buildings, it is important to ensure that they will be both allowed and encouraged to achieve the highest possible energy and emissions reductions because those buildings may not undergo significant rebuilding for another 50 to 100 years.

## **NZB 1. Convert existing fossil fuel equipment and appliances to electric. Create an ongoing “Electrify Arlington” program and campaign modeled after the previous, highly successful Solarize and HeatSmart campaigns.**

Arlington achieved significant environmental results with its previous HeatSmart and Solarize campaigns. This has created a successful framework of using local volunteer “coaches” and other community support to help residential and small-scale commercial buildings transition from fossil fuels to lower-emission alternatives. Creating an ongoing electrification program using the same framework will enable the Town to continue building on its past electrification efforts. The new “Electrify Arlington” campaign would combine the following into a sustained ongoing campaign:

- An “Electrify Arlington” website with all campaign information. In addition to building electrification information, the website will also include promotion of electric vehicles and the Arlington Community Electricity program (see NZB 4 below).
- Community-based marketing, including a potential Electrify Arlington “Certification” for homes that have gone all-electric and information about available financial incentives (e.g., Mass Save, Alternative Energy Credits).
- A community “electrification coach” advisory service (similar to the Solar coach and HeatSmart coach). It is likely that this would require the creation of a new part-time or full-time municipal position.
- Heavily discounted appliance and HVAC pricing from participating contractors and manufacturers.
- Published equipment and installation prices to create price transparency and more competitive prices.

Other towns in Massachusetts such as Belmont, Concord, and Braintree have had similar programs to promote heat pumps and electric vehicles, and numerous other communities have had Solarize and HeatSmart programs.

For this measure, initial technology could include heat pumps for space conditioning, with an emphasis on central ducted heat pumps. The program can include additional high efficiency electrification technologies such as heat pump clothes dryers, electric cooking ranges and heat pump water heaters with exterior compressors.

## **NZB 2. Implement a community-wide energy efficiency outreach program to significantly increase uptake of deep energy retrofits and other significant efficiency measures.**

Arlington will work with public and private sector partners to implement a community-wide program to incentivize deep energy retrofits of existing buildings. Partners could include the Mass. Department of Energy Resources, home performance contractors, and potentially the Mass Save® program administrators. The Town should consider advocating for the Mass. Department of Public Utilities to change the standards for “cost-effective energy efficiency” measures so that deep energy retrofits are eligible under utility incentive programs. Large-scale adoption of deep energy retrofits in homes and businesses is necessary to accelerate the pace of large emissions reductions in buildings. While there are successful examples of energy efficiency outreach programs such as the [Melrose Energy Challenge](#),<sup>22</sup> Arlington will seek to create a program that

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<sup>22</sup> City of Melrose Website. *Melrose Is Greener than Ever*. 2/15/2018.  
<https://www.cityofmelrose.org/home/news/melrose-greener-ever>

incentivizes energy retrofit projects to achieve larger increases in energy efficiency than is typically seen with MassSave® or other utility energy efficiency programs.

### **NZB 3. Change zoning or other bylaws that hinder the renovation or construction of net zero energy capable buildings. Create incentives to encourage renovation and new construction projects to result in net zero energy capable buildings.**

Existing Arlington bylaws at times create various barriers to, and/or do not encourage, renovating or constructing net zero energy buildings. For example, high efficiency buildings require insulated foundations<sup>23</sup> but approximately 30-40% of Arlington's lower-density residential lots<sup>24</sup> are considered "non-conforming" and the zoning bylaws do not allow foundations to be removed and replaced on those lots. The Town is encouraged to amend zoning to allow new net zero emissions buildings to be built on new foundations on existing non-conforming lots, and to allow for up to 10 inches of additional exterior insulation to existing buildings with a set-back or other non-conformity.

In addition, the Town is encouraged to implement zoning bonus provisions to incentivize deep energy retrofit measures for existing buildings and for new net zero energy buildings.

### **NZB 4. Create a permanent Town "Electrify Arlington" website.**

The Town of Arlington will create an Electrify Arlington website to house informational resources and other campaign information about ways residents and businesses can electrify building heating, hot water and cooking, improve energy efficiency, purchase electric vehicles, generate renewable power and purchase 100 percent renewable electricity. The website will contain information about how residents and businesses can take advantage of solar energy (including PV, thermal and community solar), heat pumps, electric vehicles and other methods to reduce building- and transportation-related GHG emissions. In addition to Arlington-specific links and resources, this will be a "one-stop shopping" portal for residents and businesses to access practical ideas and advice and links to particularly helpful external websites. An example of a similar website already in existence is Newton's Energy Coach site ([www.newtonenergycoach.org](http://www.newtonenergycoach.org)).<sup>25</sup>

## **NET ZERO BUILDINGS – PRIORITY MEASURES**

The Town of Arlington commits to implementing actions that advance the following *additional* net zero buildings strategies:

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<sup>23</sup> For example, Passive House construction requires foundations or slabs to have an insulating R-value between 30 and 50 which can typically only be achieved with new foundations that are insulated from the exterior and from below. In addition, an existing foundation may not have sufficient structural integrity to support a new energy efficient building that may be heavier.

<sup>24</sup> The 30-40% estimate applies to the approximately 92% of residential lots in Arlington that are in Zones R0, R1 and R2 (approximately 11,000 of the approximately 12,000 total residential lots in town are in Zones R0-R2).

<sup>25</sup> Although this measure appears in the Net Zero Buildings section of this Roadmap, it is equally intended to support measures in the Zero Emissions Mobility and Clean Energy Supply sections as well.

**NZB 5. Retrofit and maintain all buildings owned by the Town to reduce energy use as much as feasible (general target 25% but adjust on case-by-case basis), to maximize the installation of renewable energy technology, and to make new buildings and major renovations fossil fuel-free.**

Arlington has made tremendous progress in reducing energy use and GHG emissions from municipal buildings. Since becoming a Green Community in 2010, Arlington has already reduced municipal energy use by about 20 percent through a range of measures. However, there are still many opportunities for further improvement. In existing municipally-owned buildings, Arlington will complete energy audits and retro-commissioning projects that ensure that existing energy systems are operating efficiently, perform deep energy retrofits that maximize energy efficiency, and deploy renewable energy projects that provide as much on-site energy as possible.<sup>26</sup>

New buildings and major renovations of existing buildings should be fossil fuel-free. The Town will start by conducting energy audits and retro-commissioning of schools and other large facilities. The Town will use the audits to identify buildings with high energy consumption and plan for deep energy efficiency retrofits. The Town will also evaluate buildings for on-site renewable energy suitability and build renewable energy projects at municipal properties with sufficient resource potential. The Town will adopt a policy requiring the design of all new municipal buildings and major renovations of existing buildings to be fossil fuel-free. The Town should establish a policy that gives weight to long-term operational savings when evaluating any added first costs of designing buildings to be fossil-fuel-free. Combined with additional renewable energy generation, it may be possible for some municipal buildings to achieve net zero energy. As retrofits and renewable energy projects are completed, and as fossil fuel-free buildings are constructed, the Town will promote these buildings as models for other buildings in the community.

**NZB 6. Advocate with the Department of Energy Resources, Board of Building Regulation and Standards and state legislature for a state net zero energy stretch code.**

A net zero energy stretch code allows communities to ensure that new construction and major renovations will be built to net zero standards and helps ensure that buildings are not locked into high emissions for years into the future. Arlington, working with its legislative delegation, other municipalities, and advocacy groups, will support legislation that establishes a net zero stretch code and the adoption of a net zero stretch code by the Board of Building Regulations and Standards (BBRS).

**NZB 7. Evaluate policies that include low- or zero-emissions standards when soliciting and awarding Town contracts for goods and services, and when selling property.**

The Town should best use the power it has in purchasing and contracting for goods and services, to reduce and eliminate GHG emissions associated with those goods and services. The town should consider the potential cost impacts and also the impact on small businesses of any policy change. State law requires

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<sup>26</sup> Six schools already have rooftop solar power systems, and the new high school, currently under construction, will have increased solar generating capacity relative to what is on the current building.

municipalities to award contracts to the lowest bidder, but the Town can specify conditions and standards to be met by the winning bidder. The Town should work with MAPC to create a consistent set of standards and evaluation methodologies as more municipalities adopt similar requirements, and to facilitate their use in its collective purchasing programs and services for municipalities. The Town should also include net zero energy incentives for the sale and development of its properties to the extent practicable.

### **NZB 8. Review whether there are unnecessary barriers to energy efficiency and renewable energy technologies in Historic Districts, and if so, whether changes could be made to Design Guidelines that would reduce those barriers.**

The Town values both historic preservation as well as eliminating greenhouse gas emissions from buildings. The Town's Historic Districts Commission (HDC) works with building owners to ensure projects can meet their needs while preserving important qualities of the Historic District. As Arlington works to implement this Net Zero Plan, the Town will review HDC Design Guidelines to determine whether any modifications are warranted that would facilitate energy efficiency and renewable energy projects without jeopardizing the HDC's preservation goals in Historic Districts.

### **NZB 9. Prohibit fossil fuel heating systems in new construction and major renovations.**

In 2020 the Clean Energy Future Committee supported a proposed bylaw that would, under certain circumstances, prohibit new fossil fuel infrastructure in new construction and major renovations. This bylaw passed as part of Warrant Article 5 at the November 2020 Special Town Meeting. Warrant Article 5 also authorized a home rule petition to the state legislature requesting local authority to regulate fossil fuels in new construction and major renovations. The home rule petition was included due to a 2020 ruling by the Massachusetts Attorney General which blocked a similar bylaw passed by Brookline's Town Meeting in 2019, citing conflict with state law. Passage of Arlington's home rule petition must occur before Arlington's fossil fuel bylaw can take effect. As it awaits approval of its home rule petition, Arlington should investigate other methods of achieving that goal, including advocating for changes to state law such as the adoption of a net zero energy stretch code.

### **NZB 10. Allow amendments to height, setback and density requirements by Special Permit for energy efficiency and renewable energy installations at existing buildings.**

In addition to bonus provisions recommended in NZB3, amendments to dimensional and density standards would encourage installations that include but are not limited to: insulation, solar PV, solar thermal, living roofs, other eco-roofs, energy storage, and air source heat pump equipment. Such adjustments to height, setback and density requirements must meet Special Permit criteria as part of any permit review. The additional space needed for these technologies is often minimal. A solar PV system, for instance, requires a few inches of space between the roof surface and the panels to function, and for electrical boxes and a disconnect switch to be installed on the side of a building. By exempting that additional square footage from the total, developers can more easily integrate clean energy technologies into their designs without having to sacrifice interior space.

**NZB 11. Require all new commercial buildings and multi-family buildings above a certain number of units to include solar PV and/or solar thermal (or be “solar ready”) on a minimum of 50 percent of roof area.**

Solar PV and/or solar thermal can be a cost-effective, zero-carbon energy solution on new commercial and multi-family buildings and will help reduce emissions from new buildings in Arlington. While the CEFC prefers requiring solar PV / solar thermal through this measure, a “solar ready” requirement is also acceptable. The requirement for either of these options would allow for exemptions if solar is deemed to be infeasible. If solar PV or thermal is feasible on less than 50% of a roof, then the largest feasible percentage shall be required. Alternatively, this requirement could be for “solar ready” roofs that are pre-wired, concentrate rooftop equipment together to maximize space for solar panels, and are engineered to handle the extra load once panels are installed.

**NZB 12. Explore opting into the state’s commercial Property Assessed Clean Energy (PACE) law to support local financing of clean energy projects.**

Arlington will explore opting into Property Assessed Clean Energy (PACE), a financing structure that allows businesses to borrow money for clean energy projects and make repayments through an assessment on their property tax bill.<sup>27</sup> Arlington could opt into PACE by a majority vote of the Select Board. Before opting in, the Town should explore the degree of interest from the business community in this opportunity. PACE allows commercial property owners to make more comprehensive clean energy upgrades and finance them over longer periods. PACE financing became available in Massachusetts in 2020.<sup>28</sup>

**NZB 13. Promote the planting of trees on private property through Town programs that provide trees at no charge.**

This program would incentivize additional tree planting around buildings to augment street trees. In many cases street trees are either infeasible or space is already taken by trees; this program would promote the planting of trees on private property to increase shade and sequester carbon. Existing programs such as the Trees Please Fund administered by the Department of Public Works should be reviewed to determine whether enhancements could increase participation.

**NZB 14. Partner with local vocational / technical schools to encourage more HVAC and clean tech workers in Arlington and the region.**

As Arlington and surrounding communities transition to clean heating and cooling technologies like heat pumps and solar hot water, and as solar power continues to remain popular, there is an opportunity to train and mentor local high school students in the HVAC and clean technology jobs of the future. The need for more

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<sup>27</sup> U.S. Department of Energy, Better Buildings Website. <https://betterbuildingsolutioncenter.energy.gov/financing-navigator/option/cpace>

<sup>28</sup> MassDevelopment, Property Assessed Clean Energy Website. <https://www.massdevelopment.com/what-we-offer/key-initiatives/pace/>

workers in heat pump project design, installation and maintenance alone must increase rapidly over the coming decade to meet the need for workers that will be created by the planned large-scale electrification of home heating in Arlington and the region.

## **NZB 15. Consider establishing a Chapter 40R Smart Growth Zoning Overlay District to allow for dense residential or mixed-use development.**

The Smart Growth Zoning Overlay District Act, M.G.L. chapter 40R, encourages communities to create dense residential or mixed-use smart growth zoning districts, including a high percentage of affordable housing units, to be located in transit-oriented locations, in areas of concentrated development such as existing city and town centers, and in other highly suitable locations.

Projects must be developable under the community's smart growth zoning adopted under Chapter 40R, either as-of-right or through a limited plan review process akin to site plan review. The Town can include design standards that promote buildings that meet net zero energy, Passive House or other measures consistent with this Net Zero Plan.

Upon state review and approval of a local overlay district, communities become eligible for Chapter 40R payments, as well as other financial incentives. These incentives can include Chapter 40S state reimbursement of costs associated with additional school children.

Chapter 40R seeks to substantially increase the supply of housing and decrease its cost, by increasing the amount of land zoned for dense housing. It targets the shortfall in housing for low- and moderate-income households, by requiring the inclusion of affordable units in most private projects.

More information is available at the Mass.gov website.<sup>29</sup>

## **NZB 16. Support training opportunities for Town departments, boards and committees, as well as developers and contractors, on LEED, Net Zero, Passive House and other high-performance energy standards.**

Since the development of a net zero building utilizes different building standards, calculations, and codes than are typically used in construction, building inspectors and plan reviewers may not always have a familiarity with best practices. The goals of these trainings would be to familiarize Town staff and members of boards and committees with high-performance building practices, to empower them to conduct relevant energy and performance calculations during plan review, and to enable inspectors to identify common construction mistakes and code violations in order to conduct efficient and effective inspections. A thorough curriculum would cover topics such as: LEED, net zero, Passive House and other high-performance energy standards, HERS ratings, life safety benefits of net zero buildings, and energy modeling. Additionally, Arlington should seek ways to provide guidance to developers and contractors on permitting for net zero buildings.

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<sup>29</sup> See <https://www.mass.gov/service-details/chapter-40r> and <https://www.mass.gov/service-details/smart-growth-smart-energy-toolkit-modules-chapter-40r-and-chapter-40s>.

## **NZB 17. Continue and Expand Participation in Green Communities and Similar Programs.**

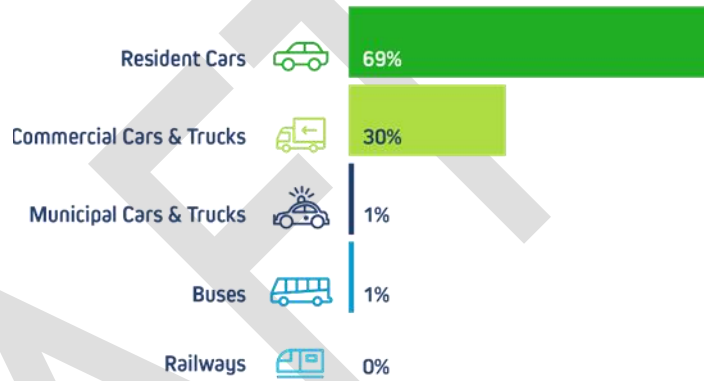
The Town of Arlington became a Green Community in 2010 under the state's Green Communities Program, pledging to reduce municipal energy use by 20 percent within five years, as well as to meet four other criteria (as-of-right siting of ground mounted renewable energy facilities, expedited permitting for renewable energy projects, purchase of only efficient vehicles for the municipal fleet, and adoption of the Stretch Energy Code).<sup>30</sup> The Town met those Criteria, and from 2010 through 2020 the Town secured over \$1.7 million in Green Communities competitive grants for energy efficiency projects. The Town should continue active participation in the Green Communities program, ensuring continued adherence to the five required criteria, submission of Green Communities Annual Reports, and annual proposals in response to competitive grant opportunities. The Town should also advocate for, and participate in, new state programs such as an expansion of the Green Communities program outside of municipal operations to include grants for energy efficiency and renewable energy projects that benefit residents and businesses.

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<sup>30</sup> For more information about the five Green Communities designation criteria, visit <https://www.mass.gov/guides/becoming-a-designated-green-community>

# ZERO EMISSIONS MOBILITY

In 2017 gasoline- and diesel-powered cars, trucks, buses, and other forms of transportation accounted for more than a third of our community’s greenhouse gas pollution – an estimated 36 percent of all Town-wide greenhouse gas emissions, or the equivalent of approximately 100,000 tons of carbon dioxide. In addition, commercial vehicles such as trucks that deliver goods to Arlington also emit GHGs in the Town. Vehicle emissions also produce nitrous oxide and airborne particulates, which are harmful to human health. Because of the importance of the transportation sector to overall GHG emissions, The Town of Arlington is committed to implementing actions that advance multiple zero emission mobility strategies. These measures aim to speed a transition from fossil fuel-powered cars, trucks, and buses to zero emission vehicles and also to make it easier and safer for people to get around by foot, bicycle, bus and other means. Some of these measures have regional implications: when people do commute to work outside of Arlington, we want them to take low- and no-emission modes, so we will support regional efforts for zero emissions mobility as well – working with partner municipalities on public transit, walking, and biking projects, and advocating for MBTA service. Alternative modes to car travel not only greatly reduce emissions, but also have substantial health, safety, and economic benefits. Improving conditions for alternative modes of transportation will take time, as will replacing the remaining vehicles registered in Arlington with zero emissions vehicles.<sup>31</sup> To speed this transformation, The Clean Energy Future Committee proposes the following measures to reduce greenhouse gas pollution from how we get around.



## ZERO EMISSIONS MOBILITY – HIGH PRIORITY MEASURES

The Town of Arlington commits to implementing actions that advance the following high priority zero emissions mobility strategies: As is the case with net zero buildings, all measures in both the high priority and priority categories have been deemed valuable by the Clean Energy Future Committee. However, the Committee recommends focusing efforts on the High Priority Measures first and foremost. Efforts to implement the Priority Measures in this chapter should be actively pursued but should not interfere with implementation of the High Priority Measures.

### Arlington net zero emissions mobility context and priorities

Achieving the Town’s goal of net zero GHG emissions by 2050 (in 30 years) requires that the more than 240 million miles traveled each year in fossil fuel-powered vehicles registered in Arlington be converted to zero emission miles. Zero emission miles could take the form of biking, walking, transit trips, scootering, driving a zero emission vehicle, and other means. Reaching that goal requires that every day between now (2020) and 2050, on average, nearly 22,000 miles traveled in a gasoline or diesel vehicle need to be converted to zero emission mobility. Put another way, of the roughly 27,000 fossil fuel powered vehicles registered in

<sup>31</sup> There are currently 27,441 vehicles registered in Arlington. Improving alternative modes of transportation should reduce the number of registered vehicles.

Arlington, approximately 2 ½ vehicles each day will need to be eliminated (in favor of other travel modes like walking or biking), or replaced with zero emitting vehicles, such as battery electric or fuel cell vehicles.

These figures assume a full 30-year transition from fossil fuel-powered trips to zero emissions mobility. For the vehicle fleet, the reality is the transition from gasoline and diesel-powered vehicles to zero emissions needs to be accomplished well before 2050. This is because vehicles can remain on the road for 15 years or more: A gasoline or diesel-powered car purchased in 2035 may still be on the road in 2050. Given this, a full transition to the purchase of only zero emission vehicles needs to occur by 2035 to ensure all vehicles miles travelled in 2050 are carbon free.

To achieve the transition to zero emissions mobility, the plan proposes two primary approaches: expanding multi-modal transportation options and conversion of fossil fuel-powered vehicles to zero emission vehicles.

## **ZEM 1. Support implementation of the recommendations and strategies being developed as part of Connect Arlington, the Town's sustainable transportation plan.**

The Town's long-range sustainable transportation plan, known as Connect Arlington, incorporates recommendations for improving mobility using environmentally-sustainable modes of transportation (particularly walking, bicycling, and using public transportation). These multi-modal strategies can play a major role in reducing transportation-related greenhouse gas emissions. The plan includes strategies and metrics for tracking progress over the course of the plan's 20-year timeframe. Connect Arlington includes recommendations for improving mobility options, bicycle and pedestrian safety, and connectivity on major regional corridors and local routes with high access to important destinations including workplaces, retail, recreation, and public services, to lower vehicle miles traveled.



The Minuteman Bikeway

Strategies as part of the goal to reduce climate impacts from travel in Arlington are: to manage travel demand to reduce single-occupancy vehicle trips and emissions through transportation demand management (TDM) requirements; encourage and incentivize mixed-use, higher density development near transit and jobs; create a transportation webpage on the Town's website to provide information on alternates to car trips; to support zoning measures highlighted in the Net Zero Plan regarding a Chapter 40R Smart Growth Overlay Zoning District and revising development parking requirements; and to support mobility-related goals in the Net Zero Plan around vehicle electrification and charging infrastructure. Connect Arlington includes many more strategies to shift to low- or no-pollution travel modes that will be integral to delivering on the goals of the Net Zero Plan.

## **ZEM 2. Create and implement a plan to expand public vehicle charging options at libraries, business districts, public parking facilities, and other facilities, both on- and off-street.**

A shift to electric vehicle (EV) technology is slated to play a significant role in reducing GHG emissions in the transportation sector, and the Town has begun to deploy public EV charging. As the electric grid in Massachusetts is decarbonized this shift will achieve net zero emissions from vehicles. The Town will create and implement a plan to help ensure sufficient investment in electric vehicle charging stations to provide the infrastructure needed to support continued EV adoption by residents, workers, and visitors. As a part of

increased publicly-accessible charging infrastructure, the Town will assess options and put in place sustainable pricing and parking policies at Town-owned charging stations to support management of the charging stations as utilization increases over time. The Town will specify or adopt design guidelines for EV charging stations, signage, and wayfinding for both on- and off-street parking, and adopt regulations and enforcement policies for EV parking spaces. The Town will periodically publicize that these EV charging stations are available to the general public, including notifying local car dealerships, to help address potential buyers' concerns regarding availability of charging stations. The Town will also explore potential partnerships to encourage shared medium- and heavy-duty vehicle charging infrastructure.



**There are...**

**4** electric vehicle charging stations in Arlington, and...

**891** electric vehicle charging stations in Massachusetts

The four EV charging stations in Arlington are available for public use and located in the Russell Common Lot, the Railroad Lot off Water Street, at the Gibbs School (41 Foster St.) and in front of 85 Park Avenue. Massachusetts EV data provided by the Metropolitan Area Planning Council

### **ZEM 3. Provide a suite of education and awareness-building services to promote electric vehicle adoption.**

As part of the Electrify Arlington campaign (see measure NZB 4 above), the Town will promote zero emission vehicles (ZEVs) to its residents and businesses. In addition to providing information on the new Electrify Arlington website, the Town will work with community organizations, car dealerships and EV companies and community members to make residents and businesses aware of electric and other zero emission vehicle discounts, and the operating cost and environmental benefits of ZEVs. The Town will also provide information about availability of publicly accessible EV charging station locations. Part of the campaign could be similar to the HeatSmart and Solarize campaigns the Town has sponsored. The town will also evaluate rules and regulations that impact freight delivery such as parking, unloading zones, restrictions on time-of-day delivery, and other ordinances to determine if incentives for zero emission delivery trucks could be established.

### **ZEM 4. Adopt a zero-emission municipal fleet and charging infrastructure plan and policy that commits to complete transition to zero emission vehicle purchases by no later than 2030.**

Arlington will develop and adopt a zero-emission municipal fleet plan and policy with zero emissions standards for new acquisitions and leased vehicles. This policy should also address how the vehicle purchase approval process will be centralized within the municipality to ensure that all departments are adhering to

the new emissions standards. The policy will commit the Town to revising and regularly updating the zero-emission municipal fleet policy to require zero-emissions vehicles whenever available and operationally feasible. Concurrently, the Town will evaluate and prioritize facilities for charging infrastructure installation. Where zero-emission makes and models are not affordable or practical for the required municipal function, the Town should require the purchase of the lowest emitting version that is affordable and practical. The Town should also evaluate opportunities to require or incentivize private contractors that perform work for the Town to use zero-emissions vehicles.

## **ZERO EMISSIONS MOBILITY – PRIORITY MEASURES**

The Town of Arlington commits to implementing actions that advance the following *additional* net zero emissions mobility strategies:

### **ZEM 5. Create an action plan, as a follow up to the Town’s Connect Arlington plan, to advocate for community transit service needs, bus stop upgrades, bus rapid transit, and electrification of the regional transit system.**

In supporting implementation of Connect Arlington, the Town should create an action plan to advocate for community transit service needs, bus stop upgrades, bus rapid transit, and electrification of the regional transit system. The action plan should include recommendations to study and develop further bus improvements along major transit corridors in Arlington, such as Mass Ave in Arlington Center and the Heights, Broadway, Medford Street, Park Ave, Mystic Street, and Pleasant Street. It should also identify priority areas to increase access and community transit ridership and advocate during upcoming planning processes at the MBTA and MassDOT. By working in partnership with regional transit authorities, Arlington can reallocate roadway space to prioritize bus traffic, which is particularly important on high-ridership routes. The bus rapid transit pilot on Mass Ave in East Arlington successfully showed that bus priority improvements can significantly reduce travel times for bus riders and improve bus reliability.

### **ZEM 6. Require changes to parking policies that would maximize efficient use of spaces, reduce use of single occupancy vehicles, and give dedicated parking to zero emission vehicles.**

Parking plays an integral role in influencing vehicle congestion, determining travel behavior, and shaping land use patterns. Not only is parking very expensive to construct, in many circumstances more parking also contributes to increased vehicular congestion.<sup>32</sup> Under this policy, the Town should consider the 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,<sup>33</sup> additional incentives

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<sup>32</sup> University of Connecticut, School of Engineering News. *UConn professors Show Link Between More Parking Lots and Increased Driving*. <https://news.engr.uconn.edu/uconn-professors-show-link-between-more-parking-lots-and-increased-driving.php#>

<sup>33</sup> The 2017 Annual Town Meeting approved the creation of a Parking Benefits District in the metered area of Arlington Center. A Parking Benefits District allows the Town to take the net income after expenses from parking meters for improvements to the area, such as parking lot upgrades, improved pedestrian lighting, sidewalk snow removal, and more benches and bike racks.

for developers to provide less than maximum allowable parking, and requirements for dedicated parking for zero emission vehicles within these reduced parking areas. In establishing these changes to parking policy, the Town should also use parking management strategies that ensure vehicle turnover and maximize efficient use of the parking supply (particularly public parking), such as metered parking. There are a wide range of data-driven strategies that cities and towns can employ to encourage more efficient allocation of parking resources.

### **ZEM 7. Develop policies and guidelines to promote safe use of electric bicycles, scooters, and other micromobility technology, as well as supportive infrastructure improvements.**

Electric bicycles, tricycles, scooters, skateboards, and other zero emission personal mobility technologies are becoming more popular and are already being used on Arlington's streets and bike paths. These technologies can help bridge the gap for residents trying to transition from automobiles to other modes but who may have physical or health challenges that make it difficult to bike or walk, especially in hilly areas of town. However, e-bikes and e-scooters also allow users to travel faster than non-motorized users and can create conflicts in shared spaces, particularly bike paths. Policies and guidelines can help the Town understand how these new technologies fit into the existing transportation system and if any regulations should be considered. New infrastructure, such as micromobility lanes shared with faster users like bicycles, may need to be developed to accommodate and encourage these technologies while promoting safety for all users. New facilities that allow for parking, locking, and perhaps even charging micromobility technologies should also be considered. Arlington can look to early adopter communities like Cambridge for examples and lessons learned.

### **ZEM 8. Advocate for improved utility rate designs to facilitate smart electric vehicle charging and accelerate EV adoption.**

As noted elsewhere in this Plan, the transition to zero emission vehicles will be a vital part of efforts to achieve net zero GHG emissions. In order to fully realize the benefits of vehicle electrification, electric utilities need to have electric rate designs for both residential and commercial customers that incentivize smart charging; that is, charging that takes place at times of day that does not drive-up peak electricity demand. These so-called time varying rates can also be coupled with programs to use EV charging as a demand response resource to provide capacity relief during these peak demand periods. There is also the need to develop rate options in the near term that support cost-effective charging with DC fast charging stations when the utilization of these stations is relatively low. The Town, along with other aligned stakeholders, should advocate at the state Department of Public Utilities for these types of utility rate designs.

### **ZEM 9. Promote car sharing.**

The Town will promote car sharing through education (website, press releases, social media) and by partnering with local volunteers to explore the creation of a local car sharing app or website to match drivers and riders. The Town already has limited car sharing options in the form of a few Zipcar spaces in municipal lots, but should consider how to expand partnerships with car sharing companies.

## CLEAN ENERGY SUPPLY

At the core of our community's net zero strategy, we need to maximize building energy efficiency, electrify buildings and transportation, and green the electricity grid by ensuring more of our electricity comes from renewable resources. The two prior chapters of this Roadmap – Net Zero Buildings and Zero Emissions Mobility – called for electrification of buildings and vehicles. Complete electrification of buildings and transportation will essentially eliminate the combustion of fossil fuels within Arlington, which is crucial. However, to reach net zero greenhouse gas pollution, we must ensure the sources of Arlington's electricity are carbon-free, including wind, solar and hydro power. Most of the measures in this chapter are designed to support that goal. The other measures will hasten the replacement of natural gas for home heating with electric heat pump systems.

Even though today most electricity is generated by burning natural gas, a significant and increasing amount of electricity generation is from renewable resources. Also, state law (the Renewable Portfolio Standard – RPS) requires that the percentage of electricity generated from renewable sources must increase every year.

Another important reason our electricity is rapidly getting cleaner in Arlington is that we have a local green electricity program called Arlington Community Electricity (ACE). Under the ACE program, Arlington residents and small businesses automatically receive more clean electricity than required by state law, and have easy options for opting up to 100% clean energy.

Thanks to the state RPS and Arlington's ACE program, electricity consumed in Arlington is increasingly from renewable sources. The clean energy supply measures in this chapter will accelerate that trend, putting Arlington on a path to 100% clean electricity supply well before 2050.



Solar array, Ottoson Middle School

In this Clean Energy Supply section of the Roadmap, the CEFC chose to place the highest priority on measures that would ensure electricity consumed in Arlington comes from increasingly renewable sources. This is consistent with the Net Zero Action Plan's overall approach, which is to maximize energy efficiency, electrify buildings and transportation, and provide that electricity from renewable sources. The first two High Priority Measures in this section would transition Arlington's electricity supply to renewable sources, while the third High Priority Measure would help ensure the entire state transitions to renewable electricity.

The two Priority Measures in this section focus on transitioning Arlington away from natural gas as a heating source in favor of shared ground source heat pump systems, powered by electricity, and faster repair of natural gas leaks. These measures will help eliminate the on-site combustion of fossil fuels, which is necessary to achieve Net Zero GHG pollution in Arlington.

### CLEAN ENERGY SUPPLY – HIGH PRIORITY MEASURES

The Town of Arlington should commit to implementing actions that advance the following high priority clean energy supply strategies:

## **CES 1. Increase renewable energy in the Arlington Community Electricity (ACE) program so the default level is 100% renewable by 2030.**

The Arlington Community Electricity (ACE) program (formerly called Arlington Community Choice Aggregation) was launched in 2017. The 2019-2022 rates set the baseline for electricity supply at 11% more local (New England) renewable energy than the state's Renewable Portfolio Standard (RPS) and includes "opt-up" tiers of 50% and 100% renewable energy. The Town should continue to implement this program, increasing the renewable energy content of the default option so that it reaches 100% renewable energy by 2030. The next opportunity to increase the percentage of renewable supply will be when the Town negotiates its next contract in 2022 (the current contract expires in November of that year) and the

Town should set an initial goal to increase renewable energy supply above the current extra 11 percent for the 2023-2025 contract. This effort should involve active monitoring of prices and the potential impact on low-income customers. In parallel the Town is conducting an ongoing outreach campaign to encourage residents and business to opt-up to the 100% renewable electricity level in the ACE (almost 600 residents have opted up to 100% renewable electricity as of August 2020).



## **CES 2. Transition municipal electricity supply to 100% renewable by 2030.**

Arlington should progressively increase the amount of renewable electricity in its municipal supply contracts until reaching 100% for municipal operations by 2030. Arlington is on a fixed price energy supply contract that ends in December 2023. In the years leading up to this contract end date, the Town should investigate the best rates for a substantial increase in renewable electricity supply. Similar to Arlington's ACE program, the Town should prioritize purchases of MA Class I RECs to support local (New England) renewable energy development. The Town should also investigate the feasibility of developing additional on-site renewable electricity generation (e.g., behind-the-meter solar at Town facilities) as well as Power Purchase Agreements to help meet this 2030 goal. At all points of implementing this action, the Town should consider cost impacts to taxpayers in Arlington.

## **CES 3. Support state legislation and policies that decarbonize the region's electricity supply. Where possible, promote decarbonization incentives specifically for low to moderate income residents.**

Arlington should advocate for state policies that increase the Renewable Portfolio Standard (RPS) and promote incentives specifically for low to moderate income residents such as low- and moderate-income (LMI) solar incentives, and programs and procurements that further decarbonize the region's energy supply, such as offshore wind development. The current RPS puts the state on track to reach 35% renewable energy by 2030. In light of a study from the Acadia Center on energy needs for New England, the Town should advocate for the state to achieve a goal of 45% renewable generation by 2030 (equivalent to a 3% increase per year) and 100% by no later than 2050.

## CLEAN ENERGY SUPPLY – PRIORITY MEASURES

The Town of Arlington should commit to implementing actions that advance the following *additional* clean energy supply strategies:

### **CES 4. Partner with utilities and others to promote pilot neighborhood-scale shared ground source heat pump projects to help transition Arlington away from natural gas and toward all-electric buildings.**

The Town of Arlington should partner with utilities and others to promote shared ground source heat pump projects that serve multiple buildings or entire neighborhoods. This concept is also commonly referred to as “geo micro district” or “networked geothermal.” The neighborhood scale would allow for one large central system and efficient distribution, rather than implementing clean heating and cooling for individual buildings or units. Where possible, the Town should prioritize implementation of conversion to all-electric heating and cooling systems in neighborhoods in which there is a high prevalence of leak-prone natural gas infrastructure. In those cases, the gas utilities can replace natural gas pipes that would otherwise need repair with clean heating and cooling infrastructure (plastic pipes that convey water to and from wells). The Town should conduct outreach to gauge resident interest in participation in a low/zero carbon district heating and cooling system. The Town should seek to partner with other towns and organizations that are currently studying this topic, such as Home Energy Efficiency Team (HEET).<sup>34</sup>

### **CES 5. Engage in advocacy to encourage regulators and utilities to greatly accelerate the repair of gas leaks, and to phase-out the natural gas distribution supply network.**

Arlington should advocate for the repair of gas leaks and coordinate information and data sharing with National Grid. Repairing gas leaks improves residents’ health, makes the gas distribution network more efficient and helps to reduce GHG emissions. The Town should advocate for additional efforts for detection and mitigation of gas leaks and work to expedite the repair of local leaks.

Arlington should also advocate for regulatory changes that help accelerate the phasing-out of the gas distribution network such as accelerating depreciation, securitization of assets, and the piloting of shared ground source heat pump loops as called for in CES 4 above.

Since the repair of gas leaks and replacement of pipes involves digging up and repairing streets, they can be costly and require multiple permits. The Town should continue to work with National Grid to see where priorities for gas leak repair and street repair overlap and explore opportunities to develop a shared schedule to complete multiple repairs in the same street opening and re-pavement. This action could also include consideration of ways to expedite permitting for these repairs. Arlington should continue its leadership in the Multi-Town Gas Leaks Initiative, working with communities throughout the region to accelerate leak repair by improving data sharing, communication, and coordination between municipalities and National Grid.





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<sup>34</sup> <https://heet.org/>






# Appendix A: Roadmap Action Summary Tables

## NAVIGATING THE SUMMARY TABLES

The Net Zero Action Roadmap includes 31 measures developed and vetted by the CEFC which are designed to set Arlington on a path to net zero GHG pollution. These measures were evaluated based on their potential to reduce GHG pollution and other factors including:

- **Feasibility** – Are there examples of the measure being implemented elsewhere, preferably in a similar community?
- **Implementation timeframe** – How long will it take to implement?
  - Short-term (Less than one year) 
  - Intermediate (1 to 5 years) 
  - Long-term (5 years or more) 
  - Ongoing 
- **Type of expense** – Will this measure require capital expenditures, staff time, or operational costs?
- **Lead implementer and key partners** – Who will be primarily responsible for implementing the measure and which key partners and stakeholders should be involved?
- **Measures of success** – How will progress be measured? What metrics will be used to determine success of the measure?
- **Equity considerations** – How will this measure impact vulnerable populations and will it advance social equity in our community?

# NET ZERO BUILDINGS ACTION SUMMARY TABLE

Action	Example	Implementation Timeframe	Type of Expense	Lead	Key Partners	Measures of Success
<b>High Priority Actions</b>						
<p><b>NZB 1. Convert existing fossil fuel equipment and appliances to electric.</b> Create an ongoing “Electrify Arlington” program and campaign modeled after the previous highly-successful Solarize and HeatSmart campaigns (except not time-limited as those campaigns were)</p>	<p><a href="#">HeatSmart Arlington</a></p>		Staff time	Energy Mgr., CEFC	Local environmental groups, MAPC, utilities/Mass Save program administrators, energy efficiency contractors, MassCEC	# of homes electrified
<p> <b>Equity considerations:</b> Target outreach to renters, landlords, residents who speak languages other than English, and low- and moderate-income (LMI) residents. Connect LMI residents with discounted utility rates and programs that lower energy burden (bills as % of income) as they electrify.</p>						
<p><b>NZB 2. Implement a community-wide energy efficiency outreach program.</b> Significantly increase uptake of deep energy retrofits and other significant efficiency measures.</p>	<p><a href="#">Melrose Energy Challenge</a></p> <p><a href="#">Solarize Plus Mass</a></p>		Staff time	Energy Mgr., CEFC	Mass Save, MA Dept. of Energy Resources, MassCEC, home performance contractors, MAPC	# of homes and businesses receiving energy efficiency retrofits; # of homes converted from oil, propane, and/or electric resistance heating systems to clean heating & cooling systems; energy savings
<p> <b>Equity considerations:</b> Target outreach to renters, landlords, residents who speak languages other than English, and low- and moderate-income residents.</p>						
<p><b>NZB 3. Change zoning or other bylaws that hinder the renovation or construction of net zero energy capable homes.</b> Remove barriers to, and create incentives for, encouraging renovation and new construction</p>			Staff time	Department of Planning and Community Development (DPCD), ARB	Zoning Bylaw Working Group	Successful amendment of Town Bylaws

projects to result in net zero energy capable buildings.



**Equity considerations:** Be careful not to create affordability impacts, and consider how to include affordable housing

**NZB 4. Create a permanent Town “Electrify Arlington” website.**

[Melrose Energy Commission](#)



Staff time, consultants

Energy Mgr., Public Information Officer

DPCD, MAPC

Creation of website; page views and other analytics



**Equity considerations:** Consider providing information in multiple languages and ensuring that information resources are written to be accessible to the public and especially residents with disabilities.

### Priority Actions

**NZB 5. Retrofit and maintain all buildings owned by the Town to reduce energy use as much as feasible**

[Orlando, FL Green Works Municipal Operations Plan](#)



Capital expense, staff time, operation cost

Facilities Director, Energy Mgr.

Facilities Dept., Building Managers, Arlington Public Schools facilities staff, Energy Working Group

Number of deep energy retrofits @ municipal facilities; GHG reductions in municipal facilities; carbon/energy use intensity of municipal facilities



**Equity considerations:** N/A

**NZB 6. Advocate with the Department of Energy Resources, Board of Building Regulation and Standards and state legislature for a state net zero energy stretch code.**

[Washington, DC California Building Code](#)



Staff time

Energy Mgr.

Town Mgr., Select Board, Legislative delegation

Adoption of net zero stretch code



**Equity considerations:** N/A

**NZB 7. Evaluate policies that include low- or zero-emissions standards when soliciting and awarding Town contracts for goods and services, and when selling property.**



Staff time

Planning Dept.

Select Board

Completion of evaluation; report to Select Board.



**Equity considerations:** Explore development of guidelines that ensure that affordable housing is built to minimize energy use and ensure occupant health and access to transit and clean energy opportunities (solar PV, EV charging, etc.)

**NZB 8. Review whether there are unnecessary barriers to energy efficiency and renewable energy technologies in Historic Districts, and if so, whether changes could be made to Design Guidelines that would reduce those barriers.**



Staff time

CEFC

Historic Districts Commission

Completion of review; report to Select Board and/or Historic Districts Commission



**Equity considerations:** N/A

**NZB 9. Prohibit fossil fuel heating systems in new construction and major renovations.**

[Oakland CA fossil fuel ordinance](#)

[Links to multiple CA fossil fuel bans](#)



Staff time

Energy Mgr., CEFC

DPCD, Inspectional Services, enviro. advocates, housing advocates, development community

Implementation of fossil fuel bylaw and other measures that prohibit fossil fuels in buildings



**Equity considerations:** Ensure that policy is developed with input from housing advocates and developers to avoid unintended consequences such as restricting development of affordable housing.

**NZB 10. Allow adjustments to height, setback and density requirements by Special Permit for energy efficiency and renewable energy installations at existing buildings.**

[Natick Solar Zoning](#)



Staff time

DPCD, ARB

Zoning Bylaw Working Group

Successful amendment of Town Bylaws



**Equity considerations:** N/A

**NZB 11. Require all new commercial buildings and Apartment Buildings above a certain number of units to include solar PV and/or solar thermal (or be “solar ready”) on a minimum of 50 percent of roof area.**

[Watertown Commercial Solar Requirement](#)



Staff time

DPCD, ARB

Zoning Bylaw Working Group

Passage of solar requirement; # of new buildings with solar and/or built solar-ready



**Equity considerations:** Explore opportunities to reduce utility costs for tenants through community shared solar.

<b>NZB 12. Explore opting-into the state's commercial Property Assessed Clean Energy (PACE) law to support local financing of clean energy projects.</b>	<a href="#">As of Nov. 30, 2020, 35 MA municipalities had opted into PACE</a>		Staff time	Energy Mgr.	Select Board, Mass Development	Majority vote of Select Board to opt into PACE; # of projects financed w/ PACE
<b>Equity considerations:</b> Conduct outreach to small businesses, nonprofits, and multi-family building owners (5+ units) to build awareness of PACE.						
<b>NZB 13. Promote the planting of trees on private property through Town programs that provide trees at no charge.</b>			Capital expense (possibly), staff time	Tree Warden	Tree Committee	# of trees planted, estimated carbon sequestered
<b>Equity considerations:</b> Prioritize planting in urban heat islands, Environmental Justice Communities, and neighborhoods with less tree cover. Engage community groups and residents to help identify where trees should be planted.						
<b>NZB 14. Partner with local vocational / technical schools to encourage more HVAC and clean tech workers in Arlington and the region.</b>	<a href="#">Roxbury Community College Smart Building Technology Program</a>  <a href="#">YouthBuild Boston</a>		Staff time	Energy Mgr.	School Dept., MassCEC, Mass Save, Minuteman Tech	# of Arlington residents participating in, completing training programs
<b>Equity considerations:</b> Focus partnerships on ensuring equity of representation of demographics including women and minorities in the clean energy workforce. See MassCEC <a href="#">Clean Energy Industry Report</a> for more data about underrepresented groups.						
<b>NZB 15. Consider establishing a Chapter 40R Smart Growth Zoning Overlay District to allow for dense residential or mixed-use development.</b>			Staff time	DPCD, ARB	Zoning Bylaw Working Group	Establishment of 40R Smart Growth Zoning Overlay District
<b>Equity considerations:</b> Design overlay district to promote Equitable Transit Oriented Development (eTOD).						

**NZB 16. Support training opportunities for Town departments, boards and committees, as well as developers and contractors, on LEED, Net Zero, Passive House and other high-performance standards.**



Staff time

Mass Save, MassCEC, Passive House MA, Built Environment Plus

# of trainings hosted, # of developers & contractors participating.



Equity considerations: N/A

**NZB 17. Continue and Expand Participation in Green Communities and Similar Programs.**



Staff time, capital expense, operation cost

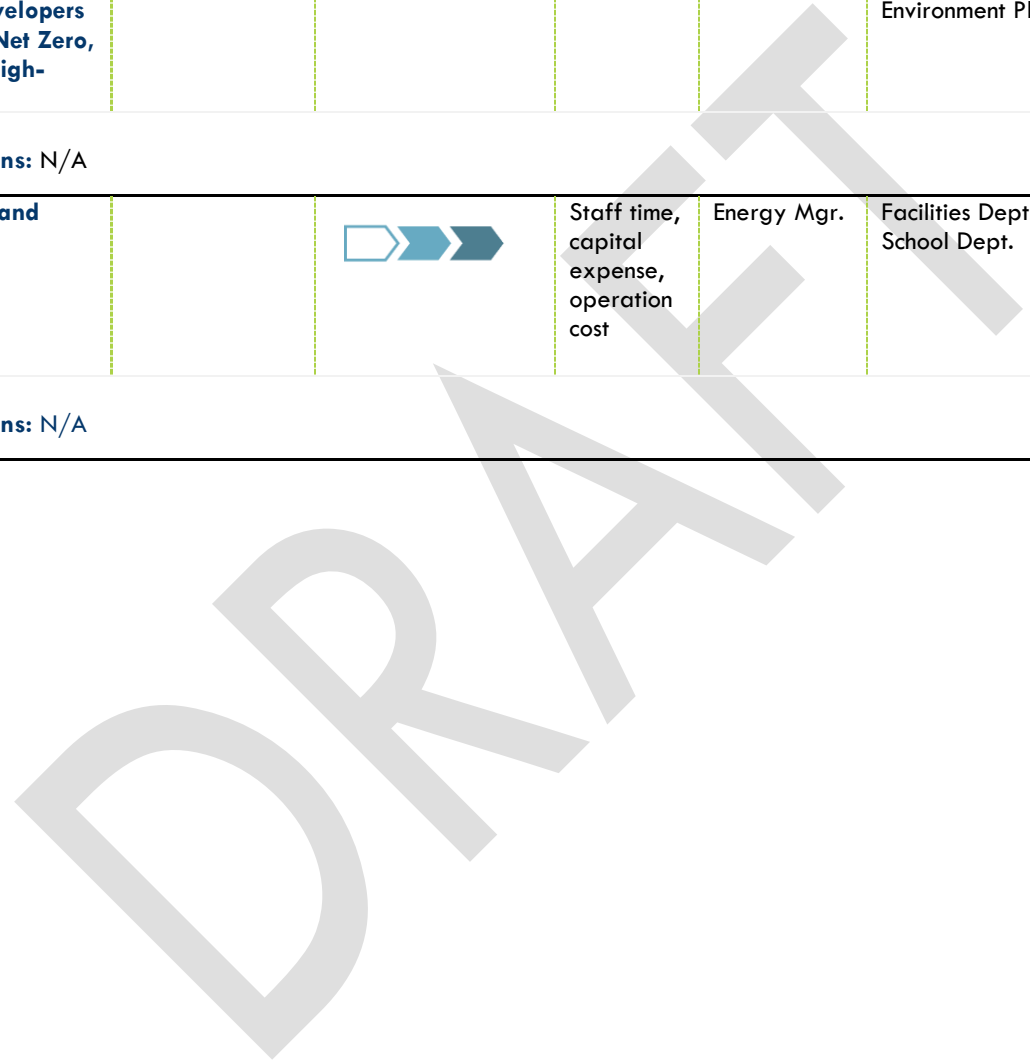
Energy Mgr.

Facilities Dept., School Dept.

Amount of funding received via competitive Green Communities grants.



Equity considerations: N/A



## ZERO EMISSION MOBILITY ACTION SUMMARY TABLE

Action	Example	Implementation Timeframe	Type of Expense	Lead	Key Partners	Measures of Success
<b>HIGH PRIORITY ACTIONS</b>						
<b>ZEM 1. Support implementation of the recommendations and strategies being developed as part of Connect Arlington, the Town's sustainable transportation plan.</b>			Staff time, capital expense	DPCD	Transportation Advisory Committee, Bicycle Advisory Committee	# of measures from Connect Arlington that are implemented
<b>Equity considerations:</b> Support recommendations that increase access to affordable transit and mobility options and expand clean transportation infrastructure in Environmental Justice Communities.						
<b>ZEM 2. Create and implement a plan to expand public charging at libraries, business districts, public parking facilities, and other facilities, both on- and off-street.</b>	<a href="#">Brookline &amp; Newton Charging Stations</a>  <a href="#">MAPC's EV Charging Roadmap</a>		Staff time, capital expense, operation cost	Energy Mgr., DPCD	Utilities, Public Works Dept., Facilities Dept.	# of installed public EV charging stations and rate of utilization at each station; # of EVs registered in community
<b>Equity considerations:</b> There are two primary considerations that should guide municipal investments in public charging stations: strategic geographic placement of charging stations and programs to reduce economic barriers to EV adoption. The deployment of charging stations needs to be paired with promotion of available incentives, creation of additional funding support, and potentially, car sharing models. Engage renters in siting decision-making and ensure that chargers are sited to reduce barriers to EV ownership for renters and LMI residents.						
<b>ZEM 3. Provide a suite of education and awareness-building services to promote electric vehicle adoption.</b>	<a href="#">Mass Drive Clean Outreach Campaign</a>  <a href="#">Concord Drives Electric</a>		Staff time	Energy Mgr., CEFC	Mass Drive Clean, MA EEA, EV dealers	Number of registered electric vehicles in the community
<b>Equity considerations:</b> Provide resources in multiple languages and/or provide interpretation at events.						

<b>ZEM 4. Adopt a zero-emission municipal fleet and charging infrastructure plan and policy that commits to complete transition to zero emission vehicle purchases no later than 2030.</b>	<a href="#">Brookline Fleet Electrification Policy</a>  <a href="#">Cambridge Green Fleet Policy</a>		Staff time, capital expense	Energy Mgr.	Select Board	Adoption of policy; % of the total municipal fleet made up of zero emission vehicles; Pounds of greenhouse gas emissions reduced within the municipal fleet
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**Equity considerations:** N/A

## PRIORITY ACTIONS

<b>ZEM 5. Create an action plan, as a follow up to the Town's Connect Arlington plan, to advocate for community transit service needs, bus stop upgrades, bus rapid transit, and electrification of the regional transit system.</b>			Staff time	Sr. Transport ation Planner	Transportation Advisory Committee	Creation of action plan
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**Equity considerations:** Support recommendations that increase access to affordable transit and mobility options and improve infrastructure in Environmental Justice Communities.

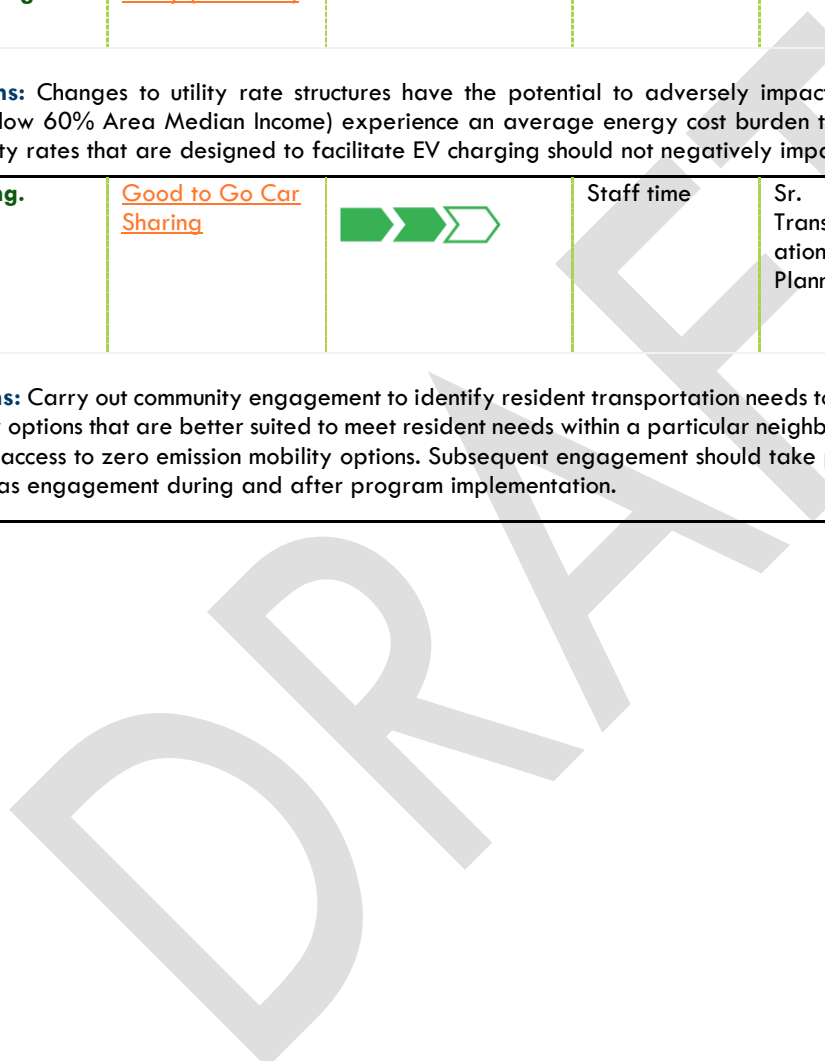
<b>ZEM 6. Evaluate changes to parking policies that would maximize efficient use of spaces, reduce use of single occupancy vehicles, and give dedicated parking to zero emission vehicles.</b>	<a href="#">Boston Climate Action Plan 2019 Update</a>  <a href="#">MAPC's Perfect Fit Parking Study</a>		Staff time	Sr. Transport ation Planner	DPCD., Transportation Advisory Committee, Zoning Bylaw Working Group	Successful adoption of reduced parking requirements
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**Equity considerations:** When considering residential parking requirements, remember that the more resources dedicated to building out unnecessary parking will, in turn, mean fewer resources likely available for other amenities. This can be particularly problematic when it comes to affordable housing where scarce financial resources are going toward parking rather than the build out of much-needed housing units.







<b>ZEM 7. Develop policies and guidelines to promote safe use of electric bicycles, scooters, and other micromobility technology, as well as supportive infrastructure improvements.</b>			Staff time	Sr. Transport ation Planner	Transportation Advisory Committee, Bicycle Advisory Committee	Adoption of policies and guidelines
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**Equity considerations:** Ensure infrastructure improvements are distributed evenly including within Environmental Justice communities.

<b>ZEM 8. Advocate for improved utility rate designs to facilitate smart electric vehicle charging and accelerate EV adoption.</b>	<a href="#">Best practices in EV Rate Design Study (NY &amp; PA)</a>		Staff time	Energy Mgr.	CEFC, Town Manager, enviro advocates	Positive rate design changes for EV charging
 <b>Equity considerations:</b> Changes to utility rate structures have the potential to adversely impact low-income customers. In Massachusetts, low-income households (at or below 60% Area Median Income) experience an average energy cost burden three times higher than the statewide average energy cost burden. Changes to utility rates that are designed to facilitate EV charging should not negatively impact or exclude low-income customers.						
<b>ZEM 9. Promote car sharing.</b>	<a href="#">Good to Go Car Sharing</a>		Staff time	Sr. Transportation Planner	Energy Manager, CEFC, Transportation Advisory Committee, car share companies	# of participants in the EV carshare program or users of the shuttle service; Miles driven electric through the EV carshare service
 <b>Equity considerations:</b> Carry out community engagement to identify resident transportation needs to inform the program direction and design. This process may uncover mobility options that are better suited to meet resident needs within a particular neighborhood that take a different approach while achieving the same goal of increasing access to zero emission mobility options. Subsequent engagement should take place to get community feedback on a straw proposal for program design as well as engagement during and after program implementation.						



## CLEAN ENERGY SUPPLY ACTION SUMMARY TABLE

ACTION	EXAMPLE	IMPLEMENTATION TIMEFRAME	TYPE OF EXPENSE	LEAD	KEY PARTNERS	MEASURES OF SUCCESS
<b>HIGH PRIORITY ACTIONS</b>						
<b>CES 1. Increase renewable energy in the Arlington Community Electricity (ACE) program so the default level is 100% renewable by 2030.</b>	<a href="#">Newton Power Choice – 80% renewable default in Jan. 2021</a>		Staff time	Energy Mgr.	ACE aggregation consultant, Town Manager, Select Board	% of customers who remain in ACE after default reaches 100% renewable Additional renewable energy purchased
 <b>Equity considerations:</b> Pay particular attention to the costs compared to utility Basic Service or the “opt-down” option within ACE. Consider revising electricity aggregation plan to provide discounts to low-income customers or to provide a less expensive, income-qualified option with renewable content somewhere between the 100% and “opt-down” levels. Partner with trusted community-based organizations (CBOs) on messaging and outreach. Since marketing language from predatory electricity supply vendors can look similar to materials about green municipal aggregation programs, pay particular attention to consumer protection and education. To ensure accessibility, use translation and interpretation services.						
<b>CES 2. Transition municipal electricity supply to 100% renewable by 2030.</b>	<a href="#">Amherst</a> <a href="#">Cambridge</a> <a href="#">Lowell</a>		Staff time, operation cost	Energy Mgr.	Town Manager, School Department, Facilities Department	% of electricity supply provided by renewable energy
 <b>Equity considerations:</b> N/A						
<b>ES 3. Support state legislation and policies that decarbonize the region's electricity supply. Where possible, help promote decarbonization incentives specifically for low to moderate income residents.</b>	<a href="#">Acadia Center EnergyVision 2030</a>		Staff time	Energy Mgr.	Town Manager, CEFC, enviro advocates, MAPC	Increase in RPS; Inclusion of policies for LMI residents
 <b>Equity considerations:</b> Advance equity by supporting and coordinating with groups that advocate for programming and incentives for LMI residents, renters, and residents of color. This can include commenting, for instance, on an improved definition for an Environmental Justice Community, so that its reference in many state programs can be best positioned to reach the communities that need it most.						
<b>PRIORITY ACTIONS</b>						

<p><b>CES 4. Partner with utilities and others to promote pilot neighborhood-scale shared ground source heat pump projects to help transition Arlington away from natural gas and toward all-electric buildings.</b></p>	<p><a href="#">HEET Geo Micro District Feasibility Study</a></p>		<p>Staff time</p>	<p>Energy Mgr.</p>	<p>CEFC, Town Manager, utilities, HEET, CEFC</p>	<p># of buildings served by pilot</p>
<p> <b>Equity considerations:</b> As this is a pilot project using an emerging solution, LMI considerations should be informed by pilot results..</p>						
<p><b>CES 5. Engage in advocacy to encourage regulators and utilities to greatly accelerate the repair of gas leaks, and to phase-out the natural gas distribution supply network.</b></p>	<p><a href="#">Multi-Town Gas Leaks Initiative</a> <a href="#">MAPC's Fix Our Pipes Study</a></p>		<p>Staff time</p>	<p>Energy Mgr., Town Mgr.</p>	<p>Mothers Out Front, MAPC</p>	<p># of leaks repaired per year; # of leaks remaining;</p>
<p> <b>Equity considerations:</b> Advocate for acceleration of leak repair, especially in Environmental Justice Communities.</p>						

