

Webinar and Workshop on Decarbonizing Transportation Through State Policy

November 20, 2020

Agenda

PART 1: WEBINAR (50 minutes)

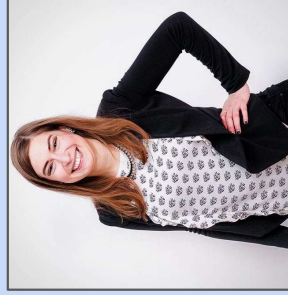
- Introduction
- Speakers' Presentations
- Brief Q&A (submit your question through Q&A box) - continued in breakouts

Agenda

PART 2: WORKSHOP (40 minutes)

- Join using link (received via email, posted in chat box, and included at the end of this presentation)
- Breakout room conversations (30 minutes) with expert facilitators
- Shared takeaways (10 minutes) by facilitators and SUMC Staff

Speakers and Moderators



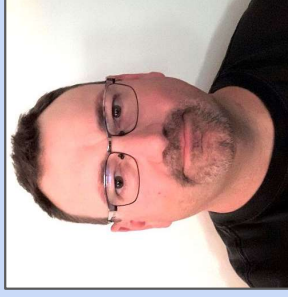
Erin Evenhouse

Program Manager,
**Shared-Use
Mobility Center**



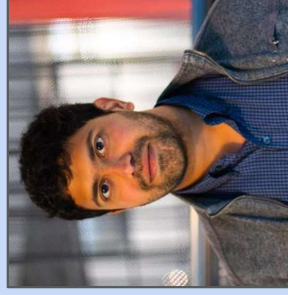
Vicki Arroyo

Executive Director,
**Georgetown Climate
Center**



Sam Gregor

Manager, Planning and
Regulatory Development,
**California Air
Resources Board**



Ashwat Narayanan

Executive Director,
Our Streets Minneapolis

Breakout Topics

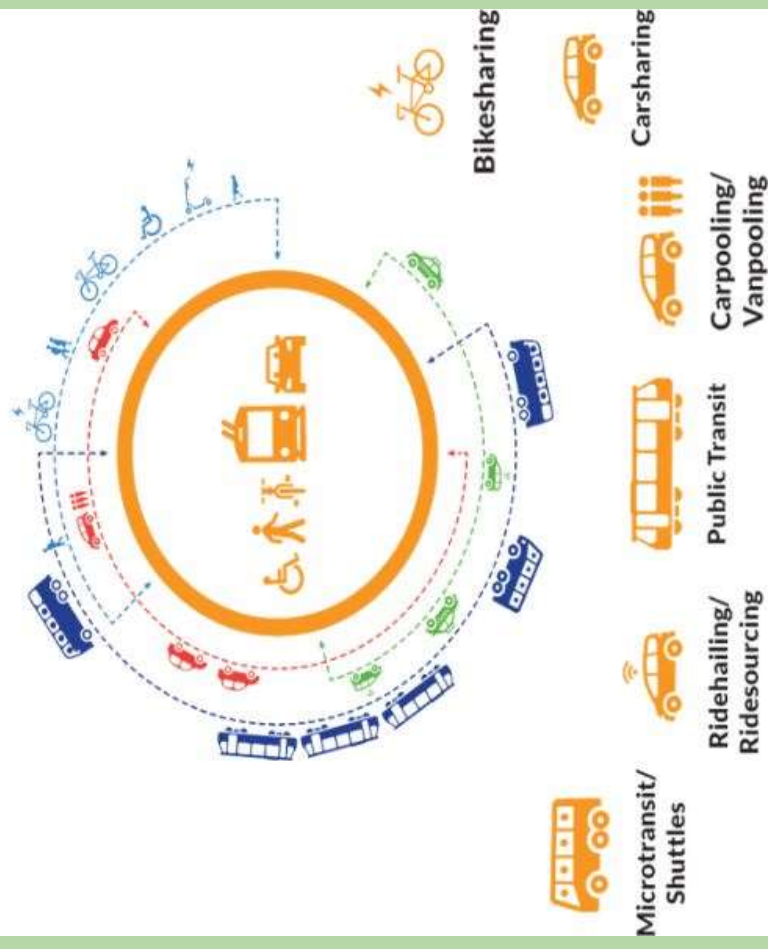
What policy tools have been used to cut emissions in states and what should we be doing? with
Tony Dutzik, Associate Director,
Frontier Group

What is the role of shared use in cutting emissions and how can we make it work better? with Ellen Partridge, Policy Director,
Shared-Use Mobility Center

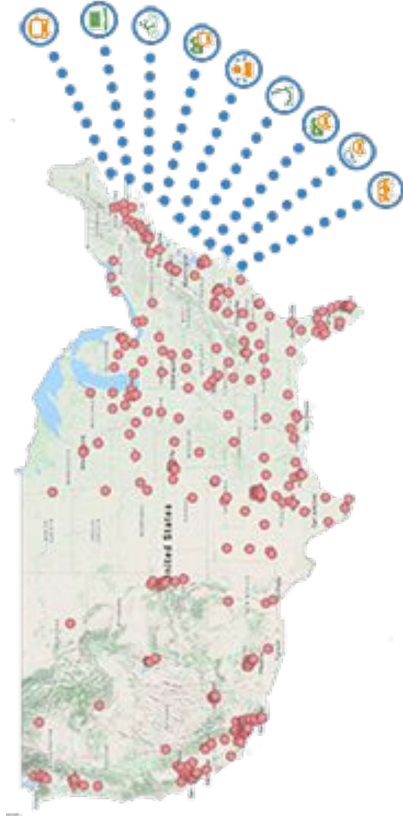
How can state and federal policy interact to cut emissions? with
Vicki Arroyo

How can state and local policy interact to cut emissions? with
Ashwat Narayanan

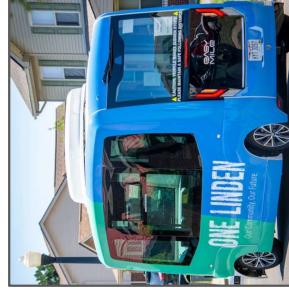
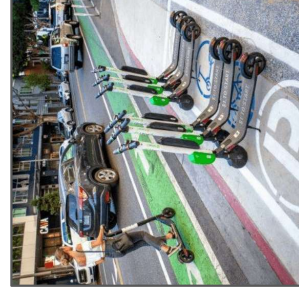
Creating a Multimodal Transportation System that Works for All



Context and Opportunity



If the top 50 cities did all they could to cut emissions through shared mobility, their actions alone could save nearly 100 million tons of greenhouse gas emissions annually, 40% of the total transportation emissions across the U.S.

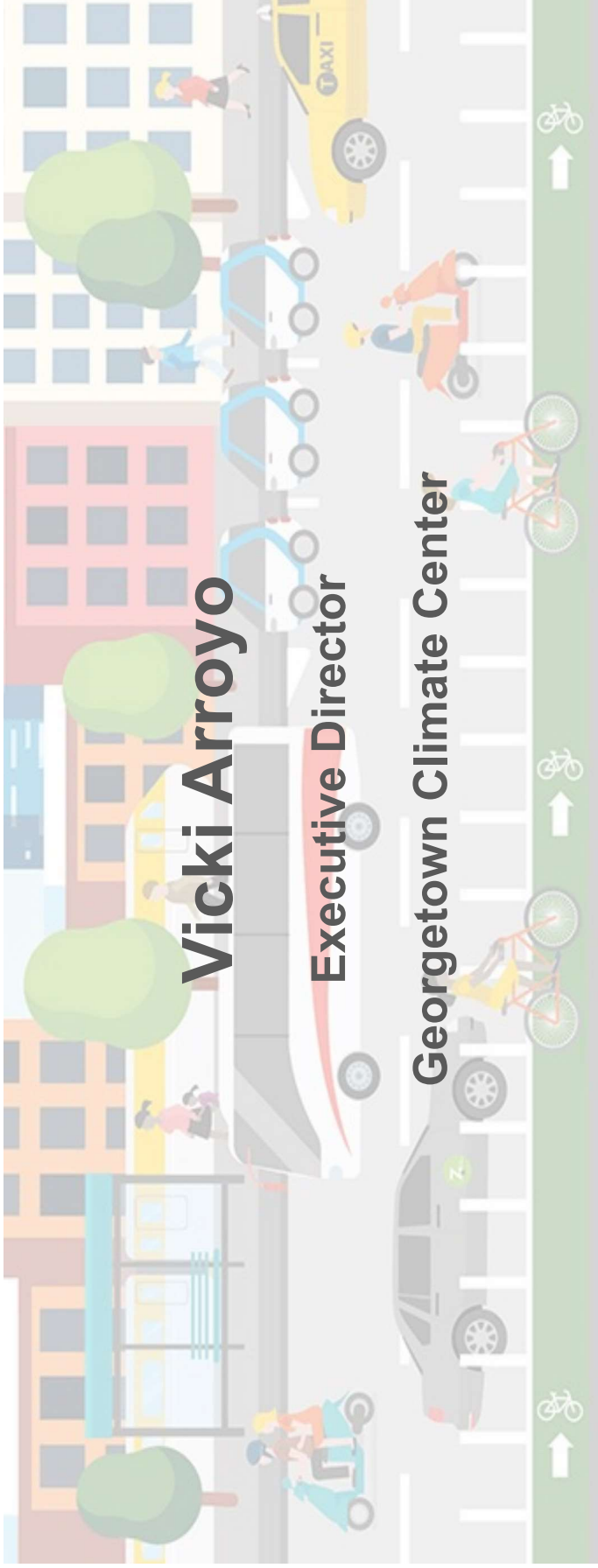


Save the date
Shared Mobility Summit
April 14-16, 2021
Contact SUMC
info@
sharedusemobilitycenter.org



Path to the...

Shared Mobility Summit



Vicki Arroyo

Executive Director

Georgetown Climate Center



Transportation and Climate Initiative

Progress Updates and Next Steps

Shared Use Mobility Center

November 20, 2020



**TRANSPORTATION &
CLIMATE INITIATIVE**

Of the Northeast and Mid-Atlantic States

Vicki Arroyo

Executive Director, GCC

***Prof. from Practice, Georgetown
Law***

GEORGETOWN CLIMATE CENTER

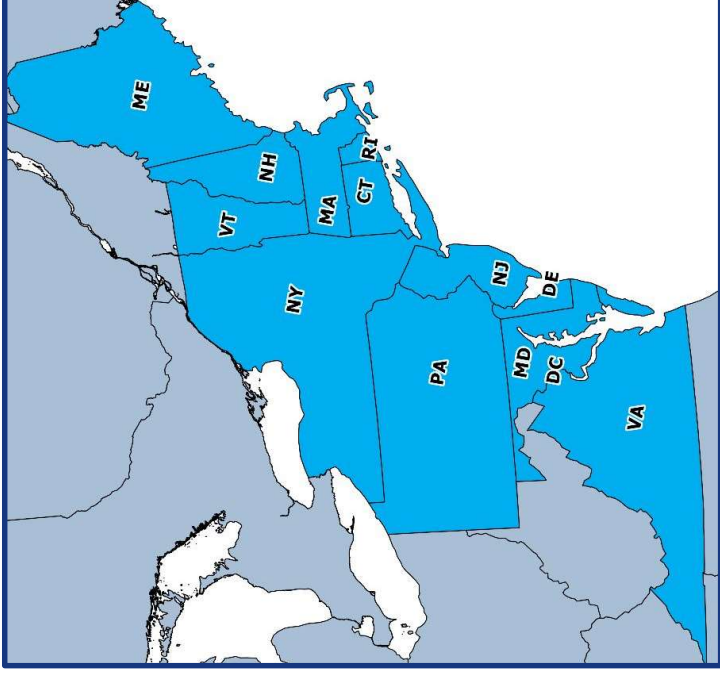
Georgetown Climate Center: A Resource for State and Federal Climate Policy

- Launched in 2009 as a resource to states
- Works at the nexus of federal-state policies
- Supports states through research, facilitation, and convening

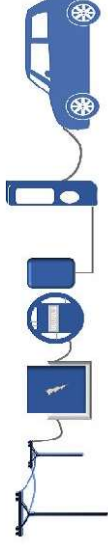
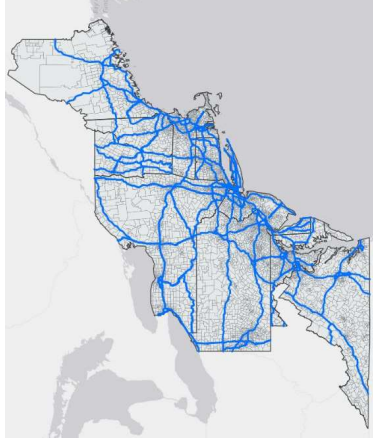
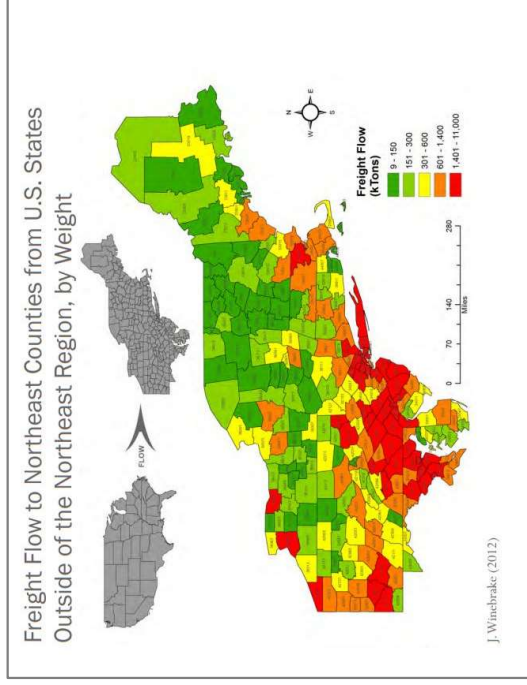


Transportation & Climate Initiative

- 12 northeast and mid-Atlantic states and the District of Columbia
- Working together to reduce GHG emissions from transportation
- Georgetown Climate Center provides facilitation, conducts research, and supports the states



TCI States Have Worked Together Since 2010 on Clean Vehicles, Freight Analysis, and Sustainable Communities Policies

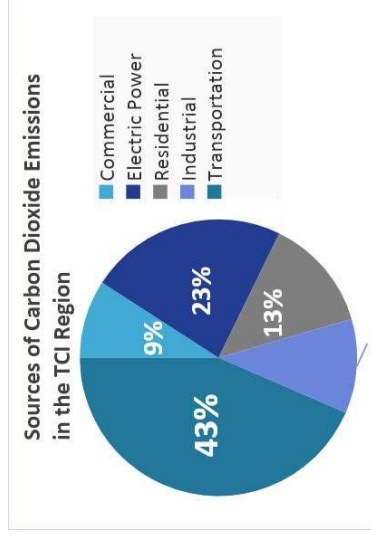
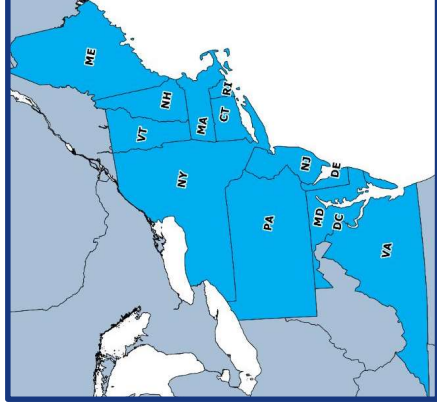


Source: Transportation & Climate Initiative

Scale of the TCI Opportunity

- 72 million people
- \$5.3 trillion in GDP
- 52 million registered vehicles
- Most emissions in the region are from transportation
- Modeled TCI cap (254 MMT CO₂) would cover more than three times the carbon pollution covered by RGGI cap

2017 Data, U.S. Energy Information Administration



TCl States Engaged with People, Communities, and Businesses

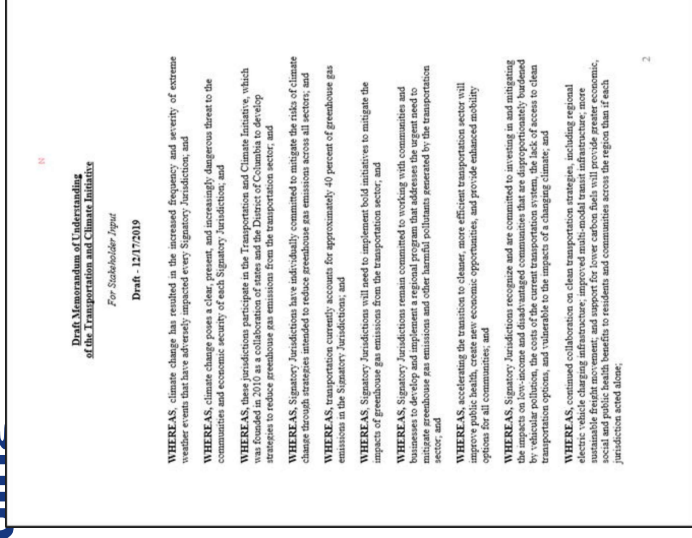
- Three regional TCl workshops with participation of 1,000 people
- 4,300 submissions to TCl public input portal
- Community engagement by individual states
- Common themes: Investments in low carbon transportation, promote equity and public health

Now more important than ever



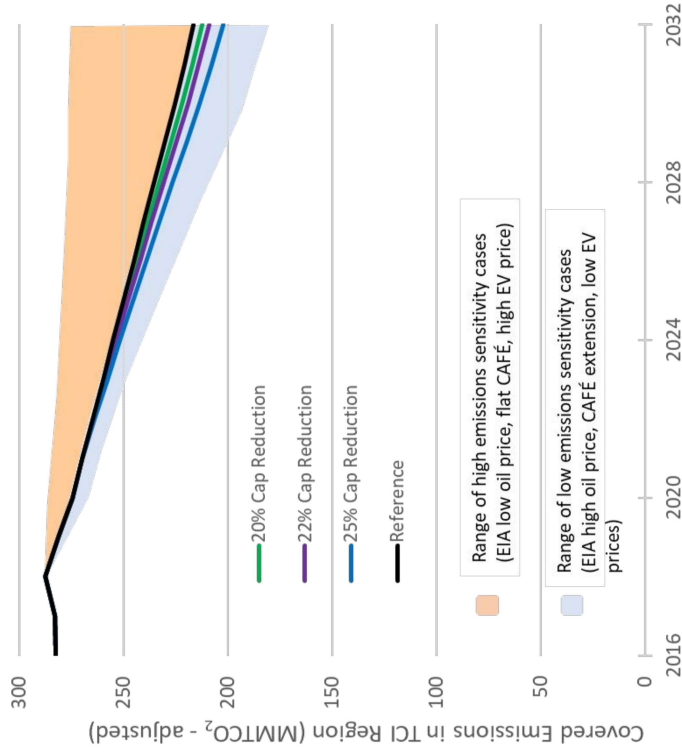
Draft Memorandum of Understanding

- Draft MOU Includes:
 - Program Goals & Schedule
 - Elements of a Model Rule
 - Investments & Equity
 - Regional Organization
 - Program Monitoring & Review
- Invited Input through February 28, 2020
- Final MOU: Late Spring 2020



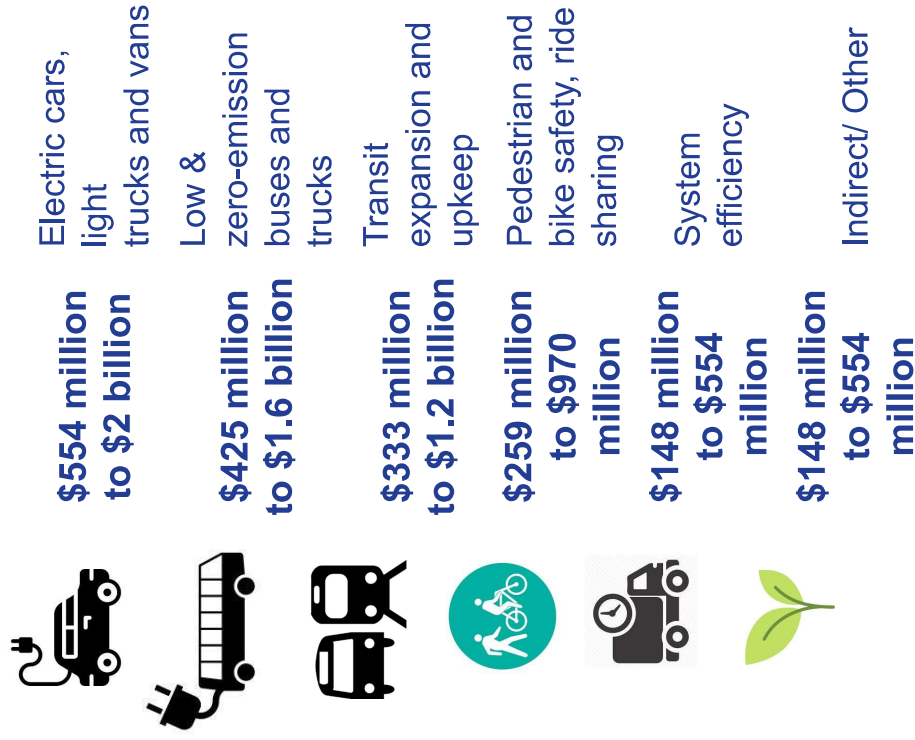
Emissions Cap Scenarios Results: Projected Transportation CO₂ Emissions

- A declining emissions cap could lock in decreases in CO₂ emissions that are expected through 2032 and drive additional reductions.
- More stringent caps result in greater emissions cuts and more proceeds for investments.
- Initial annual proceeds range from \$1.4 billion at start in the 20% case up to \$5.6 billion in the 25% case.

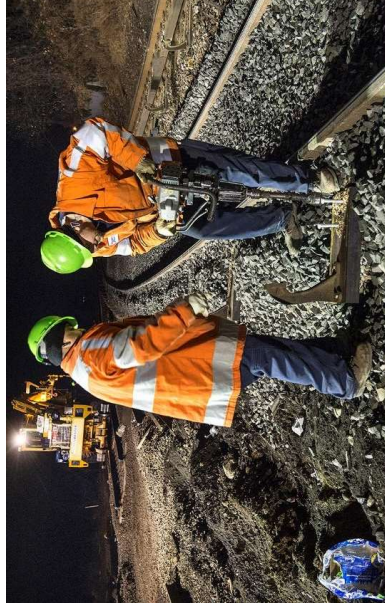


Range of Clean Transportation Invested TCI Scenarios Modeled TCI Scenarios

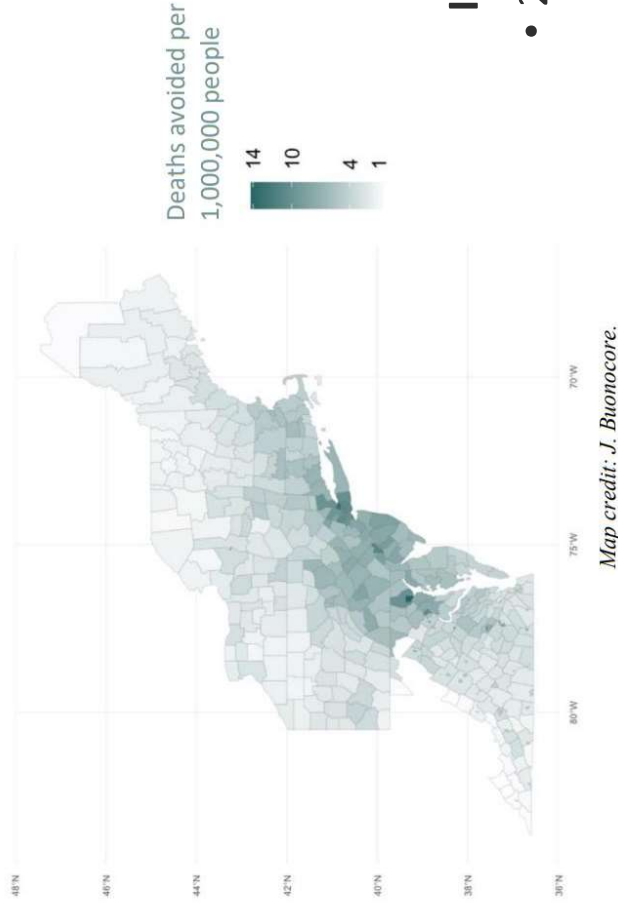
- Modeled annual clean transportation investments by strategy in 2032
- Combined \$1.84 billion to \$6.92 billion in modeled scenarios



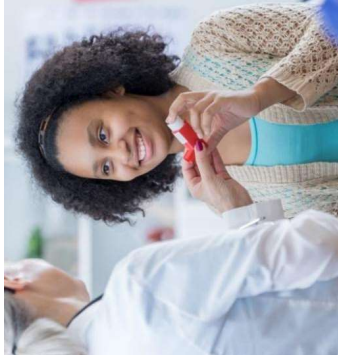
Reducing Pollution Delivers Multiple Benefits



\$2.7 to \$11 Billion in Estimated Public Health Benefits



Estimated Deaths Avoided per Million People for Scenario B with a 25% CO₂ Reduction Cap Compared to a No-TCI Reference Scenario in 2032



Improved air quality & increased physical activity

- 200 to 707 deaths avoided from walking and cycling
- 980 to 4700 childhood asthma cases avoided
- 80 to 330 premature deaths avoided

Proposed Equity-related Strategies

September 29 TCI webinar

- Dedicated Investments - minimum 35% investments for the benefit of underserved and overburdened communities
- Equitable Processes - establish an Equity Advisory Body to:
 - define underserved and overburdened communities
 - recommend equitable investments and complementary policies
 - develop metrics for evaluating program benefits
- Ensure Transparency - annually review and report on program impacts
- Complementary Policies

TCI Program Development Timeline

- **December 17, 2019** – Release of a regional policy proposal in the form of a draft Memorandum of Understanding (MOU), accompanied by modeling results that estimate the energy and emissions implications of different cap levels and investment scenarios, as well as potential costs and benefits of different program design options.
- **January/February 2020** – Gather and consider public input on Draft MOU
- **September 2020:** Public Engagement Webinars
 - **September 16:** “Program design, modeling, and the implications of COVID-19”
 - **September 29:** “Ensuring environmental justice and equity in a regional low-carbon transportation program”
- **Fall 2020** – Jurisdictions release a final Memorandum of Understanding. At this point, each jurisdiction will decide whether to sign the MOU and participate in the regional program.
- **Fall/Winter 2020-2021** – Participating jurisdictions develop a “model rule.”
- **2021** – Participating jurisdictions take any legislative steps that could be needed to implement the regional program and conduct rulemaking processes to adopt regulations.



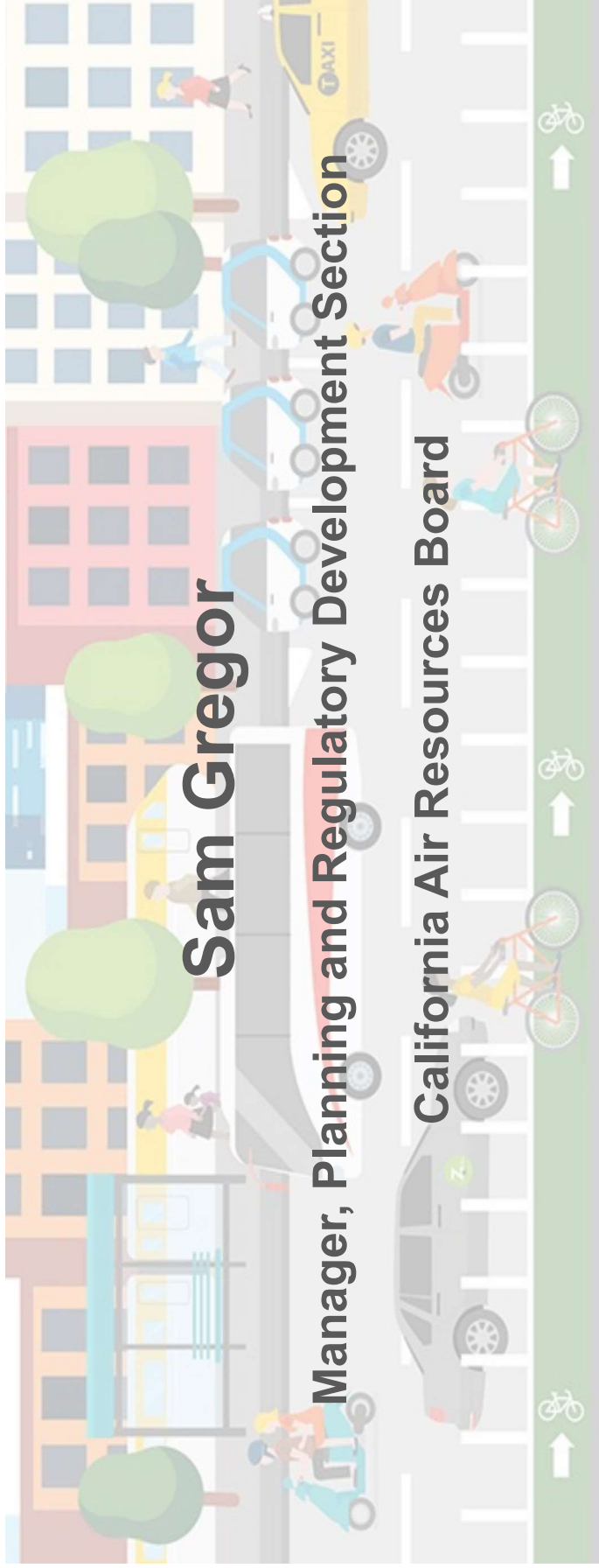
**TRANSPORTATION &
CLIMATE INITIATIVE**
Of the Northeast and Mid-Atlantic States

ion begins.

GEORGETOWN CLIMATE CENTER



Shared Mobility Summit



Sam Gregor

Manager, Planning and Regulatory Development Section

California Air Resources Board



California's Investments in Clean Transportation & Mobility Equity

SAM GREGOR

CALIFORNIA AIR RESOURCES BOARD

HOW STATES ARE MOVING THE EMISSIONS NEEDLE

NOVEMBER 20, 2020



- Introduction
- SB 350 Barriers Study: Barriers, Opportunities, and Recommendations
- Overview of Clean Transportation Equity Investments
- Lessons Learned from Clean, Shared Mobility Pilot Projects
- Policies for Investing in Shared Mobility

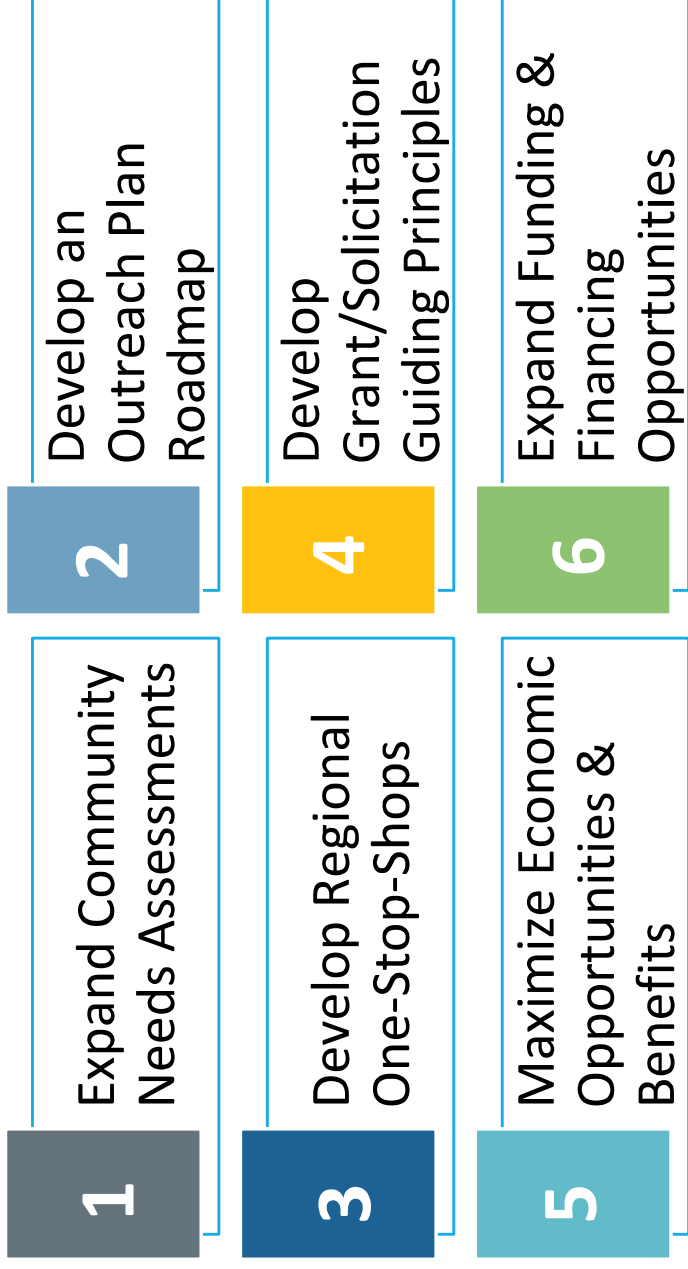
- California's transitioning fleets to zero-emissions to meet climate change and air quality goals
- California Air Resources Board committed to advancing transportation equity and increasing access to clean transportation and mobility options
 - Over \$300 million invested in Clean Transportation Equity projects since 2014
 - Directing investments to low-income households and low-income and disadvantaged communities
 - Many barriers exist that require unique and innovative strategies and policies

SB 350 Barriers Study: Barriers and Opportunities

- 5 main barrier categories identified for analysis
- Importance of understanding community needs and increasing education and awareness

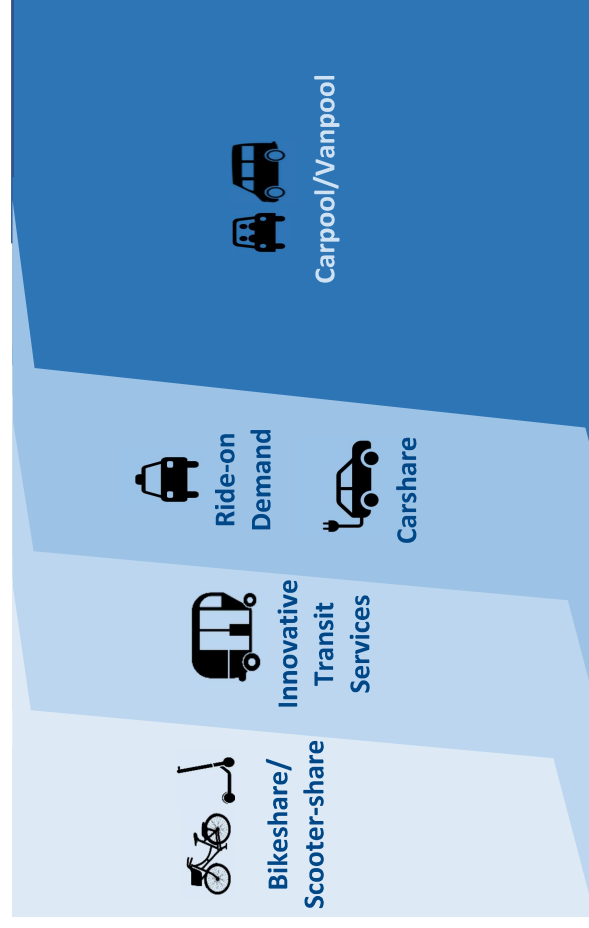


SB 350 Barriers Study: Priority Recommendations



- Vehicle Ownership Projects
 - Clean Vehicle Rebate Project (CVRP)
 - Clean Cars 4 All (CC4A)
 - Financing Assistance for Lower-Income Consumers
- Clean Mobility Projects (next slide)
- Outreach, Technical Assistance, Workforce Development, Transportation Needs Assessments and Planning

- Agricultural Worker Vanpool
- Clean Mobility in Schools
- Rural School Bus Pilot
- Statewide Clean Mobility Options Voucher Pilot Program
- Sustainable Transportation Equity Pilot Project (STEP)



- Requires a lot of money to create and develop clean, shared mobility **AND** meet equity/justice goals
- Creating from scratch new mobility projects takes **a lot** of time
- Barriers will arise unexpectedly – **build in flexibility** from the start
- One solution doesn't solve all problems – urban, rural, tribal communities have **different barriers and require different solutions**
- Be **bold** and open minded in developing creative solutions

- **Listen** to community residents and be ready to hear you have made mistakes – no project is perfect
- Connecting partners **willing to do the work** is important – long-term commitments are key
- Develop metrics to understand **successes AND failures**
- Revenue from users **may not** cover all costs – shared mobility is similar to transit in many instances

- Ensure equity and racial justice are at **forefront** throughout planning, development, and operation
- High upfront capital costs are just part of the equation – **need to accept** this when coming up with a budget/plan
- Understand historical practices and make investments to overcome those practices – and **don't short change underserved communities**
- Prioritize **building capacity** within communities
- **Educate and raise awareness** to active transportation, zero-emissions technologies, and other mobility options

Policies for Investing in Shared Mobility in Historically Underserved Communities (Cont.)

- Identifying community transportation needs by engaging residents **is critical** for developing sustainable projects
- Be community driven **at all stages**
- Ensure benefits are **intentionally delivered** directly to residents
- Shared mobility is similar to transit – it provides public benefits and may require **ongoing government investments** to be sustainable

Equity and Justice: Building Strong Partnerships is



Questions?

Contact Info:

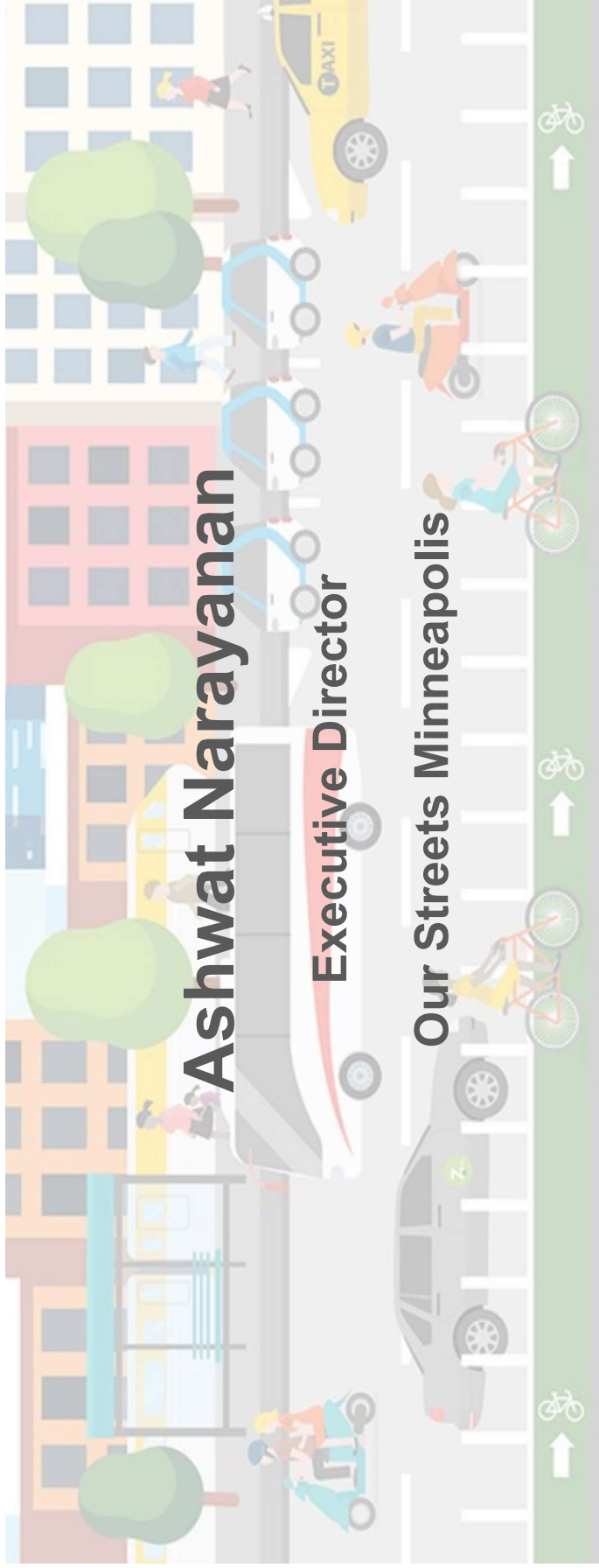
✉ Sam Gregor: Sam.Gregor@arb.ca.gov

More Information:

- Moving California: <https://ww3.arb.ca.gov/msprog/lct/movingca.htm>
- Clean Mobility Options (CMO): www.cleanmobilityoptions.org
- Sustainable Transportation Equity Project (STEP): <https://ww3.arb.ca.gov/msprog/lct/opportunitiesgov/step.htm>
- SB 350 Barriers Report: https://ww3.arb.ca.gov/msprog/transoptions/sb350_final_guidance_document_022118.pdf



Shared Mobility Summit



Ashwat Narayanan

Executive Director

Our Streets Minneapolis

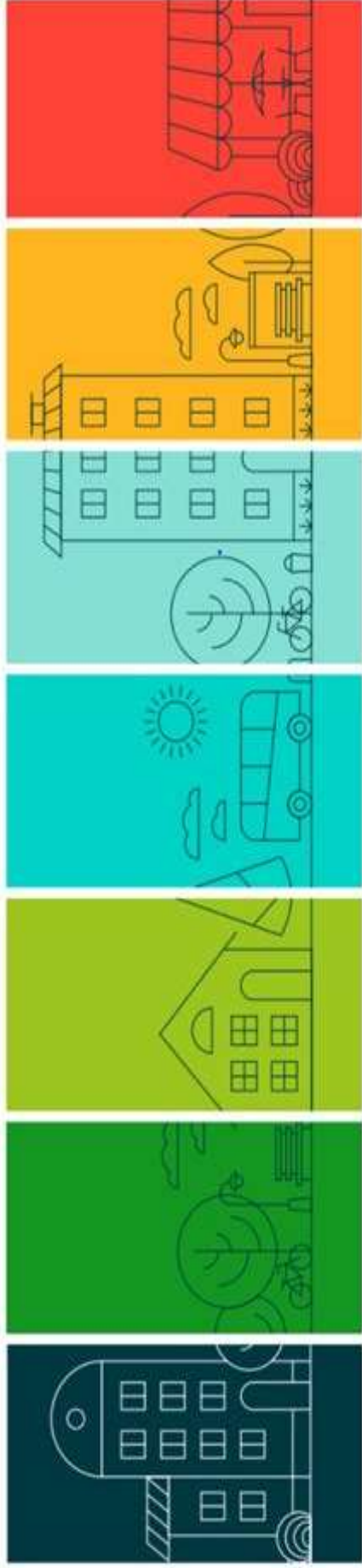


**SHARED-USE
MOBILITY CENTER**

our streets



MPLS



our work

Advocacy Campaigns

Bikeways for Everyone

Making Winters Walkable

Events

Bike to Work Day

Open Streets Minneapolis

Encouragement

Bicycle Connectors

#WeWalkMpls #WeBikeMpls

Healthy Trips Healthy City



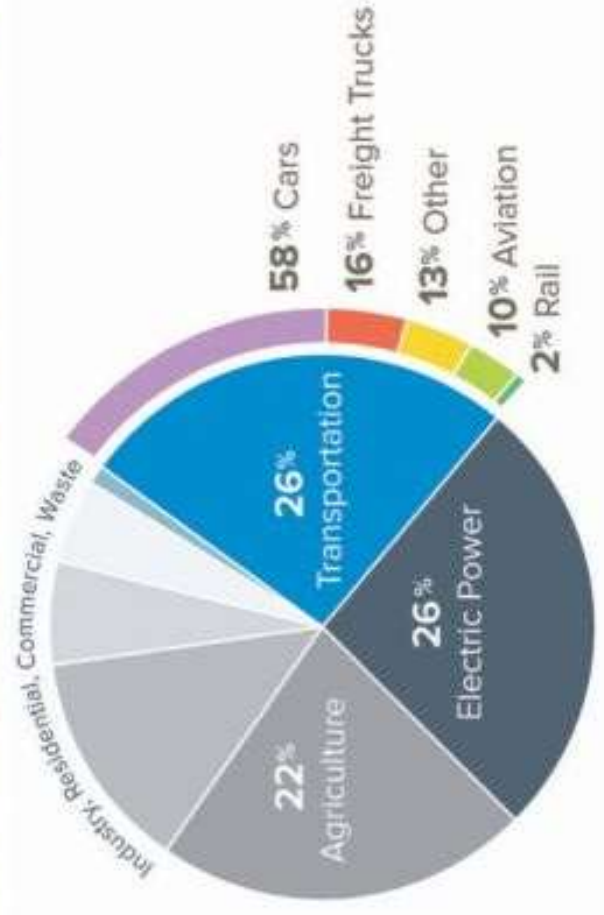
People dancing at Open Streets West Broadway, 2018

Photo by Paul Jahn

Transportation is the largest source of CO₂ in Minnesota

- Transportation emissions increased by 30.5 % since 1990

2016 MINNESOTA GHG EMISSIONS BY SECTOR & SOURCE



Driving the climate crisis

- Our transportation system is mostly designed to move and store cars
- Driving is the largest and fastest growing source of carbon emissions in America today
- VMT in Minnesota in 2018 was 60.4 billion-up over 44% since 1992 while population grew only at 26%
- Communities of color breathe worse air
- People who contribute the least to climate change will face its worst impacts

Historically, transportation decision-making has been

- White led
- Made for, not by BIPOC
- Top-down, made by a few people
- Favored cars over other ways of getting around

Consequences

I-94, looking towards Downtown St. Paul
Credit: MNHS



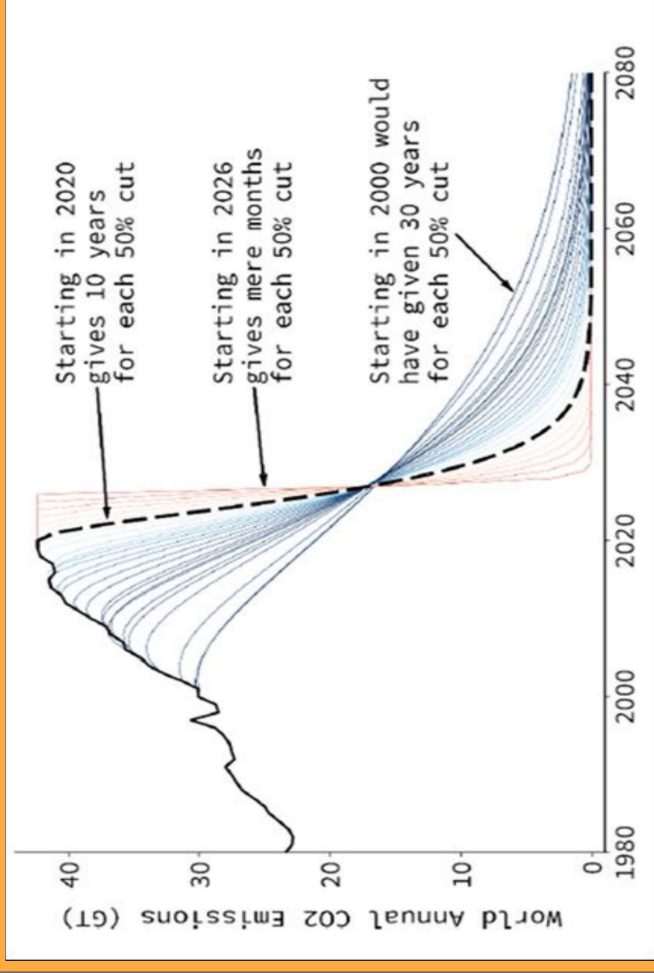
**“We would
never, we could
never, build
that kind of
atrocidity today”**

**Former MnDOT
Commissioner,
Charles Zelle**

The unequal burden of traffic crashes

- Over 350 fatal and severe crashes on Minnesota streets each year
- Native Americans 5 times more likely to be killed while walking than white Americans
- Black Americans 2 times more likely

**We need to
reduce VMT to
build an
equitable, low
carbon
transportation
system**



MnDOT's Sustainable Transportation Advisory Council

Goals

The goal of the STAC is to help Minnesota transition to a low-carbon transportation system in a way that is consistent with statutory goals for energy and emissions reductions and maximizes benefits to Minnesota, while recognizing the importance of continued work towards improving safety, reducing inequities, and supporting economic development.

Approach

- Do no more harm, then
- Do good



1. Establish a VMT Reduction Goal

- Adopt a statewide goal of reducing VMT by 20% by 2050
- Incorporate reducing VMT in the purpose and need section of all major MnDOT led transportation projects.
- Apply a VMT reduction goal on MnDOT's current project "Re thinking I-94" that seeks to reconstruct Interstate 94 between Minneapolis and St. Paul.
- Establish a statewide VMT reduction goal and track it in the annual MnDOT sustainability report.

2. Move away from highway capacity expansions as a solution for congestion

- Do not invest in highway capacity expansion on any new major project
- Focus on spending limited resources on maintenance, transit, biking and walking
- Incorporate this goal into the I-94 project

3. Prioritize Transit and High Occupancy Vehicles on MnDOT owned right of way

- MnDOT should prioritize high occupancy and low carbon transportation options as alternatives in transportation projects
- Consider converting existing lanes to MnPASS or BRT lanes
- Implement this on the I-94 project

Questions?



@ourstreetsmpls

@ashwatn

**our
streets**

MPLS



Path to the... Shared Mobility Summit



Q & A

SHARED-USE
MOBILITY CENTER

WORKSHOP

Policy Tools → What policy tools have been used to cut emissions in states and what should we be doing?

w/ *Tony Dutzik, Associate Director, Frontier Group; Kevin Karner, SUMC*

Shared-Use → What is the role of shared use in cutting emissions and how can we make it work better?

with *Ellen Partridge, Policy Director, SUMC; Hannah Wilson, SUMC*

Federal/State → How can state and federal policy interact to cut emissions?

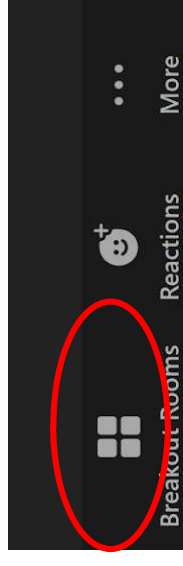
with *Vicki Arroyo, Georgetown Climate Center; Alvaro Villagran, SUMC*

Local/State → How can state and local policy interact to cut emissions?
with *Ashwat Narayanan, Our Streets Minneapolis; Rudy Faust, SUMC*



Join the Zoom meeting.

Once at the meeting, click on the breakout room icon



Then join a room

Need Help? Chatbox or email

israel@sharedusemobilitycenter.org



Path to the

Shared Mobility Summit



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