Investing in climate-smart transportation

An action guide for America Is All In members

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AMERICA IS ALL IN

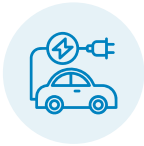
Main Takeaways

The U.S. has a national target of reducing emissions by 50 to 52 percent by 2030 relative to 2005. **An All-In strategy in transportation can deliver emission reduction of roughly 34 percent below 2005 levels** through ambitious rollout of electric vehicles and investments in multimodal transportation, which will reduce overall miles traveled.

State, regional, and local governments, as well as tribal nations can **accelerate emissions reductions by using funding from the Infrastructure Investment and Jobs Act** (IIJA) for climate-aligned transportation projects such as **affordable, electric public transit; electric vehicle infrastructure** for all vehicle types; and investment in **complete streets** to boost safety and accessibility and accommodate more transportation modes (e.g. transit, bicycles, pedestrians).

Climate-aligned investments will be **more effective if coupled with land use reforms** to allow more people to live near transit, jobs, and services, and the **leadership of local governments will be critical** in making these reforms.

Decarbonizing the transportation sector will require **action from all levels of society**. Businesses and civil society institutions must get involved in the decision-making process to ensure that policies orient IIJA funding toward climate-aligned actions.



Non-government actors – businesses and civil society institutions – are themselves eligible for some IIJA competitive funding programs and should make their own investments to decarbonize transportation. Local fleet electrification, employee programs such as parking cash-out, and education surrounding personal transportation choices are just a few impactful ways they can play a key role in this "All In" effort to decarbonize the transportation sector.

The historic level of investment from IIJA will not transform the transportation sector alone, but it can create **positive feedback loops to unlock investments from local governments and the private sector**. Nongovernment actors should also partner with local governments and tribal nations to not just invest in IIJA-funded projects but also scale those projects to create larger, long-term impacts on how U.S. towns and cities grow.

ACKNOWLEDGEMENTS

This report was led by the US Program at RMI and supported by the Center for Global Sustainability (CGS) at the University of Maryland and World Resources Institute. These three organizations represent the analytical team of America Is All In. The authors gratefully acknowledge helpful comments from the broader America Is All In organization and colleagues at RMI. This work was made possible with funding from Bloomberg Philanthropies.

Suggested Citation: J. Rosas, L. Rowland, T. Massey-Green, E. Hartman, J. Prentice-Dunn, J. Chiu, and K. Clark-Sutton. *Investing in climate-smart transportation: An action guide for America Is All In members*. America Is All In (2022).

Executive Summary

THE UNITED STATES FEDERAL GOVERNMENT is deploying billions of dollars to U.S. non-federal actors – states, tribal nations, cities, businesses, and civil society – for transportation-related infrastructure projects through the 2021 Infrastructure Investment and Jobs Act (IIJA). This historic moment coincides with a critical need to reduce carbon emissions at every level of society by at least 50 percent by 2030 relative to 2005. An All-In strategy in transportation can deliver a reduction of roughly 36 percent below 2005 levels.

IIJA funding can accelerate this transition in the transportation sector, but only if funds are spent on climate-aligned projects that reduce emissions. Beyond its direct impact, the IIJA can also help unlock additional non-federal funding from states and cities through matching funds or from the private sector. This report provides actionable tactics for members of America Is All In to support climate-aligned investments using IIJA funds (Figure ES-1).

IIJA explicitly directs $7.5 billion to building out electric vehicle charging infrastructure and $39 billion will be directed to public transit, both critical pathways for decarbonizing transportation. In addition, non-federal actors have significant discretion over how to spend $263 billion in highway formula funding through flexible programs.

To accelerate emission reductions, non-federal actors can direct funds towards fixing our existing roads, accelerating vehicle electrification through investments in EV charging, especially in disadvantaged communities, and improving access to reliable and convenient public transportation infrastructure, as well as safe walking and biking. If, in contrast, funding was directed towards expanding roads and highways, it would result in a net increase in emissions according to a recent report from Georgetown Climate Center.

The private sector and civil society also have a significant role to play. Businesses and civil society institutions can reduce their own emissions by electrifying their fleets and providing incentives for public and active transportation. Employers can offer incentives for employees to avoid driving alone to work through parking "cash-out" programs. Civil society institutions like faith groups and museums can educate citizens on the importance of electrification and using public transit. Universities also have a unique role to play given their role in shaping their surrounding communities and their power to invest in workforce development for the clean energy transition in transportation.

Most importantly, businesses, universities, and community organizations can engage with their state and local policymakers to advocate for the IIJA funding to be used in climate-aligned ways. It is up to each institution, at every level of society, to show that climate investment is a priority and should be reflected in IIJA spending. This is a once-in-a-decade opportunity to curb the climate crisis and turn our society away from fossil fuels, and this report provides tangible ideas about how All In members can play a role.

In addition to reducing emissions, climate-aligned transportation projects deliver numerous non-climate benefits, including improving health, equity, safety, and the economy. The America Is All In team explores these benefits in detail in the companion report, *Moving America Forward: Health, Safety, and Economic Benefits of Multimodal Transportation Systems*.

EXECUTIVE SUMMARY

FIGURE ES-1.

Tactics Summary

STATES & TRIBES | CITY | BUSINESS | CIVIL SOCIETY

Electrification

1. Invest in EV charging infrastructure in low-income communities
2. Create public EV charging stations as multi-modal hubs
3. Address barriers to accelerating the expansion of EV charging infrastructure
4. Implement an electric vehicle workplace charging program for employees
5. Electrify public, corporate, and institutional fleets
6. Create development programs to train the workforce for EVs
7. Create educational programs to advocate and promote the adoption of EVs and the shift towards more sustainable transport modes.
8. Electrify buses for schools and public transportation

Transit

9. Invest in more affordable and accessible public transit
10. Improve the quality of public transportation services
11. Promote public transportation and active transit for employees, students, and institutional members.
12. Join groups focused on advocating and promoting the improvement of transit services and promoting a multi-modal and transit-oriented development.
13. Participate in the decision-making process of states and cities' transportation and land use development
14. Invest in active transportation infrastructure with a Complete Street approach
15. Create public-private partnerships around micromobility

Introduction

INTRODUCTION

> **"An "All-In" climate strategy capitalizes on the unique powers and strengths of all levels of society."**

THE AMERICA IS ALL IN BLUEPRINT 2030 REPORT laid out key actions that non-federal actors—tribal nations, states, cities, businesses, investors, cultural institutions, and other members of civil society—can take to deliver an "All-In" climate strategy. **An "All-In" climate strategy capitalizes on the unique powers and strengths of all levels of society.** And, critically, it achieves not only emissions reductions in line with the U.S. Nationally Determined Commitment (NDC) to the Paris Agreement, but also helps foster thriving communities and a competitive clean energy economy.

The recent influx of funding from the 2021 Infrastructure Investment and Jobs Act (IIJA) means that **public transit, electric vehicles**, and other forms of low-carbon, **multimodal** transportation infrastructure are in the spotlight. This guide to action builds on the Blueprint 2030 analysis with a focus on transportation and IIJA funding by asking the question: **what can non-federal actors do today to maximize the use of IIJA funding to deliver on the promise of the "All-In" climate strategy?**

Future work will turn to tactics to address challenges elsewhere, including in the buildings and power sectors. Today, the decisions and investments in play in the transportation sector make it a unique and timely opportunity for non-federal actors to make a difference. Spending IIJA funds on climate-smart investments will not only unlock emissions reductions, but also a number of other benefits, from improved public health and safety to more vibrant communities and economies.

A companion paper—*Moving America Forward: Health, Safety, and Economic Benefits of Multimodal Transportation Systems*—provides a deeper and more expansive review of these benefits, as well as critical perspectives on how to ensure they are delivered in ways that center equity and best serve communities that have historically been de-prioritized, and in some cases actively harmed, by U.S. transportation policy.

Backdrop: Today's Historic Federal Investment

> **"In short, IIJA could be a down payment on a more sustainable system while delivering interim benefits."**

IIJA BOOSTS TRANSIT FUNDING CONSIDERABLY (by almost 80%, by one accounting) and provides billions in new funding for electric vehicle infrastructure. It also creates nearly 40 new grant programs, many geared at supporting climate objectives; funds dozens of programs relevant to public transit, EV deployment, and pedestrian and bike access; and expands eligibility for existing highway funding programs to encompass EV infrastructure investments.

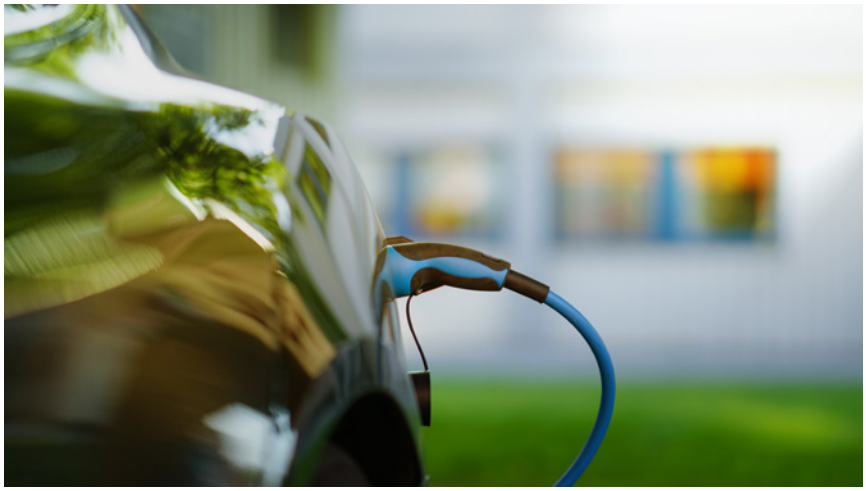
EXPLAINER

Feedback Loops and Investment in Transit Performance

Today, the vast majority (70%) of transit funding is used to operate and maintain existing systems, rather than for capital investments (e.g. expanding fleets). The lion's share of funding to meet this need comes from state and local governments. Transit revenues (from fares and fees) cover roughly one-third of operational needs, while federal funding is largely limited to capital investments. This patchwork funding structure is often unpredictable and leads to inequities in the quality of service provided and financial pressure on transit agencies to cut costs by reducing service. This in turn deters riders and depresses farebox revenue, which risks devolving into a so-called "transit death spiral" where service is sacrificed as financial straits worsen.

Fortunately, transit systems can also benefit from the opposite: a positive feedback loop, where frequent, reliable, high-quality service can boost ridership, showcase the benefits of public transit, and encourage greater investment in critical operational needs. While IIJA did not fundamentally reform how transit is funded, it does provide an opportunity to act on these priorities with the potential to deliver a range of benefits to communities from lowering household transportation spending to reducing congestion delays to improving safety and health.

BACKDROP: TODAY'S HISTORIC FEDERAL INVESTMENT



There is no silver bullet approach to decarbonize the transportation sector, but a combination of investments in electrification, public transit, active transportation, and improved land use can deeply reduce emissions by reducing reliance on fossil fuel combustion and providing preferable alternatives to car dependence. The IIJA *alone* will not transform public transit, fully fortify global EV supply chains or disrupt car dependence. America Is All In modeling shows that it has only an incremental impact on emissions by 2030. At the same time, it represents a **historic level of investment that can furnish real improvements and create positive feedback loops** that help sustain and grow crucial systems. In short, IIJA could be a down payment on a more sustainable system while delivering interim benefits.

EXPLAINER

Feedback Loops in Charging Infrastructure and EV Adoption

Accelerating mass adoption of electric vehicles is a key piece of the puzzle when it comes to delivering on an "All-In" climate strategy. Electric vehicles reduce dependence on fossil fuels, contribute to emissions reductions, improve air quality and health, and ultimately save consumers money. The IIJA commits federal support to the task of building a national network of EV charging stations.

Accessible and abundant charging infrastructure ensures that consumers feel confident in their EV purchase and are more likely to recommend them to others. Ensuring that public charging is widely available also makes EVs more accessible to lower-income households and those that don't have access to charging at their home or workplace. Investing in charging is necessary to enable rapid and equitable growth in EV adoption. This can create a positive feedback loop where increased adoption helps automakers bring costs down, making EVs more attractive and accessible to mainstream consumers.

The role of states, cities, and tribes

Delivering on the potential of this long-term ambition means mobilizing investment in climate-friendly projects quickly and on a large scale. **States, cities, and tribes are at the heart of this effort.** Most of the IIJA funding is highly flexible, giving state and local decision-makers significant discretion over how federal dollars are spent and the types of projects prioritized. **These decisions matter.** Federal funding can be leveraged in ways that reduce emissions and provide myriad co-benefits to communities, but they can also have the opposite effect, baking in long-term emissions impacts and running up costs.

The most important decision is whether states prioritize maintenance, vehicle electrification, and accelerating multimodal investments, or double down on efforts to expand roads, which leads to more driving. Investing in transit, multimodal transport and EVs is critical for establishing transportation priorities necessary to meet "All-In" climate ambition.

EXPLAINER

Highway Expansion and Induced Demand

When it comes to IIJA investment and highway expansion, the stakes are high. Recent research shows that if IIJA highway funding is primarily spent on widening roads to increase capacity, the result would be higher emissions than the baseline scenario. On the other hand, if spending prioritizes highway maintenance and investment in transit, multimodal transportation, and EV charging infrastructure, the IIJA can reduce emissions below baseline, and build a solid foundation for future investment in a low-carbon transportation system.

Widening roads has been the go-to solution for easing congestion on U.S. highways for decades, supported by federal subsidies for capital spending on highway projects and enabled by a policy lens focused on car travel and the potential increase in traffic. Unfortunately, highway expansion fails to ease congestion in the long run. Instead, a rich body of research shows how road-widening leads to 'induced demand' – where travel increases in response to growth in road capacity. This leads to more driving and increased emissions, triggering a vicious cycle of growth without providing an enduring fix for congestion.

> **"Enacting land use reforms in conjunction with climate-aligned transportation investments will maximize the impact of limited IIJA funds."**

Locking in smart decisions is not the only hurdle to spending infrastructure dollars in a way that maximizes climate benefits. High costs, workforce constraints, and regulatory bottlenecks also create challenges. U.S. infrastructure projects are notoriously expensive and time-consuming, a trend that is only magnified by today's supply chain bottlenecks and soaring prices.

Moreover, IIJA funding also comes at a time when the operational capacity of the country's state and local government workforce is still recovering from COVID-related job loss – a recovery hampered by a competitive private sector labor market. Finally, overly burdensome processes around review, permitting, and procurement risk delay or obstruct critical investments, particularly if recent reforms fall short.

EXPLAINER

Land Use Reform and Transportation Emissions

Electrifying vehicles and investing in transit, biking, and walking infrastructure are necessary but insufficient strategies for addressing climate change. A critical piece of the puzzle is **reforming land use and zoning practices** to enable more compact communities that are accessible by all modes of travel—and to allow more housing in our already walkable and high opportunity communities.

Actions that enable building more infill housing, developing transit-oriented housing, and upzoning communities for denser development help fight urban sprawl, improve mobility options, and reduce reliance on cars. Limited space in cities should support multimodal transportation instead of increasing our reliance on cars by mandating or subsidizing parking in dense urban cores.

These actions reduce transportation emissions by enabling shorter trips and shifting to less polluting travel modes, but also result in spillover benefits ranging from more efficient buildings and less land use change at the edges of cities. Additional non-climate benefits include combating residential segregation, improving accessibility to destinations, and creating opportunities for affordable housing production to address the housing supply crunch.

Local governments have broad authority to reform how their cities are planned and built (and doing so often results in more government revenue). Enacting land use reforms in conjunction with climate-aligned transportation investments will maximize the impact of limited IIJA funds.

In short, the IIJA injects historic levels of funding into U.S. transportation systems – and **mobilizing that spending effectively falls largely on state and local agencies**. This complex landscape of funding opportunities alone poses a navigation challenge for the non-federal public entities—the Tribes, states, cities, counties, planning organizations, transit agencies, and more—tasked with implementing IIJA programs. Resources like the Federal Funding Opportunities for Local Decarbonization (FFOLD) tool, from World Resources Institute and RMI, and the White House guidebook to the IIJA for non-federal actors serve as a useful roadmap for parsing and identifying federal funding opportunities. Appendix table A highlights key IIJA programs related to investments in transit, micromobility, and electric vehicle infrastructure, showcasing the scope of opportunity that state and local actors will face as IIJA dollars are allocated.

EXPLAINER

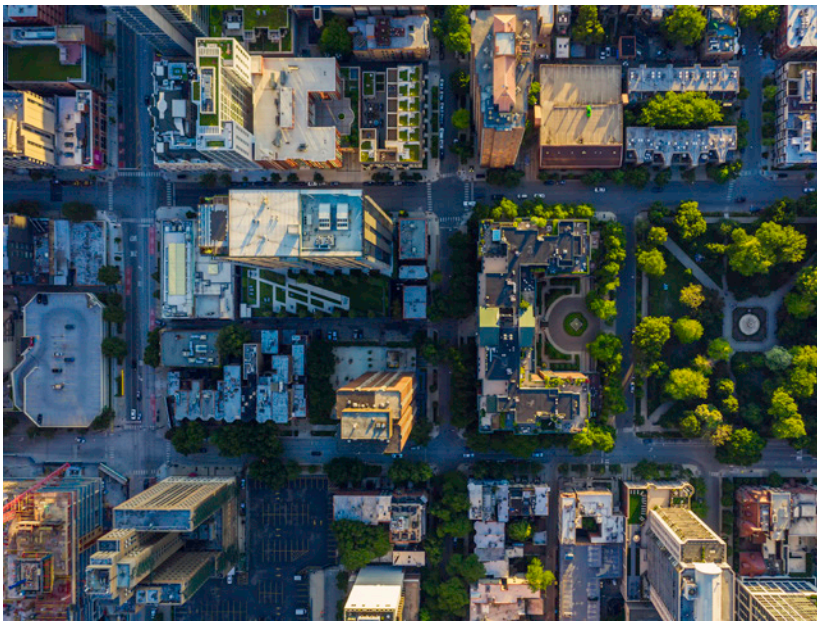
Streamlined and Standardized Permitting for EV Charging

One of the most critical barriers to widespread EV charging infrastructure is also one of the least expensive to solve—streamlined and standardized permitting and approval process for residential and commercial EV charging. It is a key complementary action to ensure IIJA investments related to EV charging infrastructure are as cost-effective as possible.

Presently, it can take up to 6 months for permitting approvals and each of the 23,000 authorities having jurisdiction (AHJ's) present a different set of requirements, process, and knowledge of EV charging. This leaves charging installers having to educate local officials again and again, while also discovering and responding to varied requirements. All of this adds costs, risk, and time to EV charging projects. The solution is to adopt consensus standards, process, and checklists, combined with automated or streamlined permitting. This was done successfully for the solar industry over the past decade and, if the United States hopes to transition to electric transportation quickly, the permitting process for EV charging will have to follow a similar process. Fortunately, this is something that AHJ's can do at relatively little cost with a large return on investment.

> **"While federal leaders continue to target large-scale investments in climate leadership, local work to invest in a clean transportation system is critical."**

Engaged private sector and civil society



While federal funding flows primarily to states and cities, **all of society has a role to play** when it comes to both supporting investments in a cleaner and healthier transportation system and taking complementary action to ensure that the system is poised for success. This action may take several different forms, depending on the actor, its community, and needs.

Transportation planning priorities are set and delivered at a local level – by Metropolitan Planning Organizations (MPOs), local governments, and state departments of transportation. The planning processes undertaken by these organizations enable **engaged community members to play an outsized and key role** in setting priorities and following through on commitments, while public officials can harness their input and enthusiasm to deliver on their ambition.

The importance of local participation is hardly new. However, recent examples showcase how coalitions and policy experts engaging at the local level have been successful in catalyzing clean and inequitable transportation investments. For example, civic groups in Los Angeles spearheaded the effort to avoid inequitable Metro service cuts in response to the pandemic, community groups in Houston organized to oppose a now-paused highway expansion project, and numerous local advocates and policy experts helped their cities navigate initiatives to transition public fleets to EVs.

While federal leaders continue to target large-scale investments in climate leadership, local work to invest in a clean transportation system is critical. The next section offers a guide to ways to make an impact at the community level, building on existing bottom-up momentum.

CASE STUDY

Colorado DOT creates a GHG transportation planning standard

In December 2021, the Transportation Commission of Colorado implemented a new rule that requires the Colorado Department of Transportation (CDOT) and the five regional metropolitan planning organizations to reduce their GHG emissions by an increasing amount over the next several years until 2050. This rule was part of the state's plan to implement its net zero by 2050 goal, however, the first iteration of the rule was not ambitious enough and would mean the state would fall short of its goal.

Organizations and advocates around the state took to action to call on the CDOT to require stricter, more ambitious requirements for GHG emissions in their planning. Groups from across the state, including Conservation Colorado, Sierra Club, NRDC, and grassroots organizations, rallied thousands of advocates to submit comments in support of the stricter standard. Notably, the groups called Colorado Communities for Climate Action brought together 40 cities and counties from around the state to show support from every part of the state. The group of advocates that came together to ensure the rule will result in the GHG emissions reductions needed for the state to achieve net zero continue to meet on a regular basis, staying at the ready for the next moment to push for ambitious climate action.

Ways to Act

WAYS TO ACT

EVERY AMERICAN IS ALL IN MEMBER HAS A ROLE TO PLAY in this joint effort for a cleaner, inclusive, and safer transportation system. States, tribal nations, and local governments can create long-lasting policies and take action to decarbonize transportation within their jurisdiction and through regional coordination. In parallel, businesses and civil society can make investments to reduce transportation emissions within their organizations and act as engaged community members by supporting policies that decarbonize the transportation sector at the state and city levels.

The following table summarizes the tactics explored below and how each All In stakeholder group can get involved, whether through direct action and commitments to take action (🎯) or engaging and advocating (📣).

Table 1. List of tactics and how each All In stakeholder group can further climate-smart transportation initiatives.

ID	Action/Tactic	States	Cities	Tribal Nations	Businesses	Higher Ed.	Cultural Orgs	Faith Orgs	Healthcare
1	Invest in EV charging infrastructure in low-income communities	🎯	🎯📣	🎯📣					
2	Create public EV charging stations as multi-modal hubs	🎯	🎯📣	🎯📣	📣	📣	📣	📣	📣
3	Address barriers to accelerating the expansion of EV charging infrastructure	🎯	🎯	🎯	📣	📣	📣	📣	📣
4	Implement an electric vehicle workplace charging program for employees	🎯	🎯	🎯	🎯	🎯	🎯	🎯	🎯
5	Electrify public, corporate and institutional fleets	🎯	🎯	🎯	🎯	🎯	🎯	🎯	🎯
6	Create development programs to train the workforce for EVs	🎯	🎯	🎯	🎯	🎯			
7	Create educational programs to advocate and promote the adoption of EVs and the shift towards more sustainable transport modes	🎯	🎯	🎯	📣	🎯			
8	Electrify buses for schools and public transportation	🎯	🎯	🎯					
9	Invest in more affordable and accessible public transit	🎯	🎯📣	🎯📣	📣	📣	📣	📣	📣
10	Improve the quality of public transportation services	🎯	🎯📣	🎯📣	📣	📣	📣	📣	📣
11	Promote public transportation and active transit for employees, students, and institutional members	🎯	🎯	🎯	🎯	🎯	🎯	🎯	🎯
12	Join groups focused on advocating and promoting the improvement of transit services and promoting in multi-modal and transit oriented development				🎯	🎯	🎯	🎯	🎯
13	Participate in the decision-making process of states and cities' transportation and land use development				🎯	🎯	🎯	🎯	🎯
14	Invest an active transportation infrastructure with a Complete Street approach	🎯	🎯📣	🎯📣					
15	Create public private partnerships around micromobility	🎯			🎯				

Tactics: Pathways to Smart Investment

T

THE TACTICS LISTED IN THIS SECTION outline many of the different levers available to non-federal actors committed to a safe climate future. They do not prescribe a single course of action but highlight options for engagement to enable organizations and entities to select the best path for their own needs and surroundings.

1 Invest in EV charging infrastructure in low-income communities

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IIJA FUNDING	
IIJA PROGRAMS	• National Electric Vehicle Infrastructure (NEVI) Formula Program • Discretionary Grant Program for Charging and Fueling Infrastructure
TYPE OF ACTION	Mitigation
DESCRIPTION	Siting EV chargers in low-income communities can help improve equitable access to EVs and reduce pollution. This is especially important in communities that are overburdened by local air pollution such as communities close to highways, airports, and other industrial sites. EV charging stations should be sited in locations where the density and land use are consistent with multiple forms of activity and mobility. The designation of EV charging station's locations should be carried out carefully to avoid a lock in car-dependence in dense areas by incentivizing new parking lots. Charging locations should prioritize public sites, curbside, and multi-family housing parking structures, to provide access to low-income families without private off-street parking for home charging.

RESOURCES

Electric Vehicle (EV) Charging Justice40 Map
The map is a geospatial screening tool to identify communities most in need and to track the Justice40 initiative

Equity Considerations in EV Infrastructure Planning
Resources for equity considerations in EV Infrastructure Planning

2 Create public EV charging stations as multi-modal hubs

STATES & TRIBES · CITY · BUSINESS · CIVIL SOCIETY

IIJA FUNDING 

IIJA PROGRAMS
- National Electric Vehicle Infrastructure (NEVI) Formula Program
- Discretionary Grant Program for Charging and Fueling Infrastructure
- Infrastructure for Rebuilding America Grant Program (INFRA)

TYPE OF ACTION Mitigation

DESCRIPTION

States, tribes, and cities should design EV charging stations as multi-modal hubs that incorporate universal accessibility standards and are compatible across all modes of transportation, including walking, bikes, and public transportation.

Multimodal hubs can help plan traffic patterns, manage EV charging costs, minimize the need for utility power upgrades and improve equitable access to transportation services.

RESOURCES

Mobility Hub Reader's Guide
The Mobility Hub Reader's Guide provides guidance to support multi-modal connectivity and access for existing or new transit stations.

3 Address barriers to accelerating the expansion of EV charging infrastructure

STATES & TRIBES · CITY · BUSINESS · CIVIL SOCIETY

IIJA FUNDING

TYPE OF ACTION Enabling

DESCRIPTION

It is crucial to use state legislation and local ordinances to address major barriers to accelerate the deployment of EV charging infrastructure. Actions can include:

- Provide priorities and guidance for public utility commissions (PUCs) to implement programs that encourage or create off-peak rate structures for high-powered charging
- Adopt building codes that require new and renovated buildings to include EV charging infrastructure, only if they have parking already included or planned
- Streamline and standardize permitting processes to reduce the time and cost involved in installing EV chargers

RESOURCES

Municipal EV Readiness Toolkit
Guideline for regulatory best practices that municipalities can employ regarding EV infrastructure for permitting

4 Implement an electric vehicle workplace charging program for employees

STATES & TRIBES · CITY · BUSINESS · CIVIL SOCIETY

IIJA FUNDING	✓
IIJA PROGRAMS	• National Electric Vehicle (NEVI) Formula Program
TYPE OF ACTION	Enabling
DESCRIPTION	Electric Vehicle Supply Equipment (EVSE) in the workplace can be provided as an amenity to employees to incentivize EV adoption and address concerns about range anxiety and the local charging infrastructure.

RESOURCES

HOW-TO GUIDE: Starting an electric vehicle workplace charging program
This guide provides employers resources to assess options for their organization to offer workplace charging

Resources for Electric Vehicle for Workplace Charging hosts
Resources from Plug-in America to develop and implement a workplace charging program

5 Electrify public, corporate, and institutional fleets

STATES & TRIBES · CITY · BUSINESS · CIVIL SOCIETY

IIJA FUNDING	✓
IIJA PROGRAMS	• State Energy Program
TYPE OF ACTION	Mitigation
DESCRIPTION	Actions can include: • Light-Duty Vehicle (LDV) electrification in public, corporate, and institutional fleets • Medium- and Heavy-Duty vehicles fleet electrification, especially in polluted areas (ports, warehouses)

RESOURCES

State Plug-In Adoption Resource Kit
Resources to support state government fleets

Climate Mayors Electric Vehicle Purchasing Collaborative
A coalition of cities to leverage collective buying power and accelerate the conversion of public fleets to EVs

EV100
Commitments from businesses to electrify their fleet, place requirements for EVs in service contracts, and install EV charging to support staff and customers to use EVs.

6 Create development programs to train the workforce for EVs

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IIJA FUNDING 

IIJA PROGRAMS
- National Highway Performance Program
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation & Air Quality Improvement Program (CMAQ)
- Carbon Reduction Program
- National Electric Vehicle Formula Program (NEVI)

TYPE OF ACTION Mitigation

DESCRIPTION Actions can include:

- Develop programs that offer growth opportunities, including employee development, especially transit agencies and companies within the EV field
- Create programs at universities, colleges, and or other training facilities to train the workforce to meet the rate of demand for EV and EV charging production and maintenance
- Partner with colleges and universities to provide EV jobs directly out of training programs
- Develop and implement transportation equity content in coursework from colleges and university programs
- Develop and implement hiring practices to improve diverse recruiting strategies of companies and transit agencies

RESOURCES

The Center for Transportation Workforce Development
The center provides coordination and assistance for initiatives that support the development and expansion of the nation's transportation workforce

7 Create educational programs to advocate and promote the adoption of EVs and the shift towards more sustainable transport modes

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IIJA FUNDING

TYPE OF ACTION Enabling

DESCRIPTION Actions can include:

- Create education and awareness campaigns and programs to gain consumer and fleet operator confidence in electric vehicles by communicating accurate and validated information
- Develop and implement travel awareness campaigns to educate All In members so they can advocate for supportive policies and institutional change

RESOURCES

ElectricForAll
"ElectricForAll" is a compilation of resources to promote and educate about the state of electric vehicle technology

Coltura
Coltura is an advocacy group with resources about fleet electrification and EVs

8 Electrify buses for schools and public transportation

IIJA FUNDING	
IIJA PROGRAMS	• Clean School Bus Program- administered by EPA • Low or No Emission (Bus) Grants
TYPE OF ACTION	Mitigation
DESCRIPTION	States, tribes, and cities should use federal funding to support the electrification of public transit fleets and Electric School Buses (ESBs) with a particular focus on low-income communities.

RESOURCES

2022 Clean School Bus - Bus Inventory Sheet
School Bus Inventory Sheet to determine what buses may be the best candidates for replacement with new electric or alternative fuel buses (EPA).

World Resources Institute Electric School Bus Initiative
A national campaign to drive electrification of school buses.

9 Invest in more affordable and accessible public transit

IIJA FUNDING	
IIJA PROGRAMS	• Enhanced Mobility of Seniors & Individuals with Disabilities • Urbanized Area Formula Grants • All Stations Accessibility Program • Formula Grants for Rural Areas
TYPE OF ACTION	Enabling
DESCRIPTION	Actions can include: • Implement programs to make transit services more affordable for low-income communities, such as tiers of discounts for fares and fare capping • Invest in infrastructure upgrades to make transit easily accessible for people with disabilities. Increase the number of existing accessible stations or facilities that meet or exceed accessibility design standards under the ADA and include pedestrian infrastructure and sidewalk repairs for rapid rail, commuter rail systems, and bus stations/stops

RESOURCES

Transportation Equity Needs Assessment & Project Prioritization
The Transportation Equity Toolkit is a resource for MPOs, transportation agencies, and communities as they work to advance equity in traditionally underserved communities

CASE STUDY

Montgomery County Public Schools (MCPS) electrifies its fleet at cost parity with diesel

U.S. school districts are looking for innovative financial mechanisms to overcome the upfront costs of electrifying their buses.

In 2021, Maryland's Montgomery County Public Schools (MCPS) subscribed to a fleet-as-a-service program to electrify its bus fleet at a cost that fits into its existing budget for its current diesel bus fleet. The contract between MCPS and Highland, a provider of turnkey electrification services, will expand MCPS's current fleet of 25 electric buses to 326 over the next four years, along with charging systems at five bus depots. The fixed annual leasing fee also considers the electricity for the buses, maintenance costs, charging management, fleet and driver training resources, and support for other complexities that can arise during the process.

These all-inclusive subscription business models are feasible due to partnerships between electrification service providers and school bus manufacturers that allow them to offer lower upfront costs, operational and maintenance savings, and new revenue from utility demand-response programs. Grants from the federal infrastructure law and the Volkswagen Clean Air Act Civil Settlement can get initial projects off the ground by covering upfront costs of buses and equipment and reducing overall total ownership costs.

10 Improve the quality of public transportation services

IIJA FUNDING

IIJA PROGRAMS

- State of Good Repair Grants
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grants
- Formula Grants for Rural Areas
- Tribal Transportation Program

TYPE OF ACTION Enabling

DESCRIPTION

To address obstacles to better serve more riders with higher quality transport services, states, tribes and cities can implement the following:

- Dedicated Bus lanes to increase their speed
- Redesign routes to serve more people, especially in low-income communities
- Improve users' experience and safety through infrastructure upgrades and the implementation of new technologies such as CCTV cameras, real-time tracking apps, and easy payments

RESOURCES

Transportation Safety for Tribes
Tribalsafety.org is an online community working to reduce injuries and fatalities from transportation incidents in Tribal areas

National Association of City Transportation Officials
The National Association of City Transportation Officials has guides and reports for improving transit, including training programs for city staff

C40- How to make public transport an attractive option in your city
Resources of infrastructure and service considerations, network planning, and public messaging needed for public transport re-design

11 Promote public transportation and active transit for employees, students, and institutional members

IIJA FUNDING

IIJA PROGRAMS

- National Rural Transportation Assistance Program

TYPE OF ACTION Enabling

DESCRIPTION

All stakeholder groups can develop, implement, and enhance transportation options programs, which can include:

- Employers that subsidize parking offer commuters the option to take a benefit of equivalent monetary value instead of the parking subsidy. The benefit could pay for public transit or another commute alternative such as carpooling or bicycling
- Offer transit pass programs to enhance the use of public transportation for employees, students, and members of institutions
- Shuttle connections for employees, students, and members of cultural and faith-based institutions

RESOURCES

Commute Trip Reduction (CTR)-Victoria Transport Policy Institute
List of programs to encourage more efficient commute travel

CASE STUDY

Houston Redesigns Bus System for the People

In 2015, after a steady decline in bus ridership, the City of Houston redesigned its entire bus network to be more efficient and accessible. METRO, the Houston and Harris County's Metropolitan Transit Authority, received input from bus riders, city government, school districts, universities, community leaders, and local business owners to understand where Houstonians need to go and how to redesign the routes.

After analyzing ridership to get a sense of which neighborhoods need access to where and talking with community members, METRO added new bus routes, eliminated less-trafficked routes, increased frequency, and added stops, resulting in a 217% increase for bus riders with access to a high-frequency service route. Within the first year, ridership saw an additional 4.5 million boardings – a 6.8% increase, with only a small addition in operational budgets.

The new routes were not a one and done deal. One year after the redesign, community members of Manchester Docks reached out to METRO staff to ask them to reinstate their route with some modifications. The community's involvement in this initiative is and continues to be essential to maintaining a reliable and effective transportation system.

12 Join groups focused on advocating and promoting the improvement of transit services and promoting a multi-modal and transit-oriented development

IIJA FUNDING	
TYPE OF ACTION	Enabling
DESCRIPTION	Civil society actors can engage with groups and coalitions that envision a transportation system that is safe, affordable, and connects people with jobs, housing, services, and multiple modes of travel.

RESOURCES

Transportation for America
Resources and guides for how to use funding to go towards climate and transit

American Public Transportation Association
Resources for federal advocacy about public transit

Pro-Housing groups
Brief with data about emerging pro-housing groups across the U.S.

13 Participate in the decision-making process of states and cities' transportation and land use development

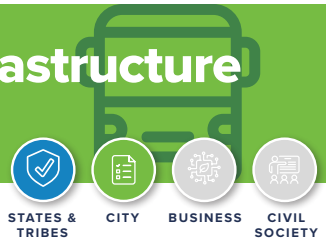
IIJA FUNDING	
TYPE OF ACTION	Enabling
DESCRIPTION	All stakeholder groups can participate and engage in transportation and land use planning at the state and local level to support reforming exclusionary zoning, encourage building more housing in existing walkable and high opportunity communities, and other planning practices such as single-family zoning, parking mandates, and minimum lot size. Tribes and state and local governments can collaborate on developing mutual transportation projects by contributing perspectives to discussions for a regional approach. Tribes can also join efforts to address tribal transportation needs and raise them to the IIJA's new Assistant Secretary for Tribal Government Affairs under the U.S. Department of Transportation.

RESOURCES

Transit Planning 4 All (TP4A)
Transit Planning 4 All (TP4A) is a transportation-planning project to explore and promote the practice of inclusive planning through the engagement of people with disabilities and older adults in the transportation planning process

Association of Metropolitan Planning Organizations (AMPO)
Association to engage and work with MPOs

14 Invest in active transportation infrastructure with a Complete Street approach



IIJA FUNDING

IIJA PROGRAMS

- Active Transportation Infrastructure Investment Program
- Highway Safety Improvement Program (HSIP)
- Carbon Reduction Program
- Safe Streets and Roads for All

TYPE OF ACTION Mitigation

DESCRIPTION

States, tribes, and cities can build a Complete Streets design model to plan, develop, and operate streets and networks that prioritize safety, comfort, and connectivity of active transportation infrastructures, such as bike lands, sidewalks, and trails.

Street reallocation strategies can be implemented to shift road space devoted to automobiles to serve and encourage active transport modes and the use of public transport.

RESOURCES

The National Complete Streets Coalition
The National Complete Streets Coalition, a program of Smart Growth America, advocates and has resources related to the development and implementation of Complete Streets policies and practices.

15 Create public-private partnerships around micromobility

IIJA FUNDING

IIJA PROGRAMS

- Local and Regional Infrastructure Project Assistance (a.k.a RAISE)
- Transportation Alternatives Program (TAP)

TYPE OF ACTION Mitigation

DESCRIPTION

Public transit agencies should partner with micromobility operators for funding or ownership mechanisms to offer cost-efficient first- and last-mile connections to transit while expanding their reach to underserved areas and communities. These actions may include the following:

- Build public bike sharing stations and secure bike parking
- Incentivize e-bikes for students and employees

RESOURCES

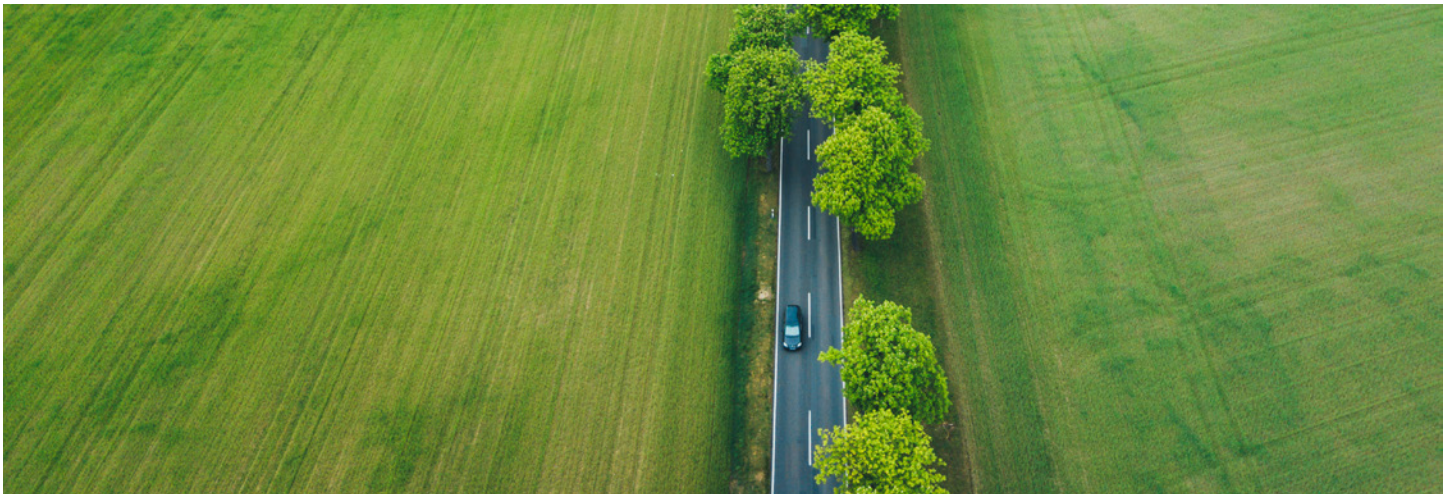
Shared Micromobility Playbook
The playbook provides sources about the main components of policies about shared micro-mobility

The Shared-Use Mobility Center
The Shared-Use Mobility Center is a public-interest partnership working to foster collaboration around shared mobility and helping to connect the growing industry with public transit agencies, cities, and communities across the country.

Bike Share and Shared Micromobility Initiative
An initiative from NACTO, an association of North American cities and transit agencies, to promote Bike Share and Shared Micro mobility

Get involved today

GET INVOLVED TODAY



THIS REPORT OFFERS HIGH LEVEL TACTICS for ensuring the IIJA transportation funding is used in climate-aligned ways and begins to connect non-federal actors with resources to pursue those tactics. In early Summer 2022, America Is All In will expand on this work with the launch of an engagement campaign to connect members with local initiatives focused on these tactics. Stay connected with America Is All In to find out about these opportunities to engage by joining our newsletter here.

Additionally, national organizations are working towards advancing climate action for each type of actor group. If you are not already involved with your respective organization, you can start today. Those organizations are:

States:
U.S. Climate Alliance

Tribal Nations:
National Congress of American Indians

Cities:
Climate Mayors

Cities:
Mississippi Rivers and Towns Initiative

Investors and Large Businesses:
Ceres

Large and Small Businesses:
We Mean Business

Small Businesses:
Climate Collaborative

Colleges and Universities:
Second Nature

Health Care Organizations:
Health Care Without Harm

Cultural Institutions:
Environment and Cultural Partners

Religious Institutions:
National Religious Partnership for the Environment

This is the decisive decade for the climate. States, tribal nations, cities, businesses, and civil society have a crucial role to play in reducing emissions by 50 percent by 2030. IIJA funding presents an opportunity for states, cities, and tribes to make a down payment on a clean and equitable transportation system through investments in public transit, charging infrastructure for electric vehicles of all kinds, and streets that are safe and inclusive of all modes of travel. Business and civil society can also play a role by acting themselves and by engaging in their communities to ensure decision makers prioritize climate-aligned projects. Together, we can create drive changes at the speed and scale needed to meet this challenge.

Appendix

APPENDIX

Table A: Federal Funding: Key Programs for Public Transit, Micromobility, and EV Infrastructure[1]

				TRANSIT				FUNDING AVAILABLE TO:						
PROGRAM	$ (MIL, ANNUAL)	NEW?	FORMULA?	CAPITAL	O&M	BIKE / PED	EV INF.	STATE	MPO	RTPO	LOCAL	TRIBE	TRANSIT AGENCY	NON-PROFITS
TRANSIT: FTA REAUTHORIZATION FUNDING														
Urbanized Area Formula Grants	$6,700	EXISTING	F	X	X	X		X			X	X		
State of Good Repair Grants	$4,320	EXISTING	F					X			X	X		
SGR Grants - Competitive Grants for Rail Vehicle Replacement	$300	NEW	C	X				X			X	X		
Capital Investment Grants Program	$4,600	EXISTING	C	X				X			X		X	
Grants for Buses and Bus Facilities (Low or No Emissions)	$1,125	NEW	C	X			X	X			X	X		
Formula Grants for Rural Areas (incl. Grants to Indian Tribes + Appalachia Region)	$920	EXISTING	F	X	X			X			X	X		
Grants for Buses and Bus Facilities Formula Program	$632	EXISTING	F	X			X	X			X	X		
Enhanced Mobility of Seniors & Individuals with Disabilities	$439	EXISTING	F	X	X			X			X	X		X
Bus and Bus Facilities Competitive Grants	$394	NEW	C	X			X	X			X	X		
All Stations Accessibility Program	$350	NEW	C	X				X			X			
Pilot Program for Transit-Oriented Development Planning	$14	EXISTING	C	X		X		X	X	X	X			
Technical Assistance and Workforce Development Program	$12	EXISTING	C		X									X
Innovative Coordinated Access + Mobility Pilot Program	$5	EXISTING	C	X	X				X	X		X		

[1]Compiled using the following sources:

Congressional Research Service's "Federal Highway Programs: In Brief"

Federal Transit Administration's "FTA Program Fact Sheets under the Bipartisan Infrastructure Law"

Transportation for America's "Federal transportation funding opportunities 101"

Federal Transit Administration's "Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310"

Federal Highway Administration's "Bipartisan Infrastructure Law (BIL): Overview of Highway Provisions"

AASHTO's "Funding Table for Surface Transportation Reauthorization Act of 2021"

U.S. Senator Maria Cantwell's "Bipartisan Infrastructure Investment and Jobs Act Summary"

Federal Highway Administration's "Transportation Alternatives (TA) programs Summary"

Safe Routes Partnership's "Safe Routes to School: In Law, but No Dedicated Money. What Does it Mean?"

RMI and World Resources Institute's "Federal Funding Opportunities for Local Decarbonization (FFOLD)"

APPENDIX

				TRANSIT				FUNDING AVAILABLE TO:						
PROGRAM	$ (MIL, ANNUAL)	NEW?	FORMULA?	CAPITAL	O&M	BIKE / PED	EV INF.	STATE	MPO	RTPO	LOCAL	TRIBE	TRANSIT AGENCY	NON-PROFITS
SURFACE TRANSPORTATION FUNDING REAUTHORIZATION WITH TRANSIT RELEVANCE														
National Highway Performance Program	$29,600	EXISTING	F	X	X	X	X	X						
Surface Transportation Block Grant	$14,400	EXISTING	F	X		X	X	X						
Surface Transportation Block Grant - Transportation Alternatives + Safe Routes to School Program Set-Aside	$1,440	EXISTING	F	X		X		X	X	X				
Congestion Mitigation and Air Quality Program	$2,500	EXISTING	F	X		X	X	X					X	
RAISE	$1,500	EXISTING	C	X	X	X	X	X	X	X	X	X	X	
INFRA Grant Program	$178	EXISTING	C			X	X	X	X	X	X	X		
TIFIA Loan	$1,250	EXISTING	C	X		X	X	X			X	X	X	
Rural Surface Transportation Program	$400	NEW	C	X				X		X	X	X		
Reconnecting Communities Pilot Program	$200	NEW	C			X		X	X	X	X	X	X	
Congestion Relief Program*	$50	NEW	C			X		X	X	X	X			
Highway Safety Improvement Program	$3,111	EXISTING	F			X		X						
ELECTRIC VEHICLES INVESTMENT														
Charging and Fueling Infrastructure Program	$500	NEW	C			X	X	X	X	X	X	X	X	
National EV Formula Program	$1,000	NEW	F			X	X							
OTHER														
Carbon Reduction Program	$1,284	NEW	F	X		X	X	X						
Healthy Streets Program	$100	NEW	C			X		X	X	X	X	X		X
Active Transportation Infrastructure Investment Program	$200	NEW	C			X		X	X	X	X	X		
Railroad Rehab and Improvement Financing	$50	EXISTING	C	X				X			X		X	
PROTECT Formula Funds	$1,460	NEW	F	X				X						

*Details to be released

C: Competitive grant
F: Formula Grant
O&M: Operations and Maintenance
MPO: Metropolitan Planning Organization
RTPO: Regional Transportation Planning Organization
FTA: Federal Transit Administration

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