MOBILITY NEWSLETTER

Research and reporting from California, the U.S., and around the world.

April 9th, 2024

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Mobility Headlines:

Recent news from around the United States

The Federal Highway Administration opens new grant program with $44.5M in funding for active transportation infrastructure

March 19th, 2024

The Biden-Harris administration has opened applications for the Active Transportation Infrastructure Investment Program (ATIIP), a new competitive grant program focused on expanding the safety and accessibility of biking and walking. The grant funding can be used by communities to "plan, design, or construct safe and connected active transportation networks such as sidewalks, bikeways, and trails" that provide improved connectivity within the local community or metropolitan region. Projects that connect active transportation with public transit are also encouraged.

Improving support infrastructure for biking and walking makes active transportation a more viable option to replace trips taken in private vehicles, which is necessary to reduce harmful emissions and contribute to more livable communities.

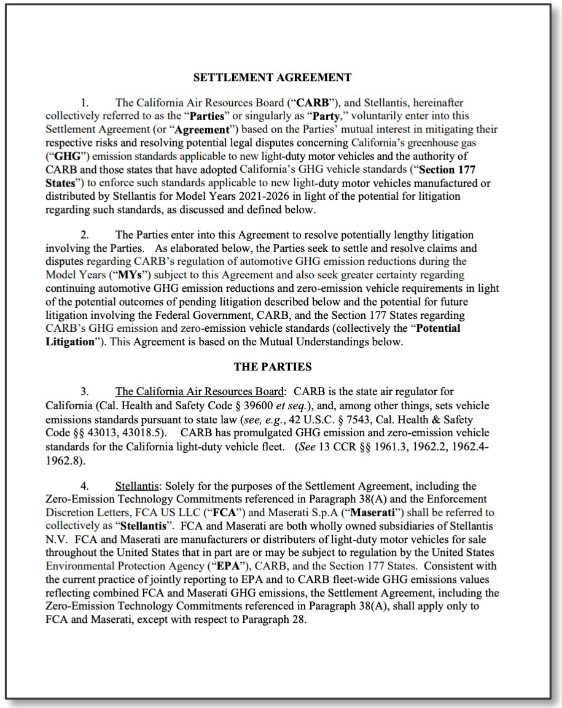
The funding is available for states, local and Tribal governments, and metropolitan and regional planning organizations. Applicants can apply for both planning / design and construction grants on the application page.

Photo by Aaron Doucett on Unsplash

Sources: Federal Highway Administration (1) Federal Highway Administration (2)

Stellantis, parent company of Chrysler, Jeep, and Ram, settles with CARB on emissions reductions through 2030

March 19th 2024



SETTLEMENT AGREEMENT

1. The California Air Resources Board ("**CARB**"), and Stellantis, hereinafter collectively referred to as the "**Parties**" or singularly as "**Party**," voluntarily enter into this Settlement Agreement (or "**Agreement**") based on the Parties' mutual interest in mitigating their respective risks and resolving potential legal disputes concerning California's greenhouse gas ("**GHG**") emission standards applicable to new light-duty motor vehicles and the authority of CARB and those states that have adopted California's GHG vehicle standards ("**Section 177 States**") to enforce such standards applicable to new light-duty motor vehicles manufactured or distributed by Stellantis for Model Years 2021-2026 in light of the potential for litigation regarding such standards, as discussed and defined below.

2. The Parties enter into this Agreement to resolve potentially lengthy litigation involving the Parties. As elaborated below, the Parties seek to settle and resolve claims and disputes regarding CARB's regulation of automotive GHG emission reductions during the Model Years ("**MYs**") subject to this Agreement and also seek greater certainty regarding continuing automotive GHG emission reductions and zero-emission vehicle requirements in light of the potential outcomes of pending litigation described below and the potential for future litigation involving the Federal Government, CARB, and the Section 177 States regarding CARB's GHG emission and zero-emission vehicle standards (collectively the "**Potential Litigation**"). This Agreement is based on the Mutual Understandings below.

THE PARTIES

3. <u>The California Air Resources Board</u>: CARB is the state air regulator for California (Cal. Health and Safety Code § 39600 *et seq.*), and, among other things, sets vehicle emissions standards pursuant to state law (*see, e.g.*, 42 U.S.C. § 7543, Cal. Health & Safety Code §§ 43013, 43018.5). CARB has promulgated GHG emission and zero-emission vehicle standards for the California light-duty vehicle fleet. (*See* 13 CCR §§ 1961.3, 1962.2, 1962.4-1962.8).

4. <u>Stellantis</u>: Solely for the purposes of the Settlement Agreement, including the Zero-Emission Technology Commitments referenced in Paragraph 38(A) and the Enforcement Discretion Letters, FCA US LLC ("**FCA**") and Maserati S.p.A ("**Maserati**") shall be referred to collectively as "**Stellantis**". FCA and Maserati are both wholly owned subsidiaries of Stellantis N.V. FCA and Maserati are manufacturers or distributers of light-duty motor vehicles for sale throughout the United States that in part are or may be subject to regulation by the United States Environmental Protection Agency ("**EPA**"), CARB, and the Section 177 States. Consistent with the current practice of jointly reporting to EPA and to CARB fleet-wide GHG emissions values reflecting combined FCA and Maserati GHG emissions, the Settlement Agreement, including the Zero-Emission Technology Commitments referenced in Paragraph 38(A), shall apply only to FCA and Maserati, except with respect to Paragraph 28.

STELLANTIS

CALIFORNIA AIR RESOURCES BOARD

Automotive manufacturer Stellantis settled this month on an agreement with the California Air Resource Board, precluding further conflict over the strict emissions reductions required for vehicles sold in California.

While other car manufacturers such as Ford, BMW, and Volkswagen had reached voluntary agreements with CARB preceding release of the State's emissions standards in 2022, Stellantis had not. The company then petitioned last year to void CARB's ruling, alleging that the regulation unfairly favored competitors.

The new agreement voids these complaints, and binds Stellantis to improve the performance of traditional and hybrid cars released before 2026, increase the overall share of EVs they sell through 2030, invest $10 million in public charging infrastructure, and increase consumer education efforts about EVs. Importantly, the agreement is binding even if California's rules are struck down by federal or judicial intervention, which may result from ongoing court challenges to CARB or from a Trump-led White House.

Sources: [Bloomberg]() [Stellantis]() [California Air Resource Board]()

Caltrans

New emissions regulations from the U.S. Federal government will step up EV adoption among manufacturers

March 20th, 2024

On March 20th the U.S. EPA finalized new pollution standards for passenger cars, light-duty trucks, and medium-duty vehicles. The new standards aim to reduce over 7 billion tons of carbon emissions by 2055, requiring automakers to sell an increasing share of low-emission vehicles, spurring EV sales to grow from under 8% of all new vehicles today to a target of nearly 60% by 2032.

The new requirements are designed to be “technology-neutral” and “performance-based,” meaning they give manufacturers the flexibility to build and sell any mix of traditional, hybrid, and emission-free vehicles so long as the total emissions profile of their sold fleet maintains compliance. The Biden administration also relaxed some of the initially-proposed timelines in response to intense pushback from the auto industry and influential unions like the UAW.

The new regulations are the strictest ever passed in the U.S. and mark a significant step forward in holding car manufacturers accountable for reducing greenhouse gas emissions.

E.P.A. Administrator Michael S. Regan unveiled the new rules in Washington (S)

Sources: The New York Times (1) The New York Times (2) The U.S. Environmental Protection Agency

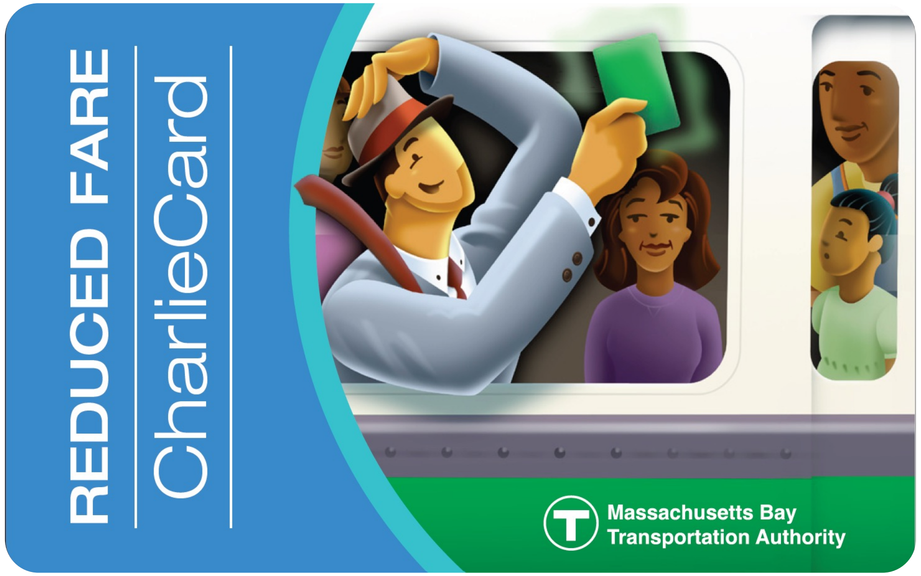
Boston's MBTA will launch a low-income discount this summer, significantly growing eligible population for discounts

April 1st, 2024

The board of the the Massachusetts Bay Transportation Authority voted this week to move ahead with the proposed low-income fare discount, which will be offered to income-eligible riders between the ages of 26-64 starting in Summer 2024. The program will offer a 50% discount for riders using loaded cash value on their Charlie Cards, a 60% discount on 7-day passes, and a 66% discount for monthly passes.

The new low-income discount will fill the gap for individuals who are not currently eligible for the agency's existing discounts for low-income youth and seniors. The program was made possible by funding from the Massachusetts legislature, with $5 million for program setup in 2024. The MBTA estimates about 60,000 participants will enroll, taking up to 8 million additional trips each year.

As we detailed in our **September 2023 deep dive**, 38% of the 50 largest transit agencies in the U.S. offer low-income discounts.



Existing discounted Charlie Card (s)

Sources: Mass Transit Massachusetts Bay Transportation Authority

New Jersey Transit wins SMART grant from USDOT to use artificial intelligence to improve safety at light rail crossings

April 1st 2024

In an effort to reduce collisions at grade crossings for light rail vehicles, New Jersey Transit will partner with the Rutgers University Center for Advanced Infrastructure and Transportation (CAIT) with SMART grant funding. The initiative will pilot the use of artificial intelligence to analyze real-time video feeds from stationary cameras at five crossings and mobile cameras aboard trains to identify risk patterns.

Following the pilot, New Jersey Transit hopes to expand the use of the technology to over 50 crossings across the Hudson-Bergen light rail, reducing vehicle and pedestrian collisions.

The Hudson-Bergen Light Rail (S)

Sources: Mass Transit New Jersey Transit

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