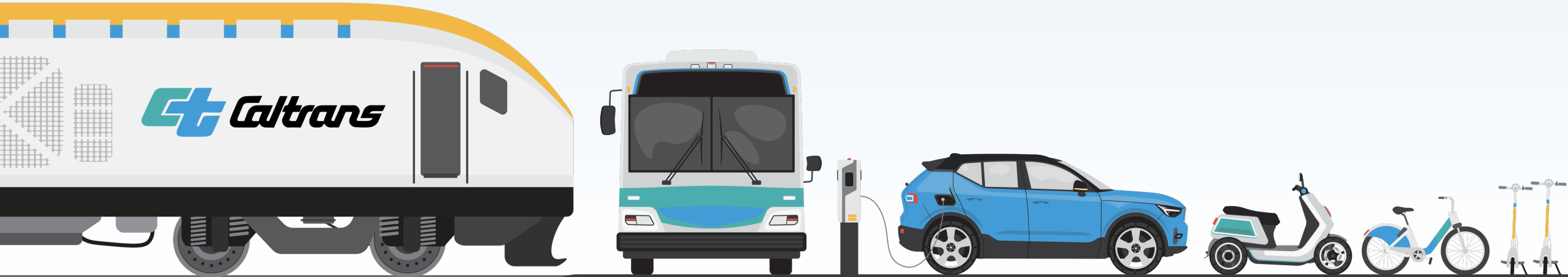




Caltrans Integrated Mobility

Connecting the dots on transportation innovation across California, the U.S., and the world.

December 3rd, 2024





NOW ARRIVING

December News

Mobility headlines from the past month



Nashville, TN votes for better bus service, sidewalks, and smart traffic signals with new sales tax measure.

November 8th, 2024



In Nashville Tennessee, the **"Choose How you Move"** ballot measure passed with a resounding 66%, authorizing a new ½ cent sales tax increase to fund transportation infrastructure.

The measure follows a failed first attempt to implement a similar measure in 2018, which was struck down by an even wider margin of voters. Since that time, advocates have worked hard to change public perception, including by soliciting more community input, conducting targeted outreach with priority groups like the local Black community,

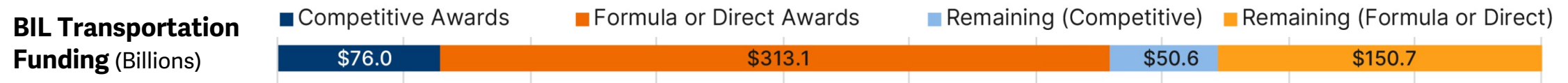
and focusing on top priorities like the bus network. The measure included proposed investments in:

- 54 miles of improvements to create "[All Access Corridors](#)" with dedicated transit lanes, hundreds of bus stop enhancements, and doubled bus service frequency.
- The "[WalknBike](#)" sidewalk and lane network, including completion of all "priority" areas
- Updated traffic signals at over 600 high traffic intersections throughout the city
- 39 miles of complete streets projects to enhance pedestrian safety and improve accessibility

Trump re-elected with sweeping policy and funding implications. What about the Bipartisan Infrastructure Law?

November 25th, 2024

The Bipartisan Infrastructure Law (BIL, also known as the Infrastructure Investment and Jobs Act or IIJA) is among the largest infrastructure funding packages in American history. As Trump retakes office, many are wondering how his administration may work to unravel or reshape the program.



Nearly **\$400 billion** in transportation awards have **already been allocated**. Though not all of it has been spent yet, “claw backs” of allocated funds are unlikely since there is broad bipartisan support for infrastructure investment. Some are concerned about **politically-motivated allocation**. Under President Biden allocations were slightly larger in states that voted for him, but this reflects concentration of the nation’s largest and most expensive mobility infrastructure, such as the Northeast Rail Corridor, in those areas. Trump’s appointees will be able to rewrite the criteria for new fund allocations and are expected to focus on different funding priorities for projects compared to current emphasis on climate change mitigation and equity.

Today, nearly **\$200 billion** in funding awards for transportation remain. The Trump administration will have the most flexibility to change how the **\$50 billion** of competitive funding is spent.

With current timelines, many of these funding decisions will come early in the Trump administration, with a high concentration in the first 3 months.

Sources: [Adie Tomer and Ben Swedberg, Brookings Institute](#)

NY Governor Hochul reinstates congestion pricing, reviving the hotly-contested plan with slightly lowered tolls.

November 22nd, 2024

Another dramatic change has revived New York's congestion pricing scheme. Following years of planning, multiple lawsuits, and a surprise setback after Governor Kathy Hochul abruptly cancelled New York's congestion pricing scheme in October, the plan is back on.

In mid-November, the Governor's office released a revised version of the tolling program, now with 9\$ tolls for drivers entering Manhattan below 60th street during peak hours, reduced from \$15. The plan was approved November 22nd by the Federal Highway Administration for implementation, once again providing a path to much-needed financing for the City's transportation authority.

Many have speculated that Gov. Kathy Hochul originally cancelled the plan for fear of blowback against Democrats in more moderately blue suburbs prior to the national election. Now that the election is over and former President Trump is set to re-take office next year, priorities have shifted, and Hochul hopes to implement the plan quickly to prevent the Trump administration from further delaying or cancelling the plan. Trump has publicly criticized the plan, claiming it is "regressive" and will "put New York City at a disadvantage."

Map of proposed tolling area:



Image Source:
Scott Reinhard, New York Times

Sources: [New York Times](#) [Reuters](#) [ABC News New York](#)

Hubject, Europe's largest EV charging roaming provider, partners with Chargepoint to expand Plug & Charge in the U.S.

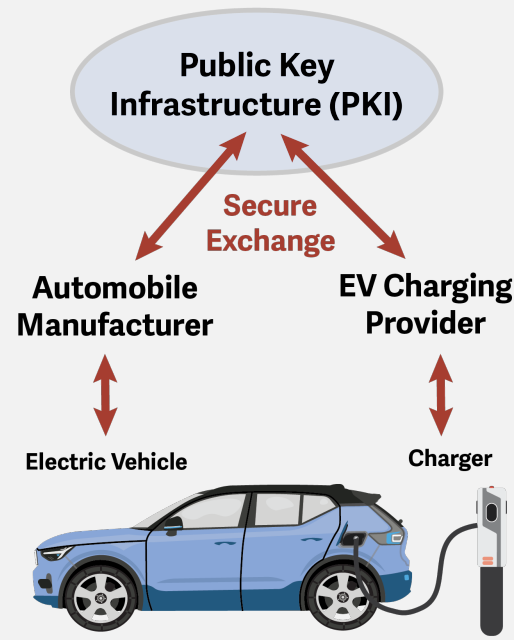
November 18th, 2024

Hubject, Europe's leading EV charging roaming provider, has inked a partnership with **ChargePoint**, one of America's largest public charging networks, to provide **Plug & Charge** capabilities. While payment with Plug & Charge are still less common, they are considered the future for how we pay at the plug.

What is Plug & Charge?

Plug & Charge (ISO15118) is a standard that allows EVs and chargers to communicate securely. When a driver plugs in their car into a charger, the charger can identify the car, authenticate payment, and automatically start charging without additional steps. This depends on a secure 3rd party that helps chargers authenticate vehicles against a registration database, known as the PKI (see diagram).

Adoption and compliance with ISO15118 is not universal, and some elements of the standard are still being developed. As a result, drivers can't currently rely on the functionality working across the many combinations of vehicle and charger brands.



What will this partnership mean?

Hubject is Europe's largest eRoaming platform; they connect over 2,000 charging networks, allowing interoperable billing for drivers at many brands of chargers. They provide these affiliated charging networks access the PKI needed to authenticate Plug & Charge transactions.

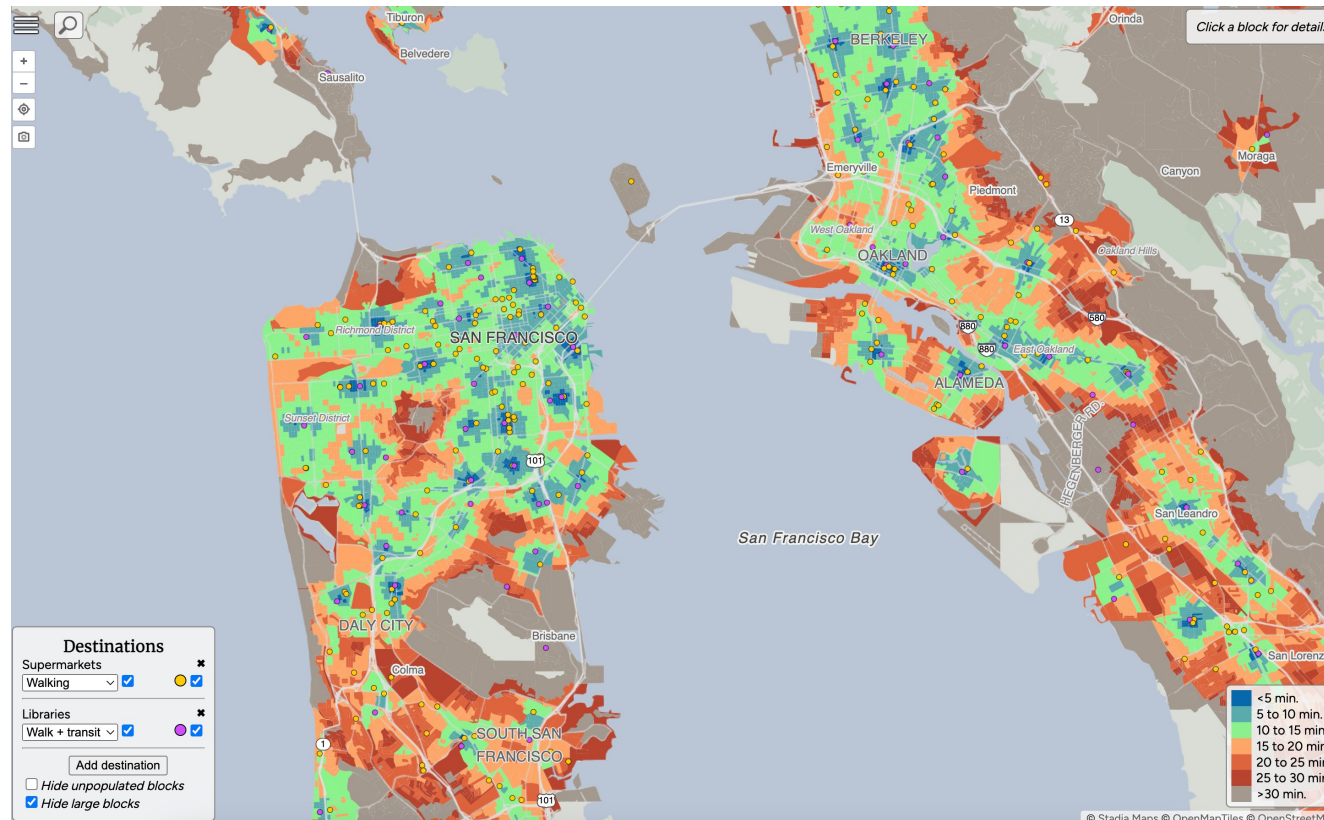
Chargepoint is among America's largest charging networks, with over 1,000,000 affiliated charge points worldwide.

This partnership greatly expands access to Plug & Charge in the U.S., increasing convenience for drivers.

Data Spotlight:

Can we visualize how convenient a neighborhood is based on travel times?

The [Close.City](#) map provides an interactive view of walkability and travel convenience across the U.S.



View of supermarket and library walkability in San Francisco from [Close.City](#)

Original Reporting from [Bloomberg CityLab](#) and the [Seattle Times](#).

The map was developed by Nat Henry, from Seattle, and draws from multiple data sources including transit GTFS feeds and private business data from [Overture Maps](#).

The map creates a color-coded visualization of travel times and can display walkability to a wide variety of urban services and amenities such as restaurants, supermarkets, parks, and schools.

The project was originally inspired by the concept of 15-minute cities, which describes neighborhoods that have all the essentials within 15 minutes of travel.

Explore travel convenience maps based on what matters to you most:

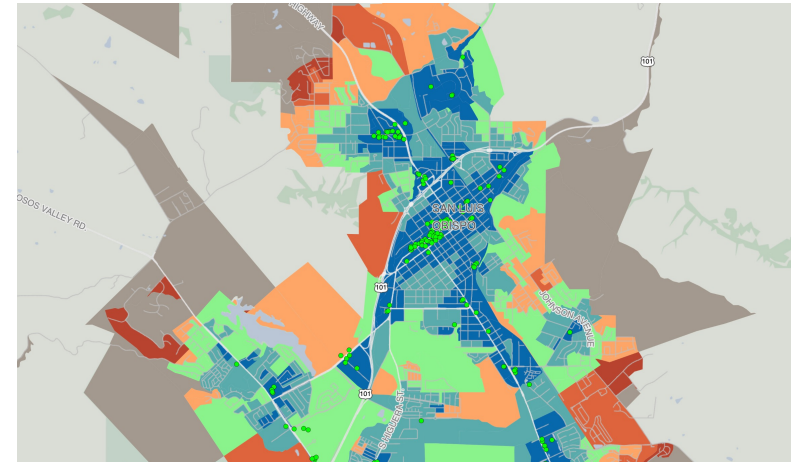
Travel times based on:

- Biking
- Walking
- Transit + Walking

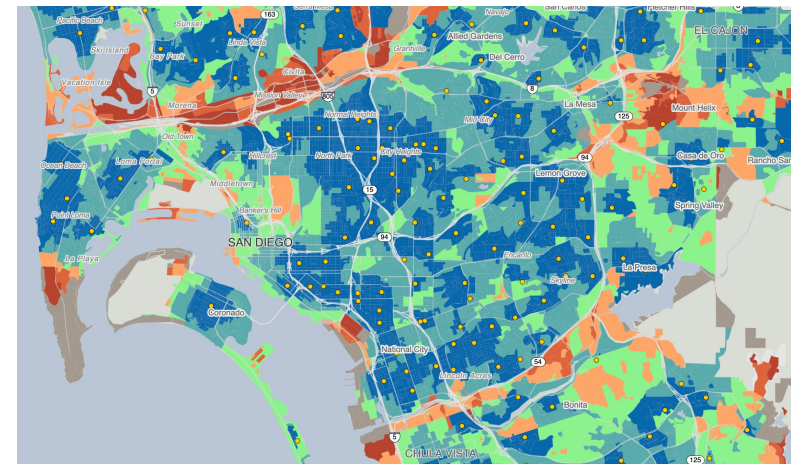
Destinations Including:

- | | |
|------------------------|--------------------------|
| • Public Transit Stops | • Dentists & Doctors |
| • Parks | • Libraries |
| • Public Schools | • Playgrounds |
| • Supermarkets | • Community Centers |
| • Farmers Markets | • Pharmacies |
| • Restaurants | • Book Stores |
| • Cafes & Coffee Shops | • Bars |
| • Thrift Stores | • Convenience Stores |
| • Bike Shops | • Gym & Exercise Studios |

Go to Close.City

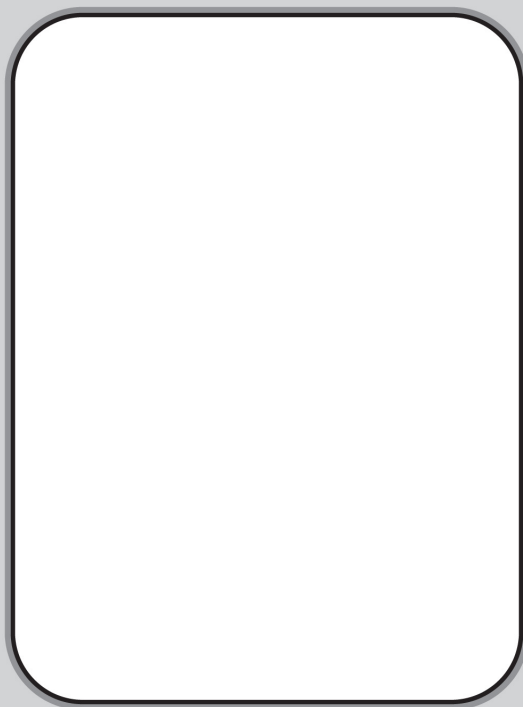


Restaurant walkability in San Luis Obispo



Bikeability to elementary schools in San Diego

EXIT



Questions, feedback, or have a topic you would like to know more about? Please reach out to isaac.sonnenfeldt@rebelgroup.com

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