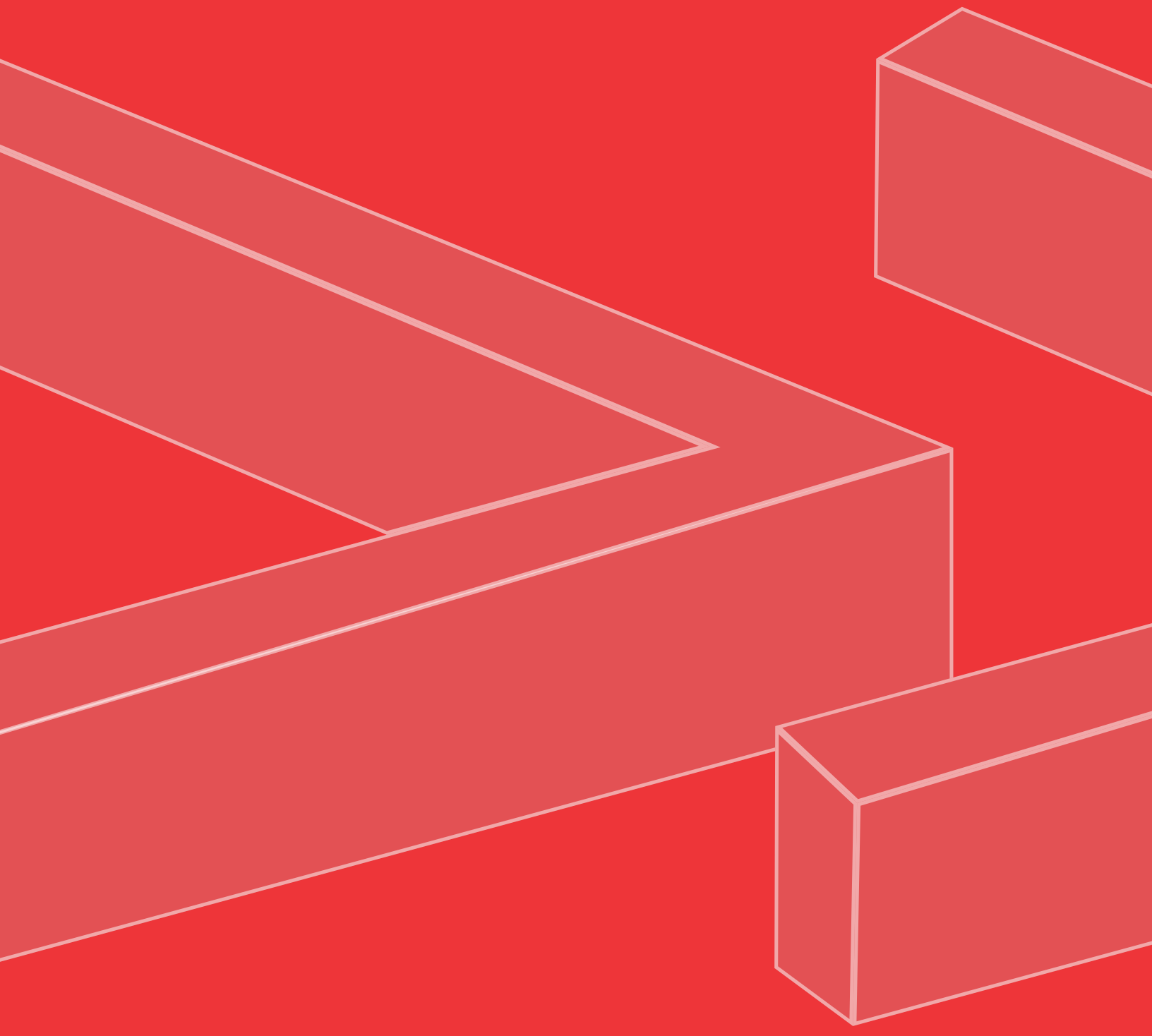
YEAR ONE



SHARED MOBILITY 2030 ACTION AGENDA ANNUAL REPORT

ACTION NETWORK

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Ann Arbor SPARK
BATA Bay Area Transportation Authority
BIRD
BRIGHTSIDE
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COALITION FOR Reimagined Mobility Transportation Policy that Puts People First
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Pedal Movement
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A LETTER FROM SUMC

In 2022, the Shared-Use Mobility Center (SUMC) and 70 partner organizations launched the Shared Mobility 2030 Action Agenda. In the face of climate change and profound societal inequalities, we drafted the Action Agenda to go beyond statements of vision or principles. The agenda is our shared framework and template for joint action to fight climate change, address racial and social inequity, and make shared mobility more accessible and affordable. It is a to-do list, and so it is also a dynamic, living document that should continuously evolve and improve.

SUMC and the Action Agenda Network proudly present the inaugural Shared Mobility 2030 Action Agenda Annual Report. This report includes brief updates on the progress of our work together and results from the Self-Assessment Survey. Our member organizations completed the survey to show how they are addressing the climate crisis, redressing the inequities in our communities, and easing the cost burdens of transportation for families. We are privileged to co-create and co-lead this effort with the Action Agenda Network. Our deepest thanks to all the members for their commitment and support.

Sincerely,

Benjie de la Peña and the SUMC Team

Benjie de la Peña and the SUMC Team

EXECUTIVE SUMMARY

In early 2022, a group of nearly 70 cross-sector organizations came together to create the Shared Mobility 2030 Action Agenda, an audacious plan for improving transportation equity and climate outcomes by making shared mobility a more attractive option than personal car ownership in just eight years. These member organizations—a mix of public, private, and non-profit from urban and rural regions around the country—developed the agenda as a seven-point to-do list" that would form the basis for realizing our vision for shared mobility.

Since then, Action Agenda Network members have worked intensively with one another and with the Shared-Use Mobility Center (SUMC), the convener of the Action Agenda, to build out the groundwork for sustaining this important initiative in the years to come. This annual report is the first of seven that will document our collective progress and challenges in implementing the Shared Mobility 2030 Action Agenda.

Unlike many previous national mobility initiatives defined around broadly-held goals or principles, the Action Agenda is a specific, tangible set of priorities around which stakeholders can organize their efforts.

Action Agenda Network members range from small rural agencies and progressive coastal cities to the world's largest mobility companies and some of the most innovative, BIPOC-led frontline organizations.

What they have in common is a dedication to equitable, low-carbon, resilient transportation, and a desire to pursue both collaboration with one another and accountability in their own efforts:

- Collaborative action takes place in working groups, one for each of the seven action items. These working groups create and implement shorter-term plans (the roadmaps) with specific logic models, timelines, and deliverables in pursuit of the 2030 goal.
- Accountability to the Action Agenda is meant to be ingrained in the ongoing activities of members, with efforts documented in the annual Self-Assessment Survey and shared out through the annual report.

SUMC convenes and facilitates the working groups, administers the Self-Assessment Survey, and publishes the annual report. SUMC also works to develop the critical partnerships necessary to achieve the network's shared vision of more accessible, affordable, reliable, safe, and sustainable mobility for all.

LOOKING BACK ON OUR FIRST YEAR

Like many bootstrapped new initiatives, the first year of the Action Agenda has seen a mix of exhilaration, fear, ingenuity, and stop-and-go progress—so much so that the period covered in our first annual report is really more like 18 months.

Through it all, what stood out is the network's commitment to the endeavor and the assets that have been built out of that commitment. Participating organizations donated many hours of their time and expertise to:

- Draft the Action Agenda through a consensus-based process over several months.
- Organize into working groups and define roadmaps through both virtual collaboration and an in-person workshop at SUMC's National Shared Mobility Summit in Chicago.
- Test out the new Self-Assessment Survey, sharing detailed information about their equity and climate activities.

The network also made financial commitments through membership contributions, which are starting to be leveraged with philanthropic resources and other partnerships. The progress made over the past months is remarkable in that a seed of an idea has grown into a tangible organizational infrastructure and actionable priorities. Those priorities are reflected in the roadmaps described in this report.

LOOKING TO OUR YEAR AHEAD

The roadmaps establish 12- to 18-month plans to pursue the first four action items in the agenda: technology, equity, climate, and funding. Roadmaps will be developed in the coming year for the remaining action items on infrastructure, new products and incentives, and institutional systems. The first four are summarized briefly below and described in more detail in the full report.

Technology Working Group

Action Item: Invest and build the foundational technology and information systems that make shared mobility more reliable and available, accessible, and easier to use.

Interim Working Group Chair – Jana Lynott, Senior Strategic Policy Advisor, AARP

SUMC Point of Contact – Al Benedict, Program Director, albert@sharedusemobilitycenter.org

Our Next Deliverable: Federal Guide to Mainstreaming Data Interoperability

SUMC and the Technology Working Group seek to create a guide to help federal agencies move toward mobility interoperability. The guide will lay out the need, rationale, and benefits of mobility interoperability and will identify specific actions the federal government could take to support interoperability and open data solutions. Our goal is for federal agencies to adopt a framework for transportation data specifications by instituting practices that promote open data solutions and improve the consistency of shared mobility information available to users, no matter their geography.

Equity Working Group

Action Item: Find, adapt, or create standards to measure how shared mobility is making our communities and society more equitable and to use these outcome measures widely by 2030.

Interim Equity Working Group Chair – Stefanie Brodie, Research Practice Lead, Toole Design

SUMC Point of Contact – Lauren N. McCarthy, Program Director, lauren@sharedusemobilitycenter.org

Our Next Deliverable: Regional Equity Database and Dashboard

SUMC and the Equity Working Group seek to create a user-friendly database and dashboard that will enable public agencies, community-based organizations, and mobility operators in a particular metro area to better understand the equity outcomes of their decisions. Through multiple iterations of the database, we want to empower users to answer: "Are the outcomes of shared mobility equitable? Who benefits from shared mobility, and who is burdened by shared mobility? What trade offs can we expect by implementing shared mobility in our community or project area?" The regional database will be leveraged into a national resource and will provide a foundation for other equity evaluation and decision-support tools in later years.

Climate Working Group

Action Item: Create and use a standardized way to measure carbon emissions for shared mobility vehicles, technology, services, and operations that shows comparisons with other transportation modes. And commit to lowering the lifecycle carbon emissions of shared mobility services (vehicles, technology, and infrastructure).

Interim Climate Working Group Chair – Scott Bernstein, Founder, Center for Neighborhood Technologies

SUMC Point of Contact – Colin Murphy, Program Director, colin@sharedusemobilitycenter.org

Our Next Deliverable: Database and Decision-Support Tool for Transportation

SUMC and the Climate Working Group seek to develop a database of estimated operational GHG emissions for different configurations of personally owned and shared transportation. This database would allow various stakeholders to weigh the relative impact of these choices, as well as allow governments and service providers to grasp the public benefit of different policy or operational decisions. It could also create a path toward the inclusion of transportation in more carbon markets.

Funding Working Group

Action Item: Find and develop new, sustainable ways to fund more shared mobility.

Interim Working Group Chair – Clayton Lane, Senior Principal, Nelson/Nygaard

SUMC Point of Contact – Alvaro Villagran, Program Director, alvaro@sharedusemobilitycenter.org

Our Next Deliverable: Guidebook on Sustainable Mobility Financing

SUMC and the Funding Working Group seek to create a resource to explore innovative funding sources and take stock of the funding landscape so that funding sources can shift from "innovative" to "permanent." The report will scan a wide variety of funding sources, including public funding sources at different levels (local, state, federal); public-private partnerships; private and philanthropic sources; employer-based funding; commuter benefit programs; market-based pricing programs; land value capture programs; operating and licensing fees; and carbon cap and trade programs, among others. Information about these emerging financing approaches will support decision-makers in securing the next generation of sustainable resources for equitable transportation.

NETWORK MEMBERS' RESULTS FROM OUR FIRST SELF-ASSESSMENT SURVEY

Accountability is vital to the Shared Mobility 2030 Action Agenda. The Self-Assessment Survey gives members of the Action Agenda Network a chance to share their commitments and actions to tackle the climate crisis, address inequities in communities, and make transportation costs easier for families. The survey reveals innovations and best practices, and helps us all hold true to what we say and improve what we do. Version 1.0 of the survey was administered in 2023. This first iteration is

organized into sections on climate and on equity, prompting members to share their published and public statements about their commitments, the resources they have devoted to these commitments, and examples of the programs and initiatives they are taking. This baseline information will help us improve and expand future versions of the survey, and we intend to introduce standardized metrics to show the members' progress in future iterations.

Climate

Almost all responding Action Agenda Network members (89%) have expressed concern for climate change in either internal business documents or external-facing statements. However, fewer have allocated resources to climate action in their budgets (77%), while seven out of 10 have begun implementing projects specifically geared towards emissions reduction, pointing to challenges among a handful in translating commitments into action. Highlights from individual members' actions on climate are described in the full annual report.

Equity

In the area of equity, members described their efforts in addressing racial and economic equity and its contributing factors, such as accessibility, affordability, and safety. Among the various elements of social equity, racial justice rose to the top of concerns expressed by Action Agenda Network members (86%) compared with more income-oriented equity concerns (83%). However only half of respondents have set aside budgets for addressing racial or economic equity explicitly. More common are budgets and projects focused more generally on equity components like accessibility (83%), affordability (83%), and safety (67%). Highlights among individual member initiatives are contained in the full annual report.

THE TIME TO ACT IS NOW

The Shared Mobility 2030 Action Agenda is built around the premise that our transportation systems should support healthy and happy communities that are built around people, not cars. Now is the time to take action to realize this vision.

We invite you to join the Shared Mobility 2030 Action Agenda as a member or as a partner, and work with this growing community to make shared mobility the first and best option within the decade.

If you are interested in learning more about the Action Agenda, please contact: ActionAgenda@sharedusemobilitycenter.org.

If you are ready to become a member or supporter, please fill out our new membership form here: https://sharedmobility2030.org/membership or contact:

Hannah Wilson, Director of Partnerships and Engagement

hannah@sharedusemobilitycenter.org

If you are interested in partnering to help support the Action Agenda and its near-term roadmaps, please contact:

Brian Holland, Chief Operating Officer

brian@sharedusemobilitycenter.org

ACTION AGENDA

We co-created the Shared Mobility 2030 Action Agenda with 70 organizations—public agencies, private companies, and nonprofits—who eventually became members of the Action Agenda Network.

Starting in early January 2022, the Action Agenda Network met to discuss how shared mobility could better address our intertwined social and environmental crises. We were all concerned that electrification of transportation, while necessary, was insufficient to address overwhelming environmental and societal threats. We agreed that the decarbonization of transportation should be accompanied with major transformations in how we travel to meet the challenges in climate, equity, access, affordability, and safety. We agreed that shared mobility plays a crucial role in changing the system.

We said, "By 'shared mobility,' we mean all the options that free us from our dependence on using our private cars for every trip we have to make. Shared mobility is the systems and infrastructure that allow us to reduce costs and carbon emissions by sharing rides and vehicles. Shared mobility services include public transportation to ride-hailing, car-sharing to on-demand responsive microtransit, and shared bikes and scooters to paratransit. Shared mobility infrastructure includes safe sidewalks, protected bike lanes, complete streets, and shared mobility hubs. Shared mobility systems also have the digital and information systems we use to find, access, and use these services."

The Action Agenda Network discussed and drafted the most significant barriers to the widespread adoption of more transportation options.

Together, we approved and released Version 1.0 of the Action Agenda at the 2022 National Shared Mobility Summit in Chicago.

The Action Agenda includes seven Action Items that we commit to working on to reduce barriers to shared mobility:

1. **Invest in and build out the infrastructure for shared mobility as standard components of all transportation projects.**

2. **Invest and build the foundational technology and information systems that make shared mobility more reliable and available, accessible, and easier to use.**

3. **Create and use products and incentives to help households shift to more shared mobility.**

4. **Create standards to measure how shared mobility is making our communities and our society more equitable. Use these outcome measures widely.**

5. **Create and use a standardized way to measure carbon emissions for shared mobility vehicles, technology, services, and operations that shows comparisons with other transportation modes. And commit to lowering the lifecycle carbon emissions of shared mobility services (vehicles, technology, and infrastructure).**

6. **Find and develop new, sustainable ways to fund more shared mobility.**

7. **Create the institutional foundations and processes that help shared mobility become affordable and economically sustainable.**

ACTION + ACCOUNTABILITY

We wanted to go beyond statements of principles.

We see the Action Agenda as a critical to-do list. We wanted to act together and hold ourselves accountable to execute the seven action items in the Action Agenda through collaborative action and the commitments and programs of our organizations by 2030.

WORKING GROUPS

To pursue shared actions, we created working groups for each of the seven action items.

Each working group meets to draft plans identifying foundational activities to move the agenda item forward.

Earlier this year, we convened four working groups for the technology, equity, climate, and funding action items. Each group met at least three times and developed 12- to 18-month roadmaps for their action item. The groups then met in person at the 2023 National Shared Mobility Summit to finalize the roadmaps.

SELF-ASSESSMENTS

Meanwhile, the Self-Assessment Survey allows the members of the Action Agenda Network to showcase their own programs and commitments. We developed the survey to hold our organizations accountable to achieving our seven action items.

The Self-Assessment Survey is a tool that will evolve each year. This year's survey is a basic questionnaire (e.g., "What does your organization say? What is your organization doing?") for the Action Agenda Network and is an opportunity to show how our organizations walk the talk. Versions of the survey in the succeeding years will identify what we can track and where we are showing progress as we address climate change, racial and social equity, affordability and safety.

The following section contains each of the four working groups' roadmaps. For more information about ways to partner on roadmap implementation, please contact us at actionagenda@sharedusemobilitycenter.org.

ACTION

TECHNOLOGY

Invest and build the foundational technology and information systems that make shared mobility more reliable and available, accessible, and easier to use.

Our path forward for the next 12-18 months.

CHALLENGE

Interoperability, which is the ability to freely convey, adopt, and integrate data, is a significant aspiration in the transit and shared mobility industries. Data standards and specifications, which are open-source formulas and codes that mobility providers can use, are central to helping the mobility industry overall get closer to achieving interoperability and coordination of services[1]. Different standards, like the Mobility Data Specification (MDS), the General Transit Feed Specification (GTFS), and the General Bikeshare Feed Specification (GBFS), have enabled better real-time data sharing for fixed-route transit and shared micromobility.

At the same time, large gaps still exist in the mobility data standards space; many transit agencies and mobility providers have yet to adopt certain data specifications and many argue that the federal government could play a more central role in supporting the implementation of data standardization and the adoption from mobility providers.

Having an Action Agenda Technology Working Group with its members actively working on mobility-related technology issues and interoperability solutions offers an opportunity to holistically reflect on this work and how it might fit into a larger research agenda to advance mobility interoperability.

Short-term benefits of interoperable systems include the ability to better discover, book and pay for modes of share mobility; and better access to information on transportation choices. Long-term benefits of interoperable systems include better coordination and efficiency of service; higher quality of service providing more mobility options; potential for improved equity through payment integration and more intuitive fare structures; and the increased use of shared mobility due to payment and data integration and improved quality of service.

OBJECTIVES & OUTCOMES

SUMC and working group members suggest creating a guide to help federal agencies move toward mobility interoperability. The guide will draw from industry experts both inside and beyond the mobility space, as well as this working group's expertise, as it lays out the need, rationale for, and benefits of mobility interoperability. The guide will also identify specific actions the federal government could do to support interoperability and open data solutions.

Our goal is for federal agencies to adopt a framework for transportation data specifications by instituting practices that promote open data solutions and improve the consistency of shared mobility information available to users, no matter their geography.

PARTNERS & RESEARCHERS

- Corporation for Automated Road Transportation Safety
- City of Arlington, TX
- Coalition for Reimagined Mobility
- DemandTrans
- Drover AI
- Fullpath.io
- Minnesota Department of Transportation
- MobilityData
- Nelson\Nygaard
- RideAmigos
- SHARE Mobility
- Spin
- ZEV Co-op
- Zipcar
- Open Mobility Foundation
- The Summit Foundation

TECHNOLOGY

OUR PATH TO 2030

Create a federal guide for addressing barriers and highlighting best practices to interoperable mobility solutions.

so that

There is an understanding on what steps could be taken at the federal level to support interoperable mobility solutions.

so that

There are additional resources available to local and state government agencies to pilot and implement interoperable mobility solutions.

so that

Mobility interoperability can be reallized at a larger scale across geographies.

so that

We develop information systems that make shared mobility more reliable, available and easier to use.

EQUITY

Find, adapt, or create standards to measure how shared mobility is making our communities and society more equitable and to use these outcome measures widely by 2030.

Our path forward for the next 12-18 months.

CHALLENGE

Shared mobility's contributions to making our communities and society more equitable needs to be measured. We particularly need to know how shared mobility is helping households reduce their dependence on private car use and if this is making our communities and society fairer and less unequal. Standardized metrics, built on data interoperability and public-private data-sharing agreements (guided by data ethics and privacy safeguards), mean we can compare how well shared mobility serves our communities vs. private cars, and compare neighborhood to neighborhood, city to city, rural areas to rural areas, etc. Standard metrics will allow us to put in improvements that make shared mobility work better, especially for the most neglected and underserved people and places. We can use shared mobility to redress, and maybe correct, institutionalized racism and inequality. We can use shared mobility to make our cities and rural areas more accessible to people with disabilities.

Research and reports show that shared mobility is increasingly popular in major metropolitan cities in the United States. However, the outputs of shared mobility do not indicate whether the outcomes of shared mobility are equitable. For the Action Agenda Working Groups, departments of transportation, community-based organizations, and shared mobility providers to make sound and equitable decisions about shared mobility services in their communities and project areas, we need a resource that paints a clearer picture of the outcomes of shared mobility.

The Action Agenda's Equity Working Group proposes a user-friendly database that includes thematic dimensions about zoning, accessibility, investments, safety, socio-demographics of user experience (e.g., infrastructure, policing), and climate resiliency for one metropolitan statistical area (MSA). An advisory committee composed of MSA members would inform and give feedback on the thematic dimensions. The database should result in a series of measures that inform interventions on shared mobility in the MSA. Through multiple iterations of the database, we want to empower users to answer: "Are the outcomes of shared mobility equitable? Who benefits from shared mobility, and who is burdened by shared mobility? What trade-offs can we expect by implementing shared mobility in our community or project area?"

OBJECTIVES & OUTCOMES

The Shared Mobility 2030 Action Agenda's Equity Working Group proposes a user-friendly database structured by thematic dimensions of equity-based outcomes. Thematic dimensions include but are not limited to zoning, accessibility, investments, safety, socio-demographics user experience (e.g., infrastructure, policing), and climate resiliency for a metropolitan statistical area (MSA). The database should result in a series of measures that inform interventions of shared mobility in the MSA.

We aim to collect and organize quality data in this database to inform the working group's future deliverables.

Our ultimate deliverable and final iteration of the database is a tool that pairs metropolitan statistical areas with a metric or standard (e.g., non-carability) and supports scenario planning and decision-making for shared mobility across metropolitan statistical areas in the United States.

PARTNERS & RESEARCHERS

- Alta Planning + Design, Inc.
- Memphis Area Transit Authority
- American Council for an Energy-Effient Economy
- MobilityData
- Bublr Bikes
- Pedal Movement
- Equiticity
- Corporation for Automated Road Transportation Safety
- Pinellas Suncoast Transit Authority
- City of Boston
- Urbanism Next Center, University of Oregon
- Coalition for Reimagined Mobility
- ZEV Co-Op

EQUITY
OUR PATH TO 2030

A database stuctured by thematic dimensions of equity based outcomes of shared mobility in one metropolitan statistical area (MSA).

so that

Dimensions of equity and what is being measured can be determined.

so that

Using these dimensions, a formula is created to measure the equitable outcome of shared mobility in an MSA.

so that

This formula can be applied to all MSAs in the United States.

so that

A standard to measure how shared-mobility is making our communities and society more equitable is widely used.

CLIMATE CHALLENGE

The degree of carbon intensity between different transportation modes – driving a pickup truck vs. biking – is one that is intuitively grasped by most public agencies at this point. Most cities and towns with a climate action plan or any climate goals are familiar with the modes that produce more carbon emissions than others. What is less clear are how the more nuanced operational or policy decisions impact carbon emissions within a mode.

For example, what are the emission impacts when using different types of vehicles and/or fuel sources to rebalance micromobility vehicles? Or how does increasing the proportion of electrified vehicles providing ridehailing or taxi services impact carbon emissions in a city? For cities interested in deploying clean mobility options, these smaller choices are critical for making significant impact on their GHG emissions.

OBJECTIVES & OUTCOMES

Create and use a standardized way to measure carbon emissions for shared mobility vehicles, technology, services, and operations that shows comparisons with other transportation modes. And commit to lowering the lifecycle carbon emissions of shared mobility services (vehicles, technology, and infrastructure).

Our path forward for the next 12-18 months.

The database would gather estimated outputs km for key ground transport modes including major classes of private autos (including light trucks and SUVs that are increasingly used as station wagons despite being left out of CAFE standards) and private bikes/e-bikes/scooters; public transit vehicles; taxis and hired vehicles; and shared micromobility such as shared bikes and scooters. Shared-use vehicles should reflect both passenger trips as well as deadhead and operational mileage like rebalancing. The database should also reflect the carbon intensity of fuel sources (ICE, battery EV, H2) for both the vehicles and associated operations.

In the longer run, this database, and the catalog of methodologies underpinning it, could inform research and tools that weigh the relative impact of different policy choices, such as mandates for vehicle electrification vs. support for mode shift, road pricing, parking reductions, or other demand reduction strategies. We envision the users of this database (or the tools derived from it) to be government agencies, especially municipalities and others engaged in tracking climate action; mobility providers including transit agencies and private service operators; and, in extended or simplified applications of the database's content, individuals planning trips or weighing transportation purchase decisions.

Our deliverable proposes to develop a database of estimated operational GHG outputs for personally owned and shared transportation. This database would allow various stakeholders to weigh the relative impact of these choices, as well as allow governments and service providers to grasp the public benefit of different policy or operational decisions. It could also create a path toward the inclusion of transportation in more carbon markets.

PARTNERS & RESEARCHERS

- American Council for an Energy-Efficient Economy
- Actionfigure
- Ann Arbor SPARK
- Fluctuo
- MobilityData
- Northwest Regional Development Commission
- Pedal Movement
- Pinellas Suncoast Transit Authority
- RideAmigos
- Coalition for Reimagined Mobility
- Equiticity
- Uber
- Open Mobility Foundation
- The Summit Foundation

CLIMATE
OUR PATH TO 2030

A database of estimated operational GHG outputs per passenger mile for key ground transport modes (not including freight).

so that

We can build widespread consensus on the climate impact of each mode, including shared modes.

so that

Using these GHG outputs, a model can be created to measure existing transport operations and guide policy expectations for a given city, state or metro area.

so that

This model can be applied to all personal ground transport operations in the U.S. and build political support for shared mobility in climate action plans.

so that

We can create and use a standardized way to measure carbon emissions that show comparisons with other transportation.

FUNDING

Find and develop new, sustainable ways to fund more shared mobility.

Our path forward for the next 12-18 months.

CHALLENGE

Transit agencies and shared mobility operators are facing a fiscal cliff that has the potential to cut or eliminate services, rapidly threatening the transportation ecosystem to shrink, creating a more unequal, auto-dependent reality.

For a long time, public transit and shared mobility have struggled to secure sustainable sources of funding. In part, this is due to the policies and market mechanisms that disproportionately fund auto-oriented infrastructure and services received instead.

Innovative partnerships among transit agencies and shared mobility providers have expanded mobility options for people and communities to live a life that is less dependent on car ownership and use, as well as to reduce the economic impacts of the cost of transportation for households. However, the consolidation and expansion of a healthy, diverse mobility ecosystem has been limited by the dependance on a limited pool of funding sources, many of them provided on a one-time basis.

The time has come to leverage, create, and promote new and more sustainable sources of funding to support shared mobility options as permanent, reliable, and equitable transportation services.

OBJECTIVES & OUTCOMES

The Action Agenda's Funding Working Group would like to create a resource to explore innovative funding sources and take stock of the funding landscape so that funding sources can shift from "innovative" to "permanent." The report will scan a wide variety of funding sources, including: public funding sources at different

levels (local, state, federal); public-private partnerships; private and philanthropic sources; employer-based funding; commuter benefit programs; market-based pricing programs; land value capture programs; operating and licensing fees; and cap and trade programs, among others. Reviewing innovative funding sources, and assessing their components locally will allow us to see what works where. There may be elements of some funding sources that work in California that will also work in Missouri, but also elements that require adjustments based on local conditions.

A comprehensive scan will give us the opportunity to assess the effectiveness and sustainability of different funding models and programs, and make recommendations to recreate that with the same place-sensitive awareness. The report will conclude with recommendations for actions that can be taken by shared mobility stakeholders to assess and advocate for sustainable funding sources. Taken together, these recommendations could also amount to influencing the next generation of transportation funding sources to expand and sustain shared mobility infrastructure and services.

Our deliverable proposes a resource to explore innovative funding sources and take stock of the funding landscape so that funding sources can shift from "innovative" to "permanent." This emerging area of funding could fill a huge gap in public transit funding (and shared mobility more broadly) to meet the challenge of the fiscal cliff.

PARTNERS & RESEARCHERS

- American Council for an Energy-Efficient Economy
- Ann Arbor SPARK
- Bird
- Bublr Bikes
- Corporation for Automated Road Transportation Safety
- Circuit
- City Observatory
- Coalition for Reimagined Mobility
- Crawford Area Transportation Authority
- Drover AI
- Minnesota Department of Transportation
- Northwest Regional Development Commission
- Ride Amigos
- Ride Report
- SHARE Mobility
- TransitCenter

FUNDING

OUR PATH TO 2030

ACCOUNTABILITY

Accountability is vital to the Shared Mobility 2030 Action Agenda.

The Self-Assessment Survey gives members of the Action Agenda Network a chance to share their commitments and actions to tackle the climate crisis, address inequities in communities, and make transportation costs easier for families. The survey reveals innovations and best practices, and helps us all hold true to what we say and improve what we do.

We released Version 1.0 of the survey late last year. This version asks network members to share their published and public statements about their commitments, the resources they have devoted to these commitments, and examples of the programs and initiatives they are taking.

This baseline information will help us improve and expand future versions of the survey. We intend to introduce standardized metrics to show the members' progress.

We divided the survey into two sections: climate change and equity. Each section asked organizations to demonstrate their commitment to climate change and equity as it is demonstrated in:

- Public statements
- Plans and policies
- Incentive programs
- Projects and initiatives
- Staffing
- Budgets
- Operations
- Buildings and facilities
- Reporting and compliance

CLIMATE

Members demonstrate their commitment and efforts to combat climate change.

MEMBER SELF-ASSESSMENT SURVEY

ON CLIMATE

89%

Of respondents document their concern in business plans and statements

Of respondents have ongoing projects that are addressing climate change

77%

70%

Of respondents have a process to report progress to address climate change

Of respondents expressed their concern about climate change in press releases and other public media

54%

MEMBERS IN ACTION

Ann Arbor SPARK is helping develop a green business challenge to incentivize companies to adopt sustainability practices.

Ann Arbor SPARK promotes sustainability practices by helping develop the Green Business Challenge to align with Ann Arbor's A2Zero Program – a local initiative to achieve community-wide carbon neutrality by 2030.

The Green Business Challenge will help businesses embrace sustainable behaviors through technical assistance, guidance, and recognition to those that voluntarily become more sustainable and lower their environmental footprint.

The goal is to create a more sustainable community and to give employers tools for employee attraction and retention. The business community in Ann Arbor is excited and very engaged with helping to craft the specifics of the challenge, which is expected to launch Q1 in 2024.

DemandTrans Solutions is committed to assessing carbon emissions throughout its supply chains.

DemandTrans believes that when companies mindfully purchase essential goods and services, especially those in the transportation sector, this can have a significant impact on how suppliers produce and deliver their products, creating a virtuous cycle of actions.

As a technology company, DemandTrans doesn't produce physical products that have a direct impact on GHG emissions. However, it uses cloud computing resources, which do generate GHG emissions, and it seeks to use service providers who have consciously adopted policies—such as co-location of facilities near renewable energy sources—that minimizes their impact on the climate.

DemandTrans strongly believes it's every business's obligation to take such factors into consideration when making decisions about the organizations used in their supply chain.

Drover AI is using its technology to help advance the adoption of shared micromobility as a way to mitigate climate change.

Drover AI's technology helps advance the adoption of shared micromobility on two fronts.

By demonstrating technology's ability to proactively comply with regulations, cities' biggest concerns will be mitigated, making it easier to embrace shared micromobility

Separately, Drover AI's developments in Advanced Rider Assistance Services (ARAS) will deliver a safer rider experience, addressing concerns from both existing and new users of the modality.

The technology aims to help inform the evolution of safety standards and regulations that govern light electric vehicles, while also aiming for its ARAS technology to become an essential safety feature of consumer vehicles.

TransitCenter published a Green New Deal for City and Suburban Transportation[2], a federal transportation policy platform.

Most federal transportation spending focuses on roads, rarely prioritizing funds for more sustainable modes such as transit, walking and biking. TransitCenter has a plan to shift these spending priorities: a green new deal for transportation.

This lays the groundwork to transform transportation systems into a safe, just, low-carbon pillar of the economy. Americans will be able to conveniently walk or roll from their front door to access reliable transit; people will be able to safely cross streets; and riders will feel confident biking for everyday trips.

"A Green New Deal for City and Suburban Transportation," a joint report authored by TransitCenter and others, offers federal policy recommendations to make this vision a reality.

Crawford Area Transit Authority (CATA)'s Climate Action Plan[3] informs operations to reduce its climate impact.

As a rural transit provider, having a climate action plan ensures CATA remains committed to being good stewards of the environment by promoting responsible actions within the community.

CATA's pursuit of alternative fuel vehicles offers financial savings that can be reinvested into mobility services in northwest Pennsylvania.

CATA's pursuit of active transportation and healthy lifestyles is further achieved as part of its climate action plan as it continues to expand its regional bikeshare program to more communities. Rural transit providers have important roles to play in addressing climate change and CATA's efforts locally demonstrate that the positive impacts can be made in such communities.

Actionfigure is committed to assessing carbon emissions throughout its supply chains.

Circuit is committed to assessing carbon emissions throughout its supply chains.

Crawford Area Transit Authority (CATA) is obtaining or maintaining LEED certification for its office buildings.

The city of Arlington's City Council established the Environmental Task Force[4] to focus on areas where the city may have the most impact in addressing climate change.

The city of Boston is has several ongoing initiatives, such as its Strategies to Enhance Energy Efficiency[5]; the city's Zero Emission-Vehicle Roadmap[6]; the Green New Deal for Boston Public Schools[7]; and Go Boston 2030[8].

Hopelink is obtaining or maintaining LEED certification for its office buildings.

Northwest Regional Development Commission (NRDC) is working with its transit partners to purchase propane buses.

Uber published its 2023 Environmental, Social and Governance (ESG) Report[9], which highlights the company's perspectives on ESG.

MEMBERS IN ACTION

CHALLENGES

"Product and policy development is in uncharted territory."

"Deciding on which type of structure or reporting. Our business helps other businesses with their climate targets, sustainability goals, LEED certification, and reducing Scope 3 emissions, but when it comes to our own, we do not yet have a specific standard outside of, say, becoming carbon neutral."

"Securing federal and state funding for alternative fuel fleets."

OPPORTUNITIES

Based on the survey results, there are a handful of opportunities for growth. We see these growth opportunities not just for Action Agenda Network Members but for the shared mobility industry at large since the network aims to represent all industry stakeholders.

- Develop your team to include dedicated personnel with the skills to advance your company's climate change goals.
- Publicize and memorialize your company's work in making your operations and products more sustainable to help other organizations understand their opportunities to increase their commitment to climate change.
- Create incentive programs for staff and/or customers to contribute to the climate change efforts.
- Obtain a green building certification.
- Evaluate how your product or service's supply chain contributes to climate change.

EQUITY

Members demonstrate their commitment to addressing racial and economic equity.

MEMBER SELF-ASSESSMENT SURVEY

ON EQUITY

Of respondents expressed their concern about racial and economic equity in press releases and other public media and online channels

83%

86%

Of respondents' concerns for racial equity and economic equity, respectively, show up in company policies, values and rules. Concern for racial equity is also reflected in internal communication channels

Of respondents have ongoing projects focused on addressing racial and/or economic equity

75%

83% Of respondents are focused on improving accessibility of transportation services

42% Are saying it is a company-wide initiative

83% Of respondents have ongoing projects focused on improving affordability of transportation services

50% Are saying it is a company-wide initiative

67% Of respondents have projects or initiatives that focus on improving safety

42% Are saying it is a company-wide initiative

50% Of respondents have allocated resources in their budgets to address racial and economic equity.

65% Are changing operations within the company to address equity

MEMBERS IN ACTION

Actionfigure

Actionfigure® helps individuals and businesses take advantage of transportation subsidies and incentives with its MobilityScore®[10].

Knowing how accessible a location is to transportation choices can be the top reason someone chooses to live or work somewhere.

Actionfigure wanted to create a metric that went beyond how close you are to a bus stop, but how usable and accessible all transit and shared mobility choices are in a given area. So the company developed MobilityScore®, which measures accessibility, how long it takes to get to mobility options, their schedules, and their performance.

MobilityScore® is used in real estate in helping determine a location's value through its transportation access, and it is used by transportation management professionals and planners to educate and promote an area's mobility choices.

Uber

Uber's Rides for Moms[11] donates free rides for prenatal- and postnatal-care appointments, completing 3,000 rides for more than 400 program participants.

Uber's Ride for Moms addresses transportation inequities and barriers that pregnant women face when getting to and from their doctors appointments, particularly low-income and women of color.

The program falls under the umbrella of Uber Health that began in 2018 when the American Hospital Association reported 3.6 million Americans missed doctor appointments annually, largely due to not having reliable, affordable transportation. By partnering with healthcare organizations, Uber offers seamless transportation–resulting in time savings of about one hour per appointment and increased in-person attendance for appointments.

Uber recently expanded the program to Georgia and is interested in expanding to more locations.

CITY of BOSTON

The city of Boston has a few different mechanisms to ensure accountability, such as its task force on reparations[12], and its departments of Black Male Advancement[13], Immigrant Advancement[14] and LGBTQ+ Advancement[15] under the city's Equity and Inclusion Cabinet[16].

The city of Boston's Equity and Inclusion Cabinet is working to transform city policies, programs, and practices so that every resident has full access to what Boston has to offer.

Taking a systemic approach for historically excluded communities to spark change, the cabinet strives to achieve racial justice and improve social determinants of health. This will directly improve outcomes with and for residents; counsel all city departments to better address issues of equity, inclusion, and access; and create the conditions for residents to build their collective power.

To achieve these outcomes, the cabinet created and oversees the task force on reparations, and its departments of Black Male Advancement, Immigrant Advancement and LGBTQ+ Advancement, among others.

MobilityData's GTFS-Fares v2[17] provides a comprehensive overview to passengers about their transit fare.

MobilityData is facilitating a public working group of global industry experts to continue iterating GTFS-Fares v2, which provides passengers with a comprehensive fares overview by allowing transit agencies to model complex fare structures in a standardized way.

Previously, a limited number of agencies could describe their most basic fares, while many found it impractical to describe any of their fares using the previous GTFS model. The industry needed features to better represent reality, the services and to make the right information publicly available.

MobilityData's group is now working on the second implementation of GTFS-Fares v2, which includes time-variable fares; fare media; zone-based fares; allowing multiple routes to behave as a single route; and inter-agency transfers.

The city of Arlington adopted the Unity Council's Report[18], calling for free and reduced public transit fares among other recommendations.

The city of Arlington formed the Unity Council to implement the Unity Council Report, make additional recommendations to city council to promote equity and provide at least twice yearly updates to city officials. The report focuses on economic disparities; education and workforce training; housing; health and wellness; and policing and criminal justice.

The city formally adopted the report to ensure implementation of its recommendations and tracking of improvement metrics.

Implementation of the report is on-going, with some initiatives led by the city and others led by community stakeholders. The end goal is to eliminate racism, other forms of discrimination and to advance unity.

Hopelink completed a Needs Assessment and its 2022 Impact Report[19] to guide strategic decisions and fill gaps.

To be responsive to the needs and opportunities of its community, Hopelink continuously learns and reflects on its services through various reporting mechanisms such as the annual impact report and needs assessments.

The annual impact report sheds light about the work being done and how the organization describes impacts/outcomes beyond outputs. While traditionally a data-heavy document, the last few years included more storytelling, particularly how staff pivoted during the pandemic. Additionally, Hopelink's Mobility Team produced the 2021 Community Transportation Needs Assessment, which helps the organization and its partners do better work based on data.

It's also part of the feedback loop where Hopelink synthesizes what it's learned from the community and ensures the findings match reality.

MEMBERS IN ACTION

CHALLENGES

"We are a small company with a small staff, so any changes that we make will have very limited impact on racial and economic impact. Our conduct towards our clients and professional associates is the biggest impact."

"Lack of diversity in the community."

"Many of our programs are tailored to advance the equity priorities we share with our city partners, both racial and economic, as well as other dimensions. Funding is always a barrier to expanding this type of service, particularly in the communities that could benefit most."

OPPORTUNITIES

Based on the survey results, there are a handful of opportunities for growth. We see these growth opportunities not just for Action Agenda Network Members but for the shared mobility industry at large since the network aims to represent all industry stakeholders.

- Allocate personnel and budgetary resources to address racial and/or economic equity.
- Create incentive programs to address racial and/or economic equity for your products and/or services. Create incentive programs for staff and/or customers to contribute to the climate change efforts.
- Identify your organization's long-term goals and report on your organization's progress to address racial and/or economic equity.
- Publish your organization's progress report about equity goals internally or externally to hold yourself and the industry accountable.
- Examine supply chains to see how they impact your work to address equity.

TAKE ACTION NOW

The Shared Mobility 2030 Action Agenda was created to move the needle on the seven items and to break down silos within our industry. By working with our peers in the mobility ecosystem, we are committed to making equitable, clean, shared mobility more convenient, practical, available, accessible and affordable than owning or driving a car by 2030.

We need more transportation options and mobility systems that support healthy and happy communities that are built around people, not cars.

NOW IS THE TIME TO TAKE ACTION

We invite you to join the Shared Mobility 2030 Action Agenda as a member and work with us to make shared mobility the first and best option within the decade.

If you are interested in learning more about the Action Agenda, please contact: ActionAgenda@sharedusemobilitycenter.org.

If you are interested in becoming a member or supporter, please fill out our new membership form here or contact:

Hannah Wilson, Director of Partnerships and Engagement

hannah@sharedusemobilitycenter.org

If you are interested in partnering to help resource the Action Agenda and its near-term roadmaps, please contact:

Brian Holland, Chief Operating Officer

brian@sharedusemobilitycenter.org

ABOUT SUMC

The Shared-Use Mobility Center (SUMC) convenes the Shared Mobility 2030 Action Agenda and Action Agenda Network.

We are a public-interest, 501(c)3 nonprofit organization and an international thought leader in shared mobility. We are working to replace car-centric transportation with people-focused shared mobility to fight climate change, promote equity and universal access, and strengthen community.

APPENDIX

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ACTION NETWORK SELF-ASSESSMENT TOOL

INTRODUCTION: This Self-Assessment Tool is a general survey for the members of the Action Agenda Network to report on the commitments and actions they are taking to confront the climate crisis, redress the inequality in our communities, and to ease the cost burdens of transportation for families.

The Self-Assesment Tool is divided into three sections: 1) climate change; 2) racial and economic equity; and 3) affordability, accessibility, and safety. Each section asks your company or organization's commitment as it is expressed (demontrated) in public statements and plans/policies, projects and initiatives, staffing, budgets, operations, buildings and facilities, in reporting and compliance, and in incentive programs.

This is version 1.0 of the Self-Assessment Tool. It asks for the presence of actions and resources, but does not provide or measure or gauge the value or impact of those actions and resources. The Action Agenda Network intends to evolve the tool each year and hopes to get to standard measurements that can show progress.

ORG TYPE

My company/organization is (choose one)

Private sector

Public sector

Nonprofit

Academic/ Research Institution

Other (please specify) _____

DEMONSTRATING COMMITMENT TO ADDRESS CLIMATE CHANGE

In Public Statements and Plans/Policies (check all that applies)

My company/organization has expressed concern for climate change (Check all that apply)

In company/organization press releases and other public media

In our company/organization website and other online channels

In the speeches of our senior executives

In strategic company/organization documents

Business plans/statements

In company/organization policies, values, and rules

In corporate budgets

In internal communication channels (e.g., Intranet, internal newsletters)

Are these documents available to the public?

Please share documents or links to all that you checked above

In Projects and Initiatives

My company/organization has projects/initiatives focused on addressing climate change

CONCURRENCY

These are ongoing projects

These are projects yet to be started

These are ongoing projects AND projects yet to be started

SCOPE

This is/will be a company/organization wide initiative

This is/will be a focused project that doesn't involve the whole company/organization

These will be company/organization wide initiatives AND focused projects

In Staffing

My company/organization has provided resources to our efforts to address climate change (Check all that apply)

We have dedicated team members with job descriptions and job titles specifically about our climate change efforts

We have ____ FTE that are primarily and specifically focused on our efforts to address climate change

We have, at least, a senior executive (c-suite) level on-staff dedicated to our efforts to address climate change

We have senior manager/s or director/s on-staff dedicated to our efforts to address climate change

We have mid-level manager/s on-staff dedicated to our efforts to address climate change

We have employees dedicated to our efforts to address climate change

If you answered "yes" above, please list the jobs/titles - please indicate if the position is: executive, director/senior leader level, senior manager, mid-level manager, specialists

_____

_____

My company puts a premium on hiring new employees who are certified with climate oriented accreditation programs (e.g. AICP, LEED Green Associate Accreditation, etc.)

My company invests to help people get certified with climate oriented accreditation programs (e.g. AICP, LEED Green Associate Accreditation, etc.)

If you checked either of the above, which certification programs?

_____

In Budgets

My company has allocated resources in the budget to our efforts to address climate change

This is an annual outlay connected to a one-year pilot, project or initiative

This is a multi-year outlay connected to a multi-year project or initiative

This is a permanent allocation

This is an ad-hoc allocation for a specific project (e.g., attending a conference)

My company contributes to a carbon offset program.

This is a contribution based on in-house carbon calculations.

This is a contribution is based on a third party's carbon calculations.

This contribution is based on a publicly available carbon calculation tool.

If so, which tool? _____

In Operations

My company/organization is changing our operations/operating procedures to address climate change

We are changing company/organization wide operations

We are changing operations only in specific business units

Please identify the business units: _____

_____

In Buildings and Facilities

My company/organization is building or upgrading our facilities to address climate change

These facilities are for public use

These facilities are for company use

Please share documents or links to all that you checked above

My company adheres to a green building rating system.

If so, which rating system/s? _____

In Supply Chains

My company/organization is examining/has examined our supply chains (vendors, suppliers, logistics) to see how they contribute to our work to address climate change

We have completed an assessment of our supply chains

We are undertaking an assessment of our supply chains

We plan to conduct an assessment of our supply chains

In Reporting and Compliance

My company/organization has a process to report on the progress of our work to address climate change

We have identified our long-term goals and targets

We have identified our annual goals and annual targets

We have identified our performance indicators

Please share documents or links to all that you checked above

We have disseminated and published the above

Internally - to everyone on the company/organization

Externally - to the general public

We regularly report our performance on the above to

Our upstream organization (e.g. the Mayor's office or the city council)

Our board of directors

Our stakeholders/investors/partners/clients

We produce a report solely dedicated to the progress of our work to address climate change

We report on the progress of our work to address climate change as part of another company/organizationn report

We use common reporting standards and practices to accurately represent our progress

We use GHG Protocol standards (Scope 1, Scope 2, Scope 3)

We use SASB Standards

We use other standards for measurement of our progress

Please share documents or links to all that you checked above

In Incentive Programs

My company/organization has incentive programs to help address climate change

Company staff are incentivized to contribute to the climate change efforts

Customers are incentivized to contribute to the climate change efforts

Please share documents or links to all that you checked above

Tell Us More

What is the biggest barrier for your company to making short term changes that make long term impacts for climate change?

Comments on this section?

Help us improve the Self-Assessment Tool. Do you have any comments about the previous section?

End of Section

DEMONSTRATING COMMITMENT TO ADDRESS RACIAL AND ECONOMIC EQUITY

DEMONSTRATING COMMITMENT TO ADDRESS RACIAL AND ECONOMIC EQUITY

In Public Statements and Plans/Policies (check all that applies)

My company/organization has expressed concern for racial equity

In company/organization press releases and other public media

In our company/organization website and other online channels

In the speeches of our senior executives

In strategic company/organization documents

Business plans/Statements

In company/organization policies, values, and rules

In budgets

In internal communication channels (e.g., Intranet, internal newsletters)

Please share documents or links to all that you checked above

My company/organization has expressed concern for economic equity

In company/organization press releases and other public media

In our company/organization website and other online channels

In the speeches of our senior executives

In strategic company/organization documents

Business plans/Statements

In company/organization policies, values, and rules

In budgets

In internal communication channels (e.g., Intranet, internal newsletters)

Please share documents or links to all that you checked above

In Projects and Initiatives

My company/organization has projects/initiatives to address racial and/or economic equity

CONCURRENCY

These are ongoing projects

These are projects yet to be started

These are ongoing projects AND projects yet to be started

SCOPE

This is/will be a company/organization wide initiative

This is/will be a focused project that doesn't involve the whole company/organization

These will be company/organization wide initiatives AND focused projects

In Staffing

My company/organization has provided resources to our efforts to address racial and/or economic equity

We have dedicated team members with job descriptions and job titles specifically about our equity efforts

We have ____ FTE that are primarily and specifically focused on our efforts to address racial and/or economic equity

We have, at least, a senior executive (c-suite) level on-staff dedicated to our efforts to address equity

We have senior manager/s or director/s on-staff dedicated to our efforts to address equity

We have mid-level manager/s on-staff dedicated to our efforts to address equity

We have employees dedicated to our efforts to address equity

If you answered "yes" above, please list the jobs/titles - please indicate if the position is: executive, director/senior leader level, senior manager, mid-level manager, specialists

_____

_____

Budgets

My company/organization has allocated resources in the budget to address racial and/or economic equity

This is an annual outlay connected to a one-year pilot, project or initiative

This is a multi-year outlay connected to a multi-year project or initiative

This is a permanent allocation

This is an ad-hoc allocation for a specific project (e.g., employees training on a specific subject)

In Operations

My company/organization is changing our operations/operating procedures to address equity

We are changing company/organization wide operations

We are changing operations only in specific business units

Please identify the business units

In Buildings and Facilities

My company/organization has a system in place to capture data and analyze data to understand inequties in the built environment.

Please share documents or links to all that you checked above

My company/organization is building or upgrading our facilities to address racial/economic inequality

These facilities are for public use

These facilities are for company use

Please share documents or links to all that you checked above

In Supply Chains

My company/organization is examining/has examined our supply chains (vendors, suppliers, logistics) to see how they contribute to our work to address equity

We have completed an assessment of our supply chains

We are undertaking an assessment of our supply chains

We plan to conduct an assessment of our supply chains

In Reporting and Compliance

My company/organization has a process to report on the progress of our work to address racial and/or economic equity

We have identified our long-term goals and targets

We have identified our annual goals and annual targets

We have identified our performance indicators

Please share documents or links to all that you checked above

We have disseminated and published the above

Internally - to everyone on the company/organization

Externally - to the general public

We regularly report our performance on the above to

Our upstream organization (e.g. the Mayor's office or the city council)

Our board of directors

Our stakeholders/investors/partners/clients

We produce a report solely dedicated to the progress of our work to address racial and/or economic equity

We report on the progress of our work to address racial and/or economic equity as part of another company/ organizationorganizationn report

Please share documents or links to all that you checked above

In Incentive Programs

My company/organization has incentive programs to help address racial and/or economic equity

Company staff are incentivized to contribute to addressing equity

Customers are incentivized to contribute to address equity

Please share documents or links to all that you checked above

Tell Us More

What is the biggest barrier for your company to making short term changes that make long term impacts for racial and economic equity?

End of Section

DEMONSTRATING COMMITMENT TO ADDRESS RACIAL AND ECONOMIC EQUITY

DEMONSTRATING COMMITMENT

TO AFFORDABILITY, ACCESSIBILITY, AND SAFETY

In Public Statements and Plans/Policies (check all that applies)

My company/organization has expressed concern for affordability

In company/organization press releases and other public media

In our company/organization website and other online channels

In the speeches of our senior executives

In strategic company/organization documents

Business plans/ Statements

In company/organization policies, values, and rules

In corporate budgets

In internal communication channels (e.g., Intranet, internal newsletters)

Please share documents or links to all that you checked above

My company/organization has expressed concern for accessibility

In company/organization press releases and other public media

In our company/organization website and other online channels

In the speeches of our senior executives

In strategic company/organization documents

Business plans/Statements

In company/organization policies, values, and rules

In corporate budgets

In internal communication channels (e.g., Intranet, internal newsletters)

Please share documents or links to all that you checked above

My company/organization has expressed concern for safety

In company/organization press releases and other public media

In our company/organization website and other online channels

In the speeches of our senior executives

In strategic company/organization documents

Business plans/Statements

In company/organization policies, values, and rules

In corporate budgets

In internal communication channels (e.g., Intranet, internal newsletters)

Please share documents or links to all that you checked above

senior manager, mid-level manager, specialists

_____

_____

In Projects and Initiatives

My company/organization has projects/initiatives to address accessibility, affordability, and safety

These are ongoing projects

These are projects yet to be started

This is/will be a company/organization wide initiative

This is/will be a focused project that doesn't involve the whole company/organization

Staffing

My company/organization has provided resources to our efforts to address accessibility, affordability, and safety

We have dedicated team members with job descriptions and job titles specifically on our efforts to address accessibility, affordability, and safety

We have ____ FTE that are primarily and specifically focused on our efforts to address accessibility, affordability, and safety

We have, at least, a senior executive (c-suite) level on-staff dedicated to our efforts to address accessibility, affordability, and safety

We have senior manager/s or director/s on-staff dedicated to our efforts to address accessibility, affordability, and safety

We have mid-level manager/s on-staff dedicated to our efforts to address accessibility, affordability, and safety

We have team members (non-managers) on-staff dedicated to our efforts to address equity

If you answered "yes" above, please list the jobs/titles - please indicate if the position is: executive, director/senior leader level,

In Budgets

My company has allocated resources in the budget to address accessibility, affordability, and safety

This is an annual outlay connected to a one-year pilot, project or initiative

This is a multi-year outlay connected to a multi-year project or initiative

This is a permanent allocation

This is an ad-hoc allocation for a specific project (e.g., addition of a wheelchair ramp, security training, etc.)

In Operations

My company/organization is changing our operations/operating procedures to address accessibility, affordability, and safety

We are changing company/organization wide operations

We are changing operations only in specific business units

Please identify the business units

In Buildings and Facilities

My company/organization is building or upgrading our facilities to address affordability, accessibility, and safety

These facilities are for public use

These facilities are for company use

Please share documents or links to all that you checked above

In Supply Chains

My company/organization is examining/has examined our supply chains (vendors, suppliers, logistics) to see how they contribute to our work to address accessibility, affordability, and safety

We have completed an assessment of our supply chains

We are undertaking an assessment of our supply chains

We plan to conduct an assessment of our supply chains

In Reporting and Compliance

My company/organization has a process to report on the progress of our work to address accessibility, affordability, and safety

We have identified our goals and targets

We have identified our annual goals and annual targets

We have identified our performance indicators

Please share documents or links to all that you checked above

We have disseminated and published the above

Internally - to everyone on the company/organization

Externally - to the general public

We regularly report our performance on the above to

Our upstream organization (e.g. the Mayor's office or the city council)

Our board of directors

Our stakeholders/investors/partners/clients

We produce a report solely dedicated to the progress of our work to address accessibility, affordability, and safety

We report on the progress of our work to address accessibility, affordability, and safety

Please share documents or links to all that you checked above

In Incentive Programs

My company/organization has incentive programs to help address accessibility, affordability, and safety

Company staff are incentivized to contribute to addressing accessibility, affordability, and safety

Customers are incentivized to contribute to address accessibility, affordability, and safety

Please share documents or links to all that you checked above

My company/organization has program/s specifically focused on making our services more affordable to lower income individuals and households

In all the areas we operate in

Only in specific towns or cities

Only in specific neighborhoods

Please share documents or links to all that you checked above

Tell Us More

What is the biggest barrier for your company to making short term changes that make long term impacts for affordability, accessibility, and safety?

End of Section

DEMONSTRATING COMMITMENT TO AFFORDABILITY, ACCESSIBILITY, AND SAFETY