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## **APTA Recommendations on Surface Transportation Law**





# Mobility and Innovation

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Advances in technology have significantly expanded and enhanced the opportunities for public transportation agencies to serve the mobility needs of their communities. To evolve the traditional public transportation infrastructure to enable broadened economic and community opportunity through these options, public transit providers need assistance to innovatively integrate new mobility solutions into their networks.

## APTA RECOMMENDATIONS

- **Create a Mobility Innovation and Technology Initiative.**

Add a new 49 U.S.C. § 5313:

"Sec. 5313. MOBILITY INNOVATION AND TECHNOLOGY INITIATIVE.

"(a) DEFINITIONS.—In this section, the following definitions apply:

"(1) ELIGIBLE RECIPIENT.—The term "eligible recipient" means

"(A) a State or local government entity; or

"(B) publicly owned operator of public transportation.

"(2) STATEMENT OF MOBILITY COMMITMENT.—The term "statement of mobility commitment" means a policy adopted by an eligible recipient that it is committed to pursuing sustainable mobility options that:

"(A) enhance the customer experience, improve operations, or provide efficiencies of service;

"(B) integrate both public and private technology or mobility services, if available, to enhance its network system; and

"(C) address equity of service to every person regardless of income, age or ability.

"(b) IN GENERAL.—The Secretary shall establish an innovative mobility integration and deployment program to provide grants to eligible recipients to assist in financing demonstration projects or continued deployment projects that will—

"(1) advance first-mile, last-mile, late-night or low-density services;

"(2) allow for the integration of mobility services and technologies;

"(3) enable new or expanded reservation, fare, automation, or delivery designs to improve options in public transportation; or

"(4) provide accessibility and connectivity for rural areas or areas not being adequately served by public transportation.

"(c) PERIOD OF GRANT.—

"(1) DEMONSTRATION PROJECT.—A grant for a demonstration project to develop, test, or implement a new mobility technology, practice, model, or service shall be for a period of 3 years beginning on the date of the first payment of any amount under the grant to the entity awarded a grant.

"(2) CONTINUED DEPLOYMENT PROJECT.—A grant for a project that maintains continued deployment of a mobility technology, practice, model or service shall be for a period of 3 years beginning on the date of the first payment amount under the grant to the entity awarded a grant.

"(3) CLARIFICATION.—Nothing in this section shall preclude an eligible entity from applying for and receiving more than one grant under subsection (b).

"(d) APPLICATION.—

"(1) IN GENERAL.—To receive a grant, contract, cooperative agreement, or other agreement under this section, an entity described in paragraph (1)(A) shall submit an application to the Secretary.

"(2) FORM AND CONTENTS.—An application under subparagraph (A) shall be in such form and contain such information as the Secretary may require, including—

"(A) a statement of purpose detailing the need being addressed;

"(B) the short- and long-term goals of the project, including opportunities for future innovation and development; and

"(C) the short- and long-term funding requirements to complete the project and any future objectives of the project.



## APTA RECOMMENDATIONS (CONT.)

“(e) SELECTION CRITERIA.—

“(1) IN GENERAL.—The Secretary may provide Federal assistance for an innovative mobility demonstration project or continued deployment project under this subsection only if the Secretary determines that the eligible entity—

“(A) has adopted a statement of mobility commitment; and

“(B) has included the project as part of a locally developed, coordinated public transportation mobility plan.

“(2) DEVELOPMENT OF CRITERIA.—The Secretary shall work with eligible recipients, including large, mid-sized and small operators, and other public transportation industry representatives to develop appropriate criteria for the selection, evaluation and distribution of funding for eligible projects.

“(3) PUBLIC COMMENT.—Before issuing the criteria in paragraph (2), the Secretary shall provide an opportunity for public comment.

“(f) GRANT REQUIREMENTS.—The Secretary may approve modified grant requirements for projects funded under subsection (b).

“(g) GOVERNMENT SHARE OF COSTS.—The Government share of the cost of a project carried out under this section shall not exceed 80 percent.

“(h) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated for capital, operating, or planning expenses associated with projects funded under subsection (b), \$25,000,000 for fiscal year 2021, \$30,000,000 for fiscal year 2022, \$35,000,000 for fiscal year 2023, \$40,000,000 for fiscal year 2024, \$45,000,000 for fiscal year 2025, \$50,000,000 for fiscal year 2026 to carry out this section. Such sums shall be available until expended.

“(i) BEST PRACTICES.—The Secretary shall collect from, review, and disseminate to public transportation agencies annually —

“(1) innovative practices;

“(2) program models;

“(3) new service delivery options; and

“(4) other findings or best practices from projects funded under subsection (b).”



## APTA RECOMMENDATIONS (CONT.)

- **Ensure coordination on surface transportation automation and emerging technologies by mandating that the Secretary of Transportation establish an internal working group comprised of staff from the National Highway Traffic Safety Administration, the Federal Motor Carrier Safety Administration, FHWA, FRA, and the FTA. The Secretary shall designate the Chair of the Surface Transportation Automation and Emerging Technology Working Group.**

SEC. \_\_\_\_\_. SURFACE TRANSPORTATION AUTOMATION AND EMERGING TECHNOLOGY WORKING GROUP.

- (a) **IN GENERAL.**—Not later than 90 days after the date of enactment of this Act, the Secretary shall establish a Surface Transportation Automation and Emerging Technology Working Group within the Department of Transportation.
- (b) **MEMBERSHIP.**—The working group convened shall consist of representatives of—
  - (1) Federal Highway Administration;
  - (2) Federal Motor Carrier Safety Administration;
  - (3) Federal Railroad Administration;
  - (4) Federal Transit Administration;
  - (5) National Highway Traffic Safety Administration; and
  - (6) such other designees as the Secretary determines appropriate.
- (c) **RESPONSIBILITIES.**—The working group shall—
  - (1) serve as a single place within the Department of Transportation for expertise in automation and human behavior, computer science, machine learning, sensors, and other technologies involving automated surface transportation systems;
  - (2) be comprised of a workforce capable of reviewing, validating, and certifying the safety of automated and emerging surface transportation technologies.
- (d) **CHAIR.**—The Secretary shall designate the Chair of the Surface Transportation Automation and Emerging Technology Working Group.
- (e) **REPORT.**—Not later than 120 days after the date of enactment of this Act, the Secretary shall report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on staffing needs and the staffing plan for the Surface Transportation Automation and Emerging Technology Working Group.

- **Study of Mobility-as-a-Service Platforms.**

Add a new standalone section:

SEC. \_\_\_\_\_. MOBILITY-AS-A-SERVICE PLATFORMS STUDY. The Secretary shall request that the National Academy of Sciences conduct a study of Mobility-as-a-Service (MaaS) platforms to determine appropriate standards for ensuring the public interest, including providing the traveling public with a full range of mobility choices, travel time, payment information, and connecting trips. There are authorized to be appropriated \$1,000,000 to carry out this section. The study shall be commenced 4 years after the date of enactment of this section to review MaaS platform and operational approaches, with a report submitted to Congress no later than five years after the date of enactment of this Act.

- **Study of Interoperability of Trip Planning and Payment Systems.**

Add a new standalone section:

SEC. \_\_\_\_\_. INTEROPERABILITY OF TRIP PLANNING AND PAYMENT SYSTEMS STUDY. The Secretary shall conduct a study and develop recommendations regarding interoperability of trip planning and payment system technologies between public transportation systems and across other modes.

- **Ensure that bike share is a viable first-mile/last-mile solution to reduce congestion.**

Amend 49 U.S.C. § 5302 by striking in paragraph (1)(E) “and the installation” and inserting “, the installation” and by inserting before the semicolon the following “, and bike share projects”.