

Community Transportation Association of America **Statement of Principles for Automated Vehicles**



ridehailing, and microtransit.

The Community Transportation Association of America (CTAA) staff, board and state/tribal delegates and members are dedicated to ensuring that all Americans, regardless of age, ability, geography or income, have access to safe, affordable and reliable transportation. CTAA members are in the business of moving people – efficiently and cost-effectively – by the traditional modes of transit, paratransit, volunteer transportation, and specialized transportation, and with newer modes of bikeshare, scooters,

CTAA is a leader in providing resources and analysis of automated vehicles (AVs) and their impact on mobility options. We are educating transportation professionals across the United States, providing AV technical assistance, presenting at conferences, and engaging in discussions with companies developing different aspects of AVs and associated software. We monitor AV issues daily to stay abreast technological, legislative, and regulatory updates. We have connected with other national organizations with an interest in how AV development affects their constituencies. Our work increasingly integrates emerging business models, public-private partnerships, and shared-use experimentation and advances.

CTAA considers our four principles for AV transportation to be the core of the next transportation revolution and a clear statement to our members, political leaders, and the public about what is at stake no matter what software is used, no matter what type of sensors or cameras are attached to vehicles, and no matter how vehicles will be communicating with each other or with infrastructure.



CTAA Principles of AV Transportation

- **Accessibility**
- **Equity**
- **Rural Connectivity**
- **Safety**

Accessibility

CTAA urges political leaders, vehicle manufacturers, and technology companies to embrace a fully accessible transportation system for people with disabilities. This includes not only physical access to all AVs, but also access to interfaces used to determine vehicle location, schedules, requests for service, stops, and emergency interactions. Today, while technology is evolving, is the time to make sure that accessibility is fully embedded.

Designing for people with disabilities means designing better for everyone. It means designing for the person with a wheelchair, but also for the person with a stroller and the person with a shopping cart. It means designing for the person who is deaf, but also for the person who is touring the US who does not understand English. It means designing to enable the eight-year-old and the 80-year-old to feel comfortable.

Equity

CTAA sees transportation as an economic ladder, a lifeline to health care, a connection to work and education, as well as a means to participate in social activities. People who are transportation vulnerable share one similar challenge – a lack of resources. Usually it is the lack of financial resources, but often it is the lack of public or private transportation resources. Transportation vulnerability exists just by virtue of living in places where there is little or no transit service and where shared-use modes of taxis and ridehailing provide little or no service.

With emerging transportation business models, the creativity of the tech sector, and the greater awareness of the importance of mobility solutions for access to economic progress, health care, education, and eradicating social isolation, CTAA believes that we need to embed in the transition to AVs a guarantee of transportation equity for everyone.

Rural Connectivity

Rural areas are getting and giving scant attention to AV planning – except for trucking on the highways that run past these communities.

CTAA believes rural areas cannot afford to fall further behind and that like, their urban counterparts, they thrive with a more connected and flexible transportation system that features increased and improved choices for shared, on-demand service and freedom from driving for the growing populations of people who are elderly or disabled.

Solutions for rural connectivity – for transportation, information, and economic progress – must deliver scalable service equivalent to cities. The only questions are how to deliver those services and who will pay for their delivery. It is not impossible to achieve rural transportation and information dissemination equivalency. For generations, rural Americans have received comprehensive postal service, private delivery service, electricity delivery, and school bus service. These services brought the 19th and 20th century information ages and education to rural areas. Rural cooperatives have succeeded in bringing electricity, broadband, and economic markets to rural areas and they should be encouraged as an AV business model. Now is the time to reinvent business models to deliver 21st century transportation to rural America.

Safety

CTAA represents the public and community transportation industry, which has an exemplary track record for safety. [Bus transit, in particular rural transit, is the safest mode of US surface transportation.](#) We wish to ensure that other transportation modes catch up to bus transit's safety record. We see no reason to rush, no reason to use the public as guinea pigs, and no reason for AVs to be tested on public roads before meeting basic safety standards or operational benchmarks.