

HOUSE No. 2721

The Commonwealth of Massachusetts

PRESENTED BY:

Daniel Cahill

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act to create the transportation technology advisory commission.

PETITION OF:

NAME:	DISTRICT/ADDRESS:	DATE ADDED:
<i>Daniel Cahill</i>	<i>10th Essex</i>	<i>1/19/2017</i>
<i>Michael O. Moore</i>	<i>Second Worcester</i>	

HOUSE No. 2721

By Mr. Cahill of Lynn, a petition (accompanied by bill, House, No. 2721) of Daniel Cahill and Michael O. Moore for an investigation by a special commission (including members of the General Court) relative to the impacts and consequences of changing technologies in the field of transportation. Transportation.

The Commonwealth of Massachusetts

In the One Hundred and Ninetieth General Court
(2017-2018)

An Act to create the transportation technology advisory commission.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. (a) Notwithstanding any general or special law to the contrary, there shall
2 be a transportation technology advisory commission, consisting of 20 members: 1 of whom shall
3 be the secretary of transportation or a designee, who shall chair the commission; 1 of whom shall
4 be the general manager of the Massachusetts Bay Transportation Authority or a designee; 1 of
5 whom shall be the secretary of housing and economic development or a designee; 1 of whom
6 shall be the secretary of public safety and security or a designee; 1 of whom shall be the
7 commissioner of the department of environmental protection or a designee; 1 of whom shall be
8 the senate chair of the joint committee on transportation; 1 of whom shall be the house chair of
9 the joint committee on transportation; 1 of whom shall be from a transportation advocacy
10 organization with expertise in advocating on transit issues, seniors, persons with disabilities,
11 transportation justice or racial justice, appointed by the president of the senate; 1 of whom shall
12 be an transportation technology expert at a college, university, or think tank located in

Massachusetts appointed by the president of the senate; 1 of whom shall be from an environmental advocacy organization, with expertise in bicycle, pedestrian or transit advocacy appointed by the speaker of the house; 1 of whom shall be from a company that manufactures or programs autonomous vehicles or components appointed by the speaker of the house; 1 of whom shall be from a transportation network company permitted pursuant to chapter 159A ½ appointed by the minority leader of the senate; 1 of whom shall be from a company providing car sharing services in Massachusetts appointed by the minority leader of the house; 1 of whom shall be from the Massachusetts state automobile dealers association appointed by the Governor; 1 of whom shall be a municipal official from a city or town with a population of less than 200,000 appointed by the Massachusetts Municipal Association; 1 of whom shall be from the City of Boston appointed by the Mayor of Boston; 3 of whom shall be from regional planning agencies, including 1 with expertise in transportation management associations, and 1 from Berkshire, Franklin, Hampshire, or Hampden County, appointed by the Massachusetts Association of Regional Planning Agencies; 1 of whom shall be from a regional transit authority appointed by the Massachusetts Association of Regional Transit Authorities.

(b) 1 member of the ride for hire task force, as established by section 7 of chapter 187 of the acts of 2016, appointed by the members of the task force, shall serve as an ex officio member of the transportation technology advisory commission without voting privileges, if no members of said task force are appointed members of said commission

(c) 1 member of an autonomous vehicle working group established by executive order appointed by the members of the working group, shall serve as an ex officio member of the transportation technology advisory commission, if no members of the working group are concurrently members of said commission.

(d) The purpose of the commission shall be to study the impacts and consequences of changing technologies in the field of transportation. The commission shall convene in person no less than four times per twelve month period. The commission shall establish overall goals related to transportation technology in Massachusetts, and consider the following issues impacted by transportation technology:

1) impacts on the environment, including vehicle miles traveled and the emission reduction goals of the state, set forth in the Global Warming Solutions act and Executive Order 569; 2) social justice impacts and the ability for new transportation products and services to serve all users, including seniors, persons with disabilities, low-income individuals, and people of color; 3) the safety of all who use the transportation system, including vulnerable road users such as pedestrians and bicyclists; 4) congestion on roadways; 5) impacts on and collaborations with the Massachusetts Bay Transportation Authority and regional transportation authorities; 6) opportunities for transportation management associations; 7) opportunities to use technology to improve the transportation system in urban, suburban, and rural areas of the state including every region of the state; 8) opportunities for the Massachusetts economy to benefit from companies in transportation technology locating here; 9) best practices in data sharing with transportation planners while considering consumer privacy and business strategy; 10) updates to transportation planning modeling; 11) gaps in oversight or regulations of new transportation technologies; 12) future infrastructure needs including for public transportation, biking, walking, and driving; 13) opportunities for regional collaboration among cities and towns; 14) impacts on housing, land-use, and parking; 15) updates to laws governing automobile idling; 16) pricing for new technologies, including but not limited to autonomous vehicles, that will provide appropriate incentives and sufficiently fund transportation infrastructure; 17) regulatory actions taken by

other states and the federal government; and 18) opportunities for state and local governments to lead by example with transportation technology.

(e) The members of the commission shall be appointed not later 60 days after the effective date of this act and shall serve until the completion of the investigation and study.

(f) The commission may form subcommittees.

(g) The commission may request from all state agencies such information and assistance as the commission may require.

(h) The commission may accept and solicit funds, including any gifts, donations, grants or bequests or any federal funds, for any of the purposes of this act. These funds shall be deposited in a separate account with the state treasurer, be received by the treasurer on behalf of the commonwealth, and be expended by the commission in accordance with law.

(i) The commission shall report its findings and recommendations, including any recommendations for proposed legislation, regulation, or pilot projects including ones in urban, suburban, and rural areas, to the clerks of the senate and house of representatives, on or before September 30, 2018, on or before September 30, 2020, on or before September 30, 2022, on or before September 30, 2024, and on or before September 30, 2026.