



## ACTION ALERT

### REPLACE MOD LANGUAGE IN THE AMENDMENT IN THE NATURE OF A SUBSTITUTE TO H.R. 2 WITH LANGUAGE AS INTRODUCED IN INVEST IN AMERICA ACT

The House Committee on Transportation and Infrastructure will markup the Amendment in the Nature of a Substitute (ANS) to H.R. 2, the INVEST in America Act, **tomorrow - Wednesday, June 17**. The new Mobility-on-Demand (MOD) sections (Sec. 2203 and Sec. 2603) significantly weaken MOD provisions as introduced in the INVEST in America Act.

The ANS MOD language replaces more than a year of thoughtful engagement with the Committee and with transit agencies, cities, states, research and policy experts, and MOD providers. Please urge your members on the Committee to reject this eleventh-hour attempt to make changes to the bill.

The new language will create significant barriers to bridging first mile/last mile and accessibility rather than furthering mobility innovation and choice that Americans - in communities large and small, urban and rural - want. Barriers include:

- Changing the language from the original bill authorizing the federal share for MOD and MaaS, placing significant limitations to how those public-private partnerships can be deployed.
- Reframing the eligibility of MOD and MaaS services to provide only “new” services in areas such as low-density service or future technology-enabled MOD deployments, limiting transit agencies’ flexibility to set hours of operation and service planning.
- Creating conflict by prohibiting the use of federal funds for MOD/taxi services that may inadvertently restrict the provision of paratransit and other on demand shuttle operations.
- Adding confusion and potential barriers to the consideration of how the Secretary of Transportation can consider waivers on regulations in the public interest.
- Broadly restricting profit activity on data services, potentially reshaping the data sharing and data services currently offered between cities, state DOTs, transit agencies, private sectors partners and the public.
- Including MOD into innovation standards intended for Automated Vehicle deployments, equating almost-impossible-to achieve requirements and approvals for on-demand services already being provided by transit agencies with automated technologies not yet here.

Americans are asking for MOD services to make better and more sustainable mobility choices while investing in transit by extending the reach of transit to underserved communities.

**Please contact your T&I Committee members today.** Please also send a letter to the committee leadership urging them to replace the ANS language with the MOD language as introduced. Your letter should be addressed to Rep Peter DeFazio (Chair), Rep Sam Graves (Ranking Member), Rep Eleanor Norton Holmes (Highways & Transit Chair), Rep Rodney Davis (IL, Highways & Transit Ranking Member), and emailed to Madeleine Pike, [Madeleine.Pike@mail.house.gov](mailto:Madeleine.Pike@mail.house.gov) (Democratic committee staff) and Abigail Camp, [Abigail.Camp@mail.house.gov](mailto:Abigail.Camp@mail.house.gov) (Republican committee staff). Please also blind copy Ron Thaniel ([rthaniel@itsa.org](mailto:rthaniel@itsa.org)) and Amy Ford ([aford@itsa.org](mailto:aford@itsa.org)).

Let us know how we can help you explain the benefits of MOD and why they should reject the ANS for the language as introduced. Please provide members with local examples of how MOD is supporting transit and mobility choice in their districts. If they are unwilling to offer an amendment, ask them to make a strong statement supporting MOD and why it is important to their community.

Please contact Ron Thaniel ([rthaniel@itsa.org](mailto:rthaniel@itsa.org)) for more information on the markup and bill text. Please contact Amy Ford ([aford@itsa.org](mailto:aford@itsa.org)) for MOD talking points and additional background on our specific concerns with the language in ANS and how that language will weaken the potential of MOD.