

119TH CONGRESS
2^D SESSION

H. R. 8128

To foster greater deployment of same-day paratransit services for individuals with disabilities and to establish minimum standards for paratransit technology, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MARCH 26, 2026

Ms. SIMON introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To foster greater deployment of same-day paratransit services for individuals with disabilities and to establish minimum standards for paratransit technology, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Same-Day Paratransit
5 Innovation Act”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

1 (1) Mobility access is a fundamental pillar of
2 independence, equity, and dignity for individuals
3 with disabilities, enabling access to daily necessities
4 and the opportunity to participate in a well-rounded,
5 connected life that would otherwise be out of reach.

6 (2) According to the Department of Transpor-
7 tation Bureau of Transportation Statistics (BTS),
8 an estimated 18,600,000 Americans have travel-lim-
9 iting disabilities that could necessitate reliance on
10 paratransit services to access employment, edu-
11 cation, healthcare, and community life, yet they face
12 significant and ongoing barriers to achieve mobility,
13 equity, and inclusion.

14 (3) Over 80 percent of the young adults with
15 disabilities surveyed by the National Aging and Dis-
16 ability Transportation Center (NADTC) stated that
17 they're often held back from activities because of
18 lack of transportation or inability to drive, resulting
19 in them feeling isolated, frustrated, and even
20 trapped without reliable same-day transit, with ac-
21 cess barriers compounded by income level, vehicle
22 ownership, and strict or outdated eligibility and
23 scheduling policies.

24 (4) The Census Bureau projects that almost 1
25 in 4 Americans will be aged 65 or older and the

1 number of people over age 85 will triple by 2060,
2 thereby increasing already constrained paratransit
3 demand.

4 (5) The transportation provisions of the Ameri-
5 cans with Disabilities Act of 1990 (ADA) only re-
6 quire that complementary paratransit be operated on
7 a next-day basis, requiring riders with disabilities to
8 know and schedule all trips at least 24 hours in ad-
9 vance and leaving no flexibility to adjust to last
10 minute or day-of changes in plans.

11 (6) The lack of flexible, same-day transpor-
12 tation options hinders the lives and opportunities of
13 persons with disabilities, negatively impacting their
14 independence and participation in civic life and con-
15 tributing to the 10 percent unemployment rate
16 among working-age Americans with disabilities in
17 July 2025, as reported by the Bureau of Labor Sta-
18 tistics.

19 (7) Technological advancements and product of-
20 ferings now allow transit agencies to schedule and
21 provide same-day paratransit services through dy-
22 namic trip matching, real-time route optimization,
23 and the integration of multiple service providers
24 through API or related mechanisms, all accessible
25 through user-friendly mobile applications.

1 (8) In 2023, the Federal Transit Administra-
2 tion published a Dear Colleague letter to the transit
3 industry extolling the benefits and opportunities for
4 deploying same-day paratransit using existing for-
5 mula funding.

6 (9) Whereas, same-day paratransit has been
7 proven to improve transit agency cost and service ef-
8 ficiencies, highlighted by MBTA’s RIDE Flex pro-
9 gram, which saw total trips increase by 53 percent
10 and operational spend decrease by 6 percent over 3
11 years with the integration of a same-day service, per
12 the Federal Transit Administration’s Transit Coop-
13 erative Research Program (TCRP).

14 (10) Congress recognizes the urgent need to
15 modernize and expand same-day paratransit options
16 through formula funding to incentivize transit agen-
17 cies to provide same-day paratransit services that
18 foster innovation and empower individuals with dis-
19 abilities to choose the mobility solution that best fits
20 their needs.

21 **SEC. 3. ACCESSIBILITY INNOVATION SAME-DAY PARA-**
22 **TRANSIT.**

23 (a) IN GENERAL.—Section 5310(d) of title 49,
24 United States Code, is amended—

1 (1) in paragraph (1), by inserting “except that
2 a grant for a capital project directly related to the
3 provision of same-day paratransit services shall be in
4 an amount equal to 90 percent of the net capital
5 costs of the project, as determined by the Sec-
6 retary.” after “Secretary”; and

7 (2) by amending paragraph (2) to read as fol-
8 lows:

9 “(2) OPERATING ASSISTANCE.—A grant made
10 under this section for operating assistance may not
11 exceed an amount equal to—

12 “(A) 50 percent of the net operating costs
13 of the project, as determined by the Secretary;

14 “(B) 70 percent of the net operating costs
15 of a project to provide same-day paratransit
16 service in compliance with the minimum stand-
17 ards established by the Administrator; or

18 “(C) 80 percent of the net operating costs
19 of a project to provide same-day paratransit
20 service in compliance with the minimum stand-
21 ards established by the Administrator and using
22 vehicles operated exclusively by personnel em-
23 ployed by the recipient for same-day paratransit
24 service.”.

1 (b) URBANIZED AREA FORMULA GRANTS.—Section
2 5307(d) of title 49, United States Code, is amended—

3 (1) in paragraph (1), by inserting “, except that
4 a grant for a capital project directly related to the
5 provision of same-day paratransit services shall be in
6 an amount equal to 90 percent of the net capital
7 costs of the project, as determined by the Sec-
8 retary.” after “the project”; and

9 (2) by amending paragraph (2), to read as fol-
10 lows:

11 “(2) OPERATING ASSISTANCE.—A grant made
12 under this section for operating assistance may not
13 exceed an amount equal to—

14 “(A) 50 percent of the net operating costs
15 of the project, as determined by the Secretary;
16 or

17 “(B) 70 percent of the net operating costs
18 of a project to provide same-day paratransit
19 service in compliance with the minimum stand-
20 ards established by the Administrator; or

21 “(C) 80 percent of the net operating costs
22 of a project to provide same-day paratransit
23 service in compliance with the minimum stand-
24 ards established by the Administrator and using
25 vehicles operated exclusively by personnel em-

1 employed by the recipient for same-day paratransit
2 service.”.

3 (c) FORMULA GRANTS FOR RURAL AREAS.—Section
4 5311(g) of title 49, United States Code, is amended—

5 (1) in paragraph (1)(A), by inserting “, except
6 that a grant for a capital project directly related to
7 the provision of same-day paratransit services shall
8 be in an amount equal to 90 percent of the net cap-
9 ital costs of the project, as determined by the Sec-
10 retary.” after “Secretary”; and

11 (2) by amending paragraph (2), to read as fol-
12 lows:

13 “(2) OPERATING ASSISTANCE.—

14 “(A) A grant made under this section for
15 operating assistance may not exceed an amount
16 equal to—

17 “(i) 50 percent of the net operating
18 costs of the project, as determined by the
19 Secretary;

20 “(ii) 70 percent of the net operating
21 costs of a project to provide same-day
22 paratransit service in compliance with the
23 minimum standards established by the Ad-
24 ministrator; or

1 “(iii) 80 percent of the net operating
2 costs of a project to provide same-day
3 paratransit service in compliance with the
4 minimum standards established by the ad-
5 ministrator, as determined by the secretary
6 and using vehicles operated exclusively by
7 personnel employed by the recipient for
8 same-day paratransit service.

9 “(B) EXCEPTION.—A State described in
10 section 120(b) of title 23 shall receive a Gov-
11 ernment share of the net operating costs equal
12 to 62.5 percent of the Government share pro-
13 vided for under paragraph (1)(B).”.

14 **SEC. 4. PARATRANSIT SOFTWARE AND TECHNOLOGY MIN-**
15 **IMUM STANDARDS.**

16 (a) IN GENERAL.—Section 5310 of title 49, United
17 States Code, is amended by adding at the end—

18 “(j) PARATRANSIT SOFTWARE MINIMUM STAND-
19 ARDS.—

20 “(1) IN GENERAL.—No later than 1 year after
21 enactment of this Act, the Administrator shall issue
22 minimum standards for Americans with Disabilities
23 (ADA) paratransit software and technologies pro-
24 cured pursuant to this section.

1 “(2) STANDARDS.—The Administrator shall
2 consider the following in developing the guidance de-
3 scribed in the subsection (a):

4 “(A) Accessibility of applications including
5 compliance with Web Content Accessibility
6 Guidelines 2.1 (WCAG 2.1) or any subsequent
7 version of such Guidelines.

8 “(B) Cybersecurity of applications includ-
9 ing compliance with System and Organization
10 Controls 2 (SOC 2) and ISO 27001, and any
11 successor standard.

12 “(C) Data storage on cloud infrastructure
13 located in the United States.

14 “(D) Integration of multiple service pro-
15 viders—including but not limited to paratransit
16 operated by a transit agency or contractor,
17 taxis, and transportation networking companies
18 (TNC)—through API or related mechanisms,
19 and the ability to move trips between service
20 providers.

21 “(E) Real-time route optimization and dy-
22 namic trip scheduling, with the ability to utilize
23 some of the extra capacity on ADA paratransit
24 fleet to provide same-day paratransit service.

1 “(F) Ability to book on digital booking
2 interfaces that can integrate all service pro-
3 viders.

4 “(G) Data sharing and agency portal sys-
5 tems, including an open API to enable integra-
6 tion to third party systems while protecting per-
7 sonally identifiable information of riders and
8 capable, if approved by the recipient, of pro-
9 viding the recipient with the ability to share
10 data with their metropolitan planning organiza-
11 tion, State, and local government access to
12 anonymized data for transportation planning,
13 real time operations data, and rules.

14 “(H) Safeguards necessary to ensure that
15 all data generated by the provision of service or
16 paid for by the recipient is owned by the recipi-
17 ent and cannot be withheld or limited, nor may
18 the provider condition access to such data, in
19 any manner.

20 “(I) Such other considerations as the Ad-
21 ministrator determines necessary to advance the
22 needs of riders, transit agencies and providers,
23 and that ensure that investments are future-
24 proofed to accommodate emerging technological
25 and operational developments.

1 “(3) **STAKEHOLDER CONSULTATION.**—In devel-
2 oping the minimum standards described in para-
3 graph (1), the Administrator shall consult with rel-
4 evant stakeholders including—

5 “(A) transit agencies and transit industry
6 associations;

7 “(B) paratransit riders with disabilities;

8 “(C) organizations representing riders with
9 disabilities;

10 “(D) United States Access Board;

11 “(E) labor organizations representing
12 frontline public transportation workers;

13 “(F) transit technology providers;

14 “(G) for-hire transportation providers; and

15 “(H) cybersecurity experts.

16 “(4) **LIMITATION.**—Beginning not later than 1
17 year after final minimum standards are published by
18 the Administrator, no funds awarded under section
19 5307 or 5310 shall be used to acquire or utilize
20 third-party software for the provision of paratransit
21 services that does not meet the minimum standards
22 established under paragraph (1).

23 “(5) **FINAL STANDARDS.**—Beginning not later
24 than 2 years after final minimum standards are
25 published by the Administrator, no funds awarded

1 under section 5311 shall be used to acquire or utilize
2 third-party software for the provision of paratransit
3 services that does not meet the minimum standards
4 established under paragraph (1).”.

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