

**Suggested common statement by Advanced Transit Communities (TBD), Select University/Research organizations, and Supporting Organizations**

*Please see the full list of all current signatures at the bottom of this document*

**In 1963, JFK started our journey to the moon in one sentence. Today we choose a better path for life here on earth. We launch a new community-driven framework for future mobility by providing solutions for tomorrow.**

**The mobility of the future can be much better than today - or not.**

If we colonized a pristine new planet, would we just repeat what we do here on earth with poor mining practices, wasteful use of earth's resources, and traditional mobility solutions that are slow, expensive, polluting, and dangerous?

Today's transport is based on 100-year-old technologies that depend on inefficient conversion of thermal energy from the combustion of biological waste (fossil or new) and to a lesser extent on the direct energy generation of the sun (or nuclear power). Additionally, various mobility infrastructures have developed in step with breakthroughs in various technologies: canal, rail, paved road, shipping and aviation. Thus, an inefficient division arose between different mobile sectors: short- and long-distance traffic, passenger and freight traffic, private and public travel. In most large cities, surface transportation takes up 30% - 70% of land area, contributing to increased stormwater runoff, heat island effect, and increased travel distances. Mobility and transportation are deeply connected to biological diversity, Global Warming, and ever more urgent issues of climate adaptation.

We humans are healthier and feel better with the daily physical movement of walking and cycling to everyday destinations. Remote work and online shopping means the number of necessary trips is significantly reduced - and dependence on screens reduces our physical activity further. Face-to-face meetings are becoming increasingly rare, which worries psychologists and social scientists. State leaders and decision-makers travel across the globe to reach agreements or at least understand each other better in face-to-face meetings. Even within countries and cities, we need to meet at all levels so as not to misinterpret each other. We need a reasonable balance between physical transport and online meetings for human society to function best. Thus, good networks are needed for physical meetings, goods transport, and digital communications. Most community planning actors – whether in research, traditional transport infrastructure, traffic planning, vehicle manufacturing, or any level of government planning – apply very short-term perspectives when it comes to the development of mobility. The classic public transport model was developed in the London area over 100 years ago when it was necessary to move masses of workers from the countryside to the concentrated new industry in the growing city; trains, buses, and subways became the solutions to gather the new industrial proletariat for long working days in London's growth zones.

With the development of prosperity, driving became the dominant way to travel. Today, political will is building to improve public transport along with increasing pedestrian and cycling traffic. Yet, there is still today a reluctance to try any new technology that is not road based.

The Climate Crisis that human society has created is now showing its dangerous and destructive effects. Development of digital tools and AI requires a total overhaul of how we live and operate on the entire globe. Physical mobility provided by the transportation sector is a crucial part of the new reality. Traditional transport forms with inefficient use of energy, material resources, and surface-area are ripe for disruption.

**Change is possible.** By connecting research and brilliant minds with forward looking and responsible policy makers, we can change course from the deeply worrisome path we are currently walking. That is why we - the signatories of this document - have decided to support a framework for future mobility. We have drafted a set of criteria with the characteristics we strive to achieve. We encourage inventions, research and development of solutions **based on this framework:**

- Technology that improves everyone's access to good mobility
- Cost effective service, both for the poor and the wealthy
- Safe, quick, and efficient transport
- Quiet with limited vibration
- Minimal use of surface space, leaving space for biodiversity
- High energy efficiency per passenger, using only renewable sources
- Flexible, regardless of geography, topography, etc.
- Flexible, multi-use infrastructure for people, goods, and utilities.
- Resilient to increasingly bad weather; climate adaptation is a must.
- Improves the quality of life and liveability of both urban and rural areas.

Preliminary List of Signatories (confirmed in **Green**):

Cities and Communities

Universities and Research

Supporters

<p><b>AACIDs Atlanta, GA, USA</b>            Jacksonville FL, USA            San Jose, CA, USA            Greenville SC, USA            Morgantown, WV, USA            Cebu City, Philippines            Noida City, India            Arlanda Airport, Sweden</p>	<p>San Jose State University, CA, USA            Royal Institute of Technology, Sweden            Stockholm University, Sweden</p>	<p><b>International Institute of Sustainable Transportation, CA, USA</b>  <b>Sustainable Mobility System for Silicon Valley, CA USA</b>  <b>Advanced Transit Association USA</b>  <b>4Dialog AB, Sweden</b>            Glydways Inc. CA, USA            Swyft Cities, CA, USA            Modutram, MX            Vectus PRT, South Korea  <b>LoopWorks, CA, USA</b></p>
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