

## **INTRODUCTION AND OVERVIEW**

This document is a hypothetical legislative Senate bill. The purpose for creating this bill is to suggest a possible legislative approach to defining minimum standards for physiological health, safety, and comfort required of mass transportation conveyances. This document is meant to stimulate discussion and encourage national policy dialogue.

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**Calendar No. #**

# CONGRESS  
# SESSION

**S. #**

**To define the physiological health, safety, and comfort requirements for mass  
transportation conveyances in order to minimize detrimental impacts to  
public health and behavior.**

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**IN THE HOUSE OF REPRESENTATIVES**

[date]

[elected representative] (for Mr. R. Lewis of North Carolina) introduced the  
following bill.

# **A BILL**

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TO DEFINE THE PHYSIOLOGICAL HEALTH, SAFETY, AND COMFORT  
REQUIREMENTS FOR MASS TRANSPORTATION CONVEYANCES IN  
ORDER TO MINIMIZE DETRIMENTAL IMPACTS TO PUBLIC HEALTH  
AND BEHAVIOR.

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

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4            (a) *SHORT TITLE.* – *This act may be cited as the “Mass Transportation*  
 5 *Environmental Act” (MTE).*

6            (b) *TABLE OF CONTENTS.* –

*Sec. 1. Short title, table of contents.*

*Sec. 2. General definitions.*

*Sec. 3. Supersession.*

*Sec. 4. Overview.*

*Sec. 5. Effective date.*

TITLE I – REQUIREMENTS

*Sec. 101. Requirements.*

*Sec. 102. Exceptions.*

*Sec. 103. Specific rules.*

TITLE II – RESPONSIBILITIES

*Sec. 201. Enforcement.*

7 **SEC. 2. GENERAL DEFINITIONS.**

8            (1) The term “mass transportation conveyance” (MTC hereafter), shall  
 9 mean any machine or device capable of transporting more than five persons  
 10 concurrently, available for hire and use by the general public, and having at least  
 11 one published route covering a travel distance more than ten statute ground miles  
 12 or 65,000 feet MSL vertically.

13            (2) The term “person” shall also be equivalent to passenger or  
 14 crewmember.

15 **SEC. 3. SUPERSESSION.**

16            All laws in conflict with this legislation are hereby declared null and void.

17 **SEC. 4. OVERVIEW.**

18            A mass transportation conveyance (MTC), such as an aircraft, bus, ferry  
 19 boat, or train creates a situation where a large number of persons are assembled in  
 20 very close proximities. The MTC operator (company and pilot/captain) has an  
 21 obligation to preserve the public well-being during conditions of close proximity.

1 Public well-being requires more than safety of the mass transportation operation.  
2 It also requires means and measures to minimize negative consequences that occur  
3 from close proximity of persons. Two consequences are particularly important –  
4 airborne disease transmission and medical and behavioral problems induced by  
5 the stress of excessively close proximities imposed by the physical design and  
6 configuration of the conveyance. Because increasing the number of persons in a  
7 given space can make operating a MTC more profitable the MTC operator faces  
8 economic pressure to impose proximities that are not in the public best interests,  
9 thus causing the need for legislative standards.

10 ***SEC. 5. EFFECTIVE DATE.***

11 (1.) The provisions in this bill shall become effective twelve months from  
12 approval.

13 **TITLE I – REQUIREMENTS**

14 ***SEC. 101. REQUIREMENTS***

15 (1.) In order to minimize prolonged induced physiological stress and  
16 thereby lessen the probability of undesirable long term public health impacts, and  
17 to lessen the probability of stress induced or triggered acts of aberrant or violent  
18 behavior, all MTCs must provide a minimum accommodation type and per  
19 passenger physical space:

20 (a.) Transportation durations exceeding 30 minutes require seating for each  
21 passenger (and crew), and that seating shall provide each seated person a  
22 minimum space front-to-back of 36 inches, width of 24 inches, and height of 72  
23 inches.

24 (2.) In order to maximize air quality and thereby lessen the probability of  
25 public airborne disease transmission and exacerbation of degraded pulmonary  
26 conditions, especially among elderly persons, all MTCs must provide a minimum  
27 atmospheric environment:

28 (a.) Any MTC with a completely enclosed passenger (and crew) area must  
29 have a ventilation system capable of replacing or recycling the entire air volume  
30 of the enclosed area every 15 minutes, or the equivalent air flow rating in Cubic

1 Feet per Minute (CFM), and that has an incoming and outgoing air filter system  
2 rated as high efficiency capable of blocking 60% of airborne pathogens.

3 (i.) Any MTC with a ventilation system must use the system 95% of the  
4 time a person or persons are present in the enclosed area.

5 (ii.) Any filter(s) used by the ventilation system must be changed or  
6 serviced as appropriate within 12 hours of recommended interval.

7 (b.) Any MTC with a completely enclosed passenger (and crew) area must  
8 have atmospheric heating/cooling capability, capable of maintaining enclosure air  
9 temperature between 60 and 80 degrees Fahrenheit. The enclosure air temperature  
10 must be maintained within this temperature range 95% of the time when  
11 passengers are present for the purpose of transport.

12 (c.) Any MTC with a completely enclosed and airtight passenger (and  
13 crew) area must provide an atmosphere approximating the pressure and oxygen  
14 content typical at 5,000 feet MSL, as a minimum.

15 *SEC. 102. EXCEPTIONS.*

16 (1.) School buses in use by an educational institution are exempt from the  
17 provisions of this legislation when transporting the enrolled students of the  
18 institution.

19 (a.) Emergency and medical vehicles and craft are exempt from the  
20 provisions of this legislation.

21 *SEC. 103. SPECIFIC RULES.*

22 (1.) Reserved for future use.

23 **TITLE II – RESPONSIBILITIES**

24 *SEC. 201. ENFORCEMENT.*

25 (1.) The Department of Transportation (DOT), shall be responsible for  
26 enforcement of this legislation for all ground-traveling, land-based MTC vehicles  
27 and devices. In the case of ambiguity the DOT shall have authority to decide and  
28 assign enforcement authority.

29 (2.) The Federal Aviation Administration (FAA), shall be responsible for  
30 enforcement of this legislation for all air-traveling MTC aircraft.

1           (3.) The United States Coast Guard (USGA), shall be responsible for  
2 enforcement of this legislation for all marine craft and vessels.  
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