

Last Week In Innovative Mobility

August 25 - 31, 2025



Angela John

AUTOMATED VEHICLES

The Texas state legislature passes **Senate Bill 2807** to address safety concerns around automated vehicles (AVs). This bill requires AV companies to obtain a permit from the Texas Department of Motor Vehicles and develop first responder safety plans. Although Waymo has provided training to over 1,000 Austin police officers and firefighters, a representative from the City of Austin reports continued challenges with police hand signaling and AVs.

AUTOMATED VEHICLES

Robomart is developing a **Level 4 autonomous electric vehicle (EV) designed for deliveries of up to 500 pounds**. The vehicle is equipped with ten climate-controlled lockers, enabling it to handle multiple orders simultaneously, and has an estimated range of 112 miles. The company plans to launch its automated delivery service in Austin, Texas, in late 2025, charging a flat delivery fee of \$3.



Robomart

ELECTRIC VEHICLES

ChargePoint has partnered with Eaton to develop the **ChargePoint Express Grid, a new electric EV charging station**. The system uses direct current power supplied by a custom microgrid that integrates solar panels and battery storage. ChargePoint plans to make the Express Grid available to both individual drivers and fleet operators starting in 2026.



InsideEVs

SHARED MICROMOBILITY

The Massachusetts Bay Transportation Authority implements a **solar-powered shared e-bike charging hub**. The shared e-bike hub charges the bikes via rooftop solar and battery power, allowing for easy deployment and no existing electrical infrastructure. MetroMobility explains the simple design will make it easy to scale manufacturing and reduce operating costs compared to other shared e-bike models.



Cities Today/Metro Mobility

TNCs/RIDEHAILING

Governor Gavin Newsom has announced an agreement that allows **Uber and Lyft drivers to unionize under Assembly Bill (AB) 1340, while also reducing the insurance coverage requirements for transportation network companies (TNCs) under Senate Bill (SB) 371**. Although TNCs oppose AB 1340, they stand to benefit from lower insurance costs—a savings that is often passed on to passengers. AB 1340 also overrides Proposition 22, which had previously prohibited TNC driver unionization.



Craig Lee/The Examiner

Visit tsrc.berkeley.edu to sign up for our weekly newsletters!

Follow us on X @InnovMobility

Innovative Mobility Research (IMR) focuses on the future of mobility and is based at the Transportation Sustainability Research Center at the University of California, Berkeley

