

# 2016 Ridesharing Reforms

## Expand Mobility and Help the Environment

- Californians are sharing millions of rides per month using apps like Lyft.
- Popular carpooling features like Lyft Line are increasing vehicle occupancy and taking cars off the road.
- Mainstream adoption of ridesharing by drivers and passengers is making transportation more accessible, affordable, and sustainable.
- Reforms are needed to ensure the continued growth of participation in ridesharing.

### Support AB 1360 (Ting): Removes an outdated barrier to high-occupancy shared rides

- Products like Lyft Line allow multiple parties to ride together in a personal vehicle and split the cost, reducing VMT and making rides more affordable.
- Lyft Line aids California's efforts to promote carpooling and cut fuel consumption. Half of Lyft rides in San Francisco are now Line rides.
- Lyft solves the last-mile problem, expanding access to public transit and decreasing the need for car ownership.
- AB 1360 updates Section 5401 of the Public Utilities Code to allow Transportation Network Companies to charge individual fares for shared rides, a necessary aspect of Lyft Line.

#### Supporting organizations:

- Natural Resources Defense Council
- TransForm
- Coalition for Clean Air
- Internet Association
- TechNet
- Climate Resolve
- Bay Area Council
- Clean Coalition
- SPUR
- Environment California
- Environmental Defense Fund
- Planning & Conservation League
- Valley Industry & Commerce Association
- Southern California Association of Governments
- Los Angeles Chamber of Commerce
- San Francisco Chamber of Commerce
- Orange County Business Council
- San Francisco African American Chamber of Commerce
- Brea Chamber of Commerce
- Orange County Supervisor Michelle Steel
- SF Transit Riders Union
- Caltrain
- Climate Resolve
- Metropolitan Transportation Commission
- Silicon Valley Leadership Group

### Support AB 828 (Low): Clarifies that ridesharing drivers don't need commercial license plates

- Ridesharing will only achieve its environmental potential if everyday commuters can easily participate.
- The median TNC driver drives only 15.74 hours per month, showing that most drivers are only occasional participants.
- AB 828 codifies the CPUC's intent that ridesharing be accessible to everyday drivers, without requiring them to go through the costly and onerous process of re-registering their vehicles commercially.

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- Commerce
- Brea Chamber of Commerce
- Orange County Supervisor Michelle Steel
- Southern California Association of Governments
- TechNet
- The Internet Association
- Sidecar
- Uber
- California Chamber of Commerce