



How Governments Can Promote Shared Mobility

May 2019

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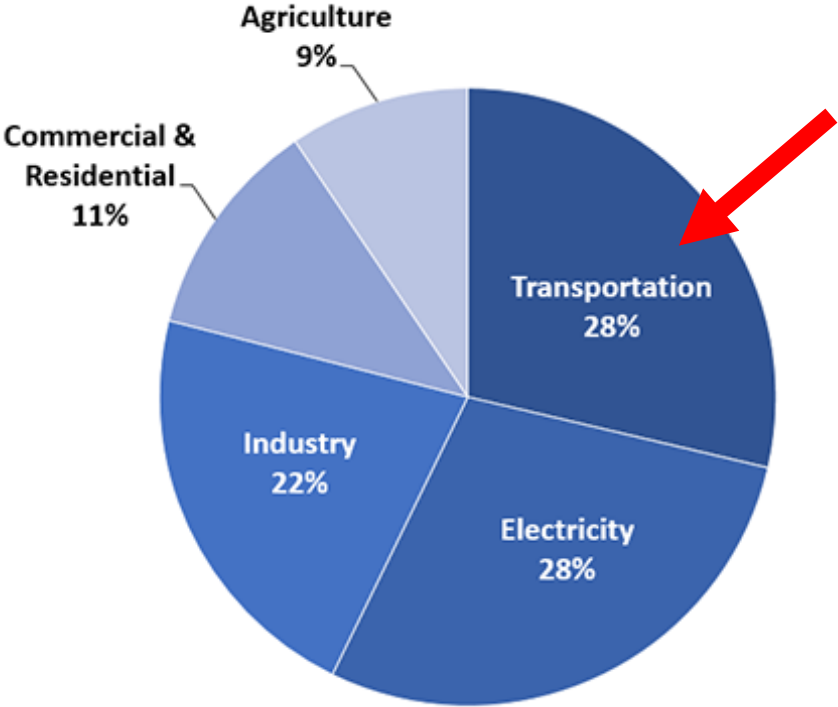
We face major transportation challenges in the United States



Congestion/ overloaded infrastructure



GHG emissions



Economic + Social Mobility

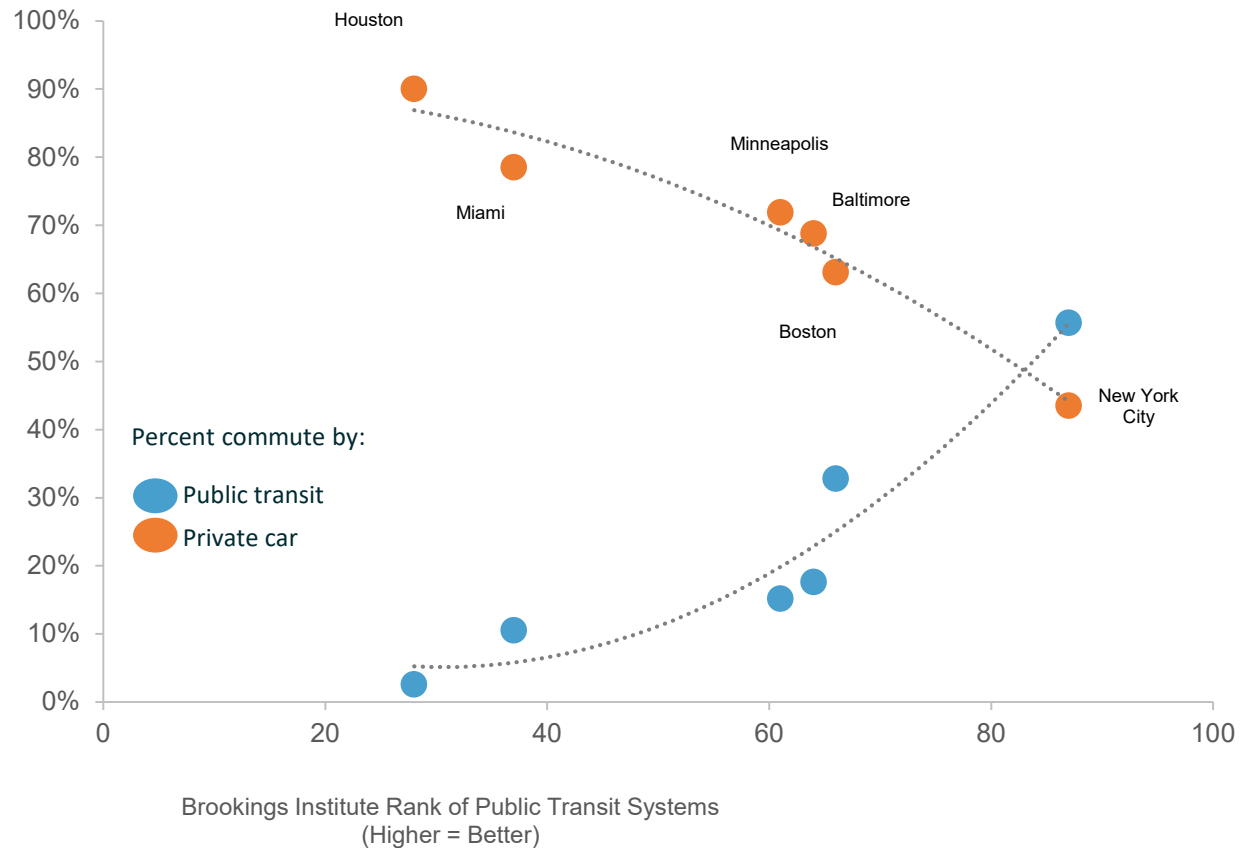
In U.S. metropolitan areas, only **25%** of low- and middle-skill jobs are accessible by public transit **within 90 mins** (Brookings)

85% of Americans commute by car
90% of those drive alone

The private car vs. public transportation



Public transit can replace the private car, but existing solutions are inefficient or too costly

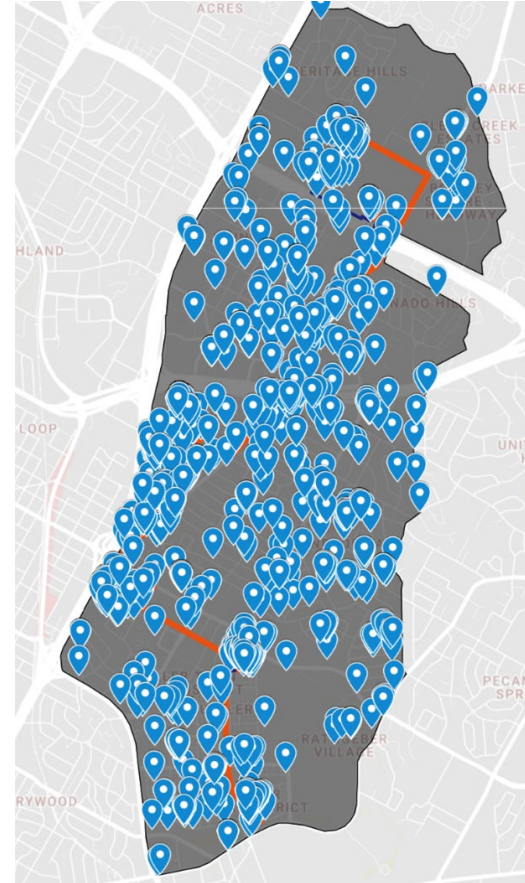
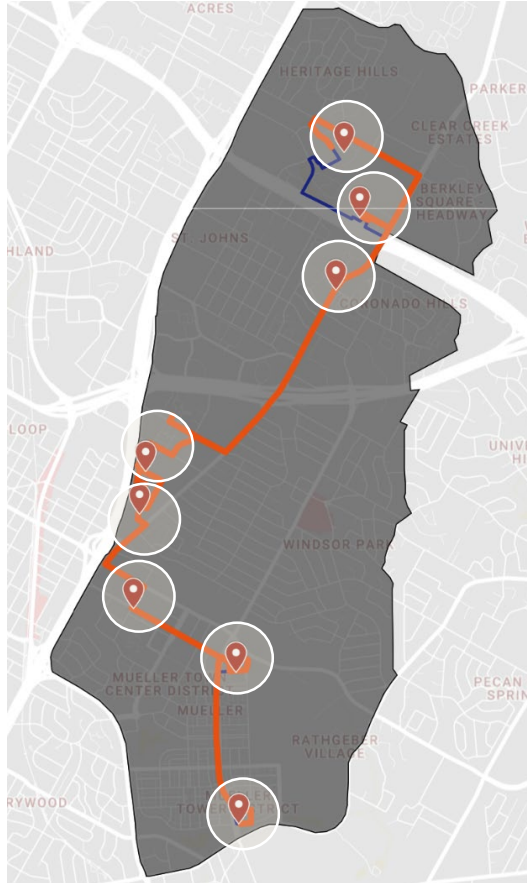


On-demand shuttle networks: efficient, accessible affordable transit



Traditional bus systems

- Long walks to and from bus stops
- Expensive, slow-moving vehicles
- Unpredictable and often long wait times
- Fixed routes that can't adjust to traffic



Via: on-demand public transit

- Corner-to-corner trips with same quality of service throughout zone
- Dynamic routes adapt to real-time traffic + demand
- Lower operating cost and higher ridership
- Includes WAVs, solutions for unbanked, call dispatch



The world's first on-demand transit system operating at scale on a global basis



Rides completed

50mm

Global deployments

60+

Funding

\$450mm



*Launching soon



Experts agree!



“THE ANSWER IS POOLING. If the question, is how to ameliorate traffic **congestion**, the answer is pooling. If it's how to reduce **climate change**, still pooling. **Social equity**? Also pooling. Soaring transportation **infrastructure costs**? Pooling! What to do about the potential negative effects of **automated vehicles** (AVs)? Pooling.

Going forward, **pooling must be the principal focus of our thinking and actions related to transportation.**”

Whether we use shared modes has enormous consequences for an AVs future



Three Revolutions in Urban Transportation

Business-as-Usual Scenario

20th Century Technology

Through 2050, we continue to use vehicles with internal combustion engines at an increased rate, and use transit and shared vehicles at the current rate, as population and income grow over time.



2 Revolutions (2R) Scenario

Electrification + Automation

We embrace more technology. Electric vehicles become common by 2030, and automated electric vehicles become dominant by 2040. However, we continue our current embrace of single-occupancy vehicles, with even more car travel than in the BAU.



3 Revolutions (3R) Scenario

Electrification + Automation + Sharing

We take the embrace of technology in the 2R scenario and then maximize the use of shared vehicle trips. By 2030, there is widespread ride sharing, increased transit performance—with on-demand availability—and strengthened infrastructure for walking and cycling, allowing maximum energy efficiency.



Number of Vehicles on the Road by 2050 = 250 million vehicles



CO₂ Emissions by 2050 = 500 megatonnes of CO₂



More sharing through smarter regulatory and tax policies at the state + local level



The **GOOD**: New York City

- comprehensive congestion pricing
- \$2.75 on single passenger ridehailing, \$0.75 for pooled

The **BAD**: Washington, DC

- 6% tax on every booking

The **UGLY**: Chicago

- 72 cents on every booking, regressive + disproportionately taxes pooled rides

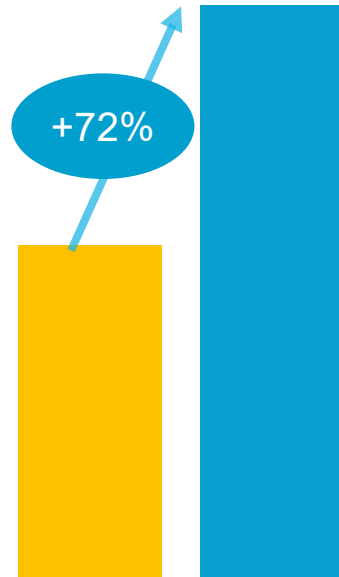
More sharing through public-private partnerships to deploy on-demand, dynamic transit



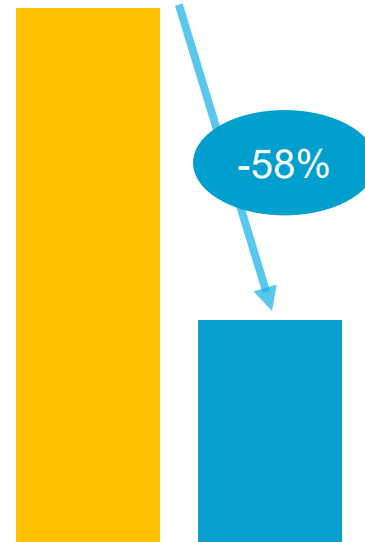
Daily ridership



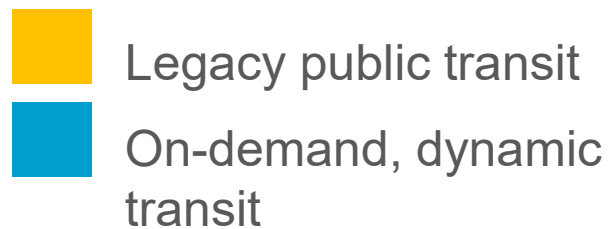
Utilization



ETA



Cost per ride



Federal policy also has a major role to play



Raising \$\$ Smartly

- **"I'm going to propose that we have a national VMT pilot."**

- Rep. De Fazio (D-Or)

- **"We can fix the Trust Fund for the long-term with a VMT program."**

- Rep. Graves (R-Mo)

Spending \$\$ Effectively

- **Competitive grants that encourage innovation in transit + public/private partnerships (e.g. FTA MOD Sandbox)**

- **More flexibility but with stronger performance metrics + accountability**

A closing thought on the future



“When it comes to cars, what we learned early in life still holds true — sharing makes everything better.”

Lewis Fulton, UC Davis





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