



# How We Can Promote Shared Mobility

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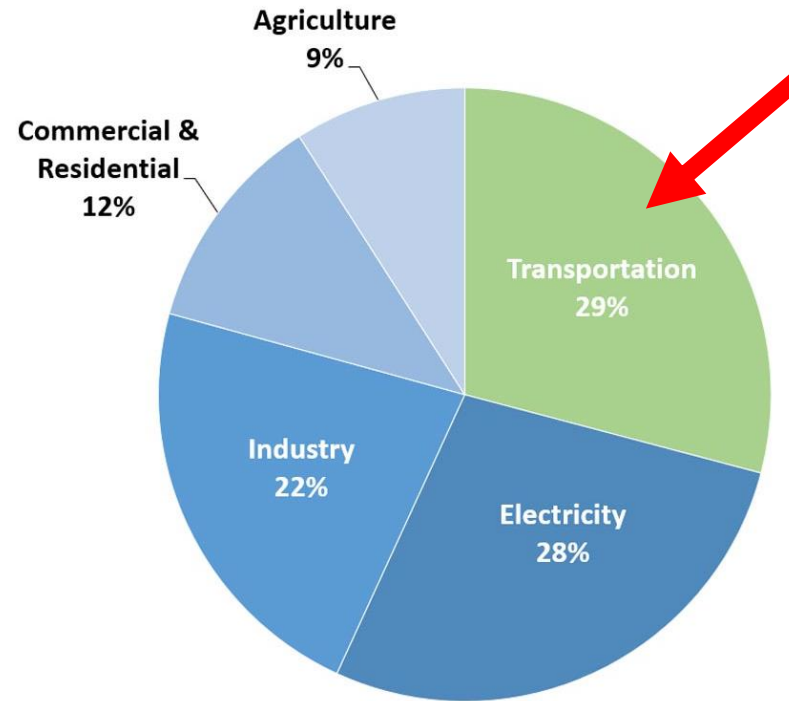
# We face major transportation challenges in the United States



## 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

# Autonomous vehicles have the potential to help solve or exacerbate these challenges



## 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



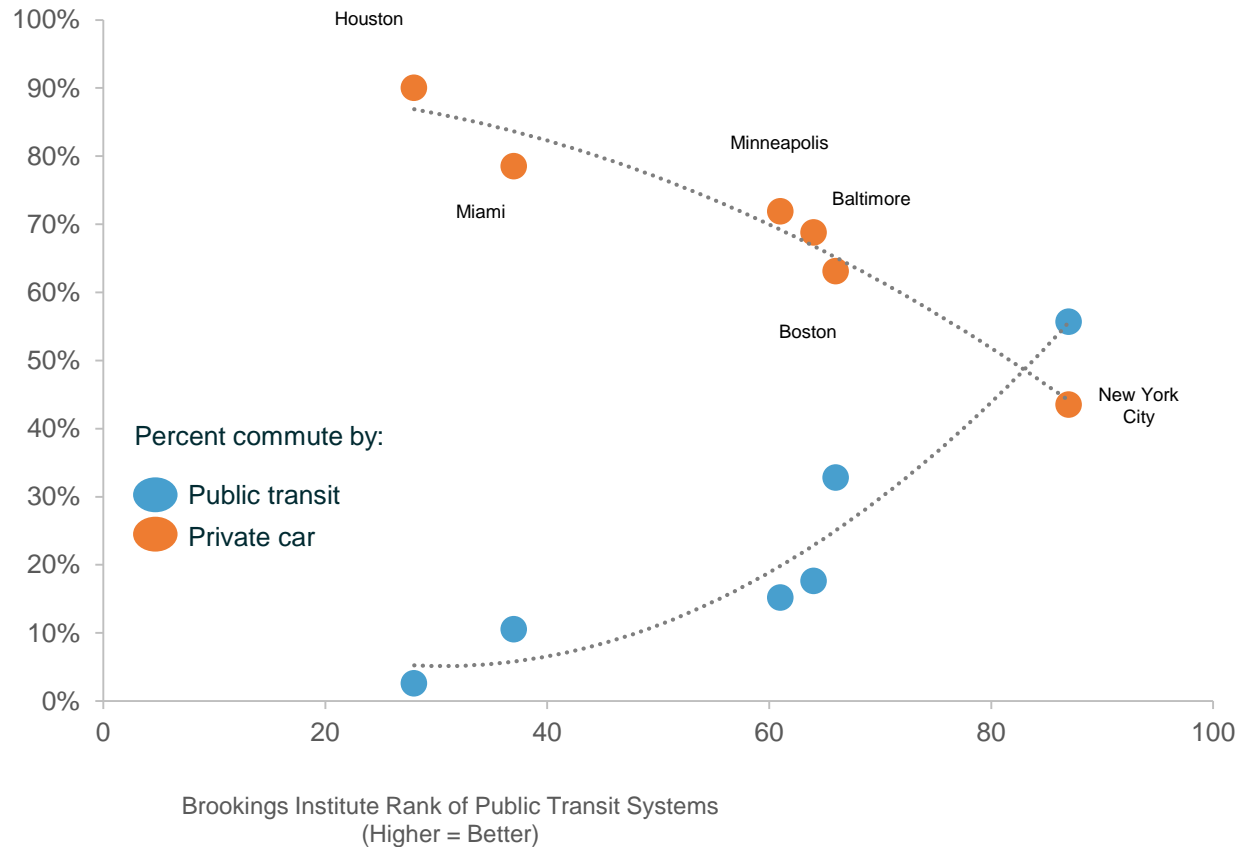
CO<sub>2</sub> Emissions by 2050  = 500 megatonnes of CO<sub>2</sub>



# The private car vs. public transportation



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

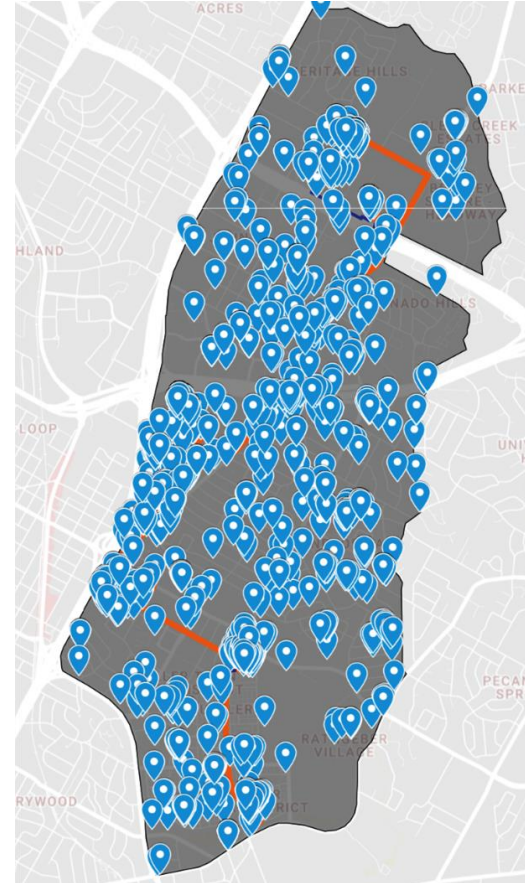
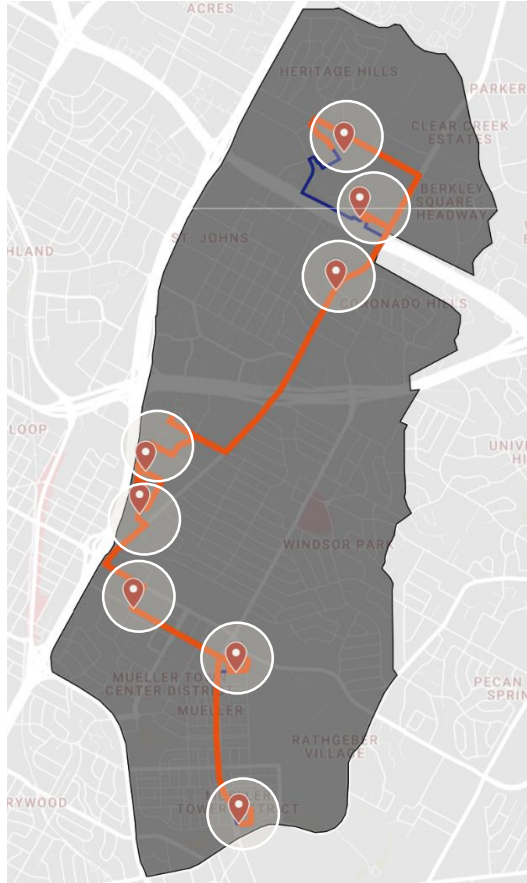


# On-demand, dynamic shuttle networks: efficient, affordable, accessible transit



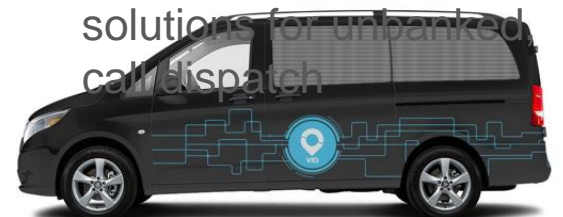
## Traditional bus systems

- 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 whole 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

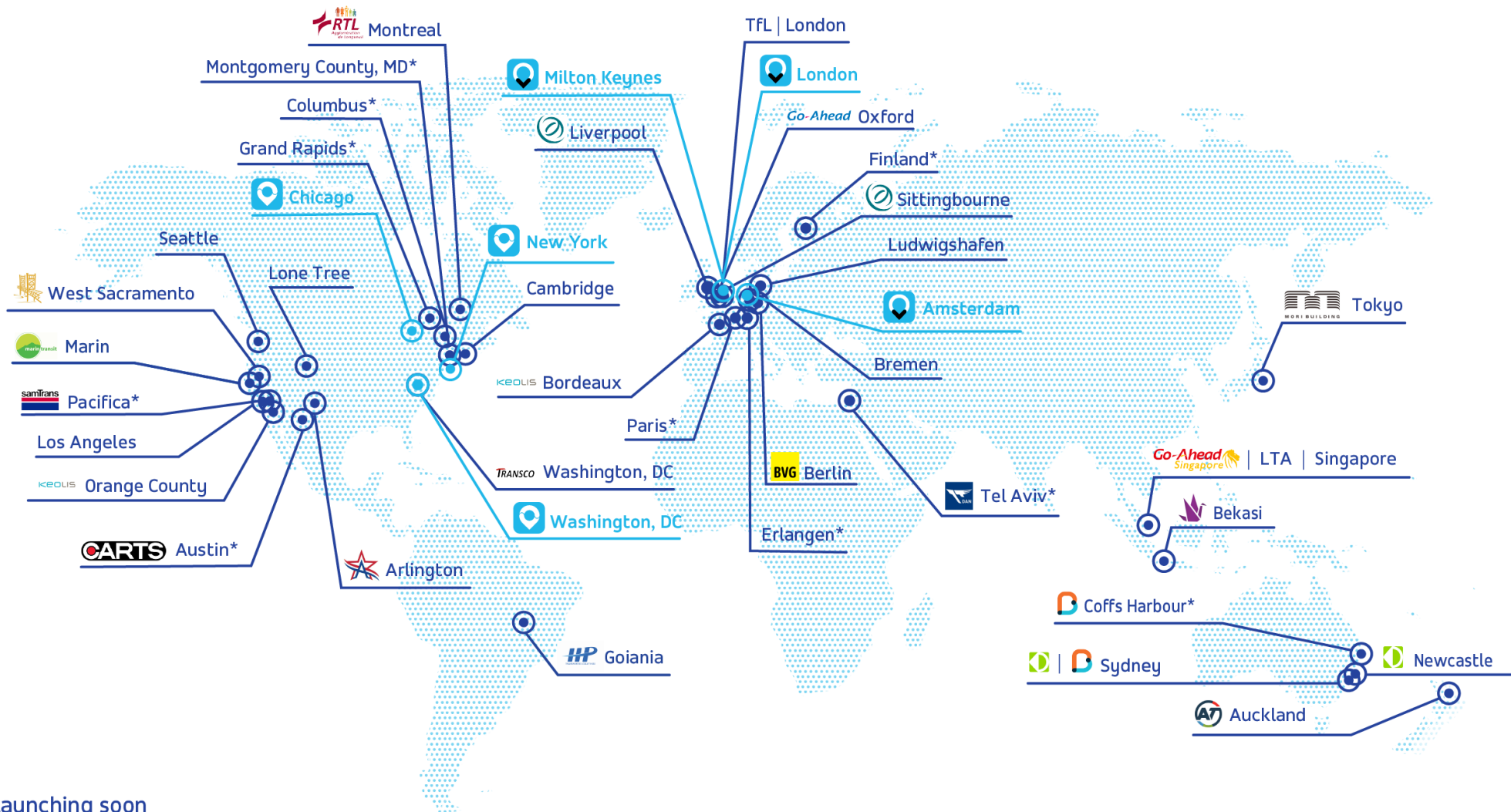
**50mm**

Global deployments

**60+**

Funding

**\$450mm**



\*Launching soon

# Via's partnerships with cities, transit agencies, and operators cover a wide variety of use cases



## Los Angeles + Seattle

First/last mile service to transit hubs with focus on low-income neighborhoods



## Arlington, TX

The only public transit service in a city that for decades was largest in U.S. with no transit



## Sittingbourne, UK

Connecting people to jobs and a rail station in a suburban/rural area



Berliner Verkehrsbetriebe

## Berlin

A mainly electric fleet of of 150 vehicles (growing to 300) - largest on-demand public transit deployment in world





# Experts agree on the importance of shared rides!



**“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.”**

# 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

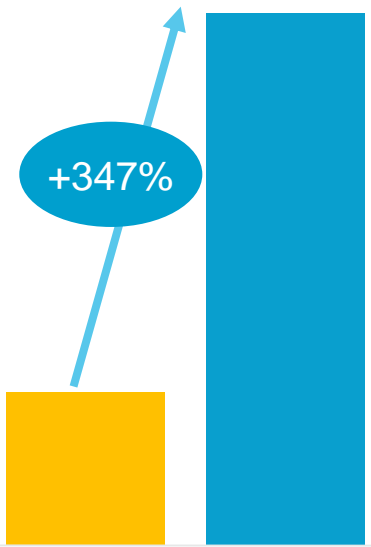
- The BAD:** Washington, DC
- 6% tax on every booking

- The UGLY:** Chicago
- 72 cents on every booking
  - regressive + penalizes pooled rides

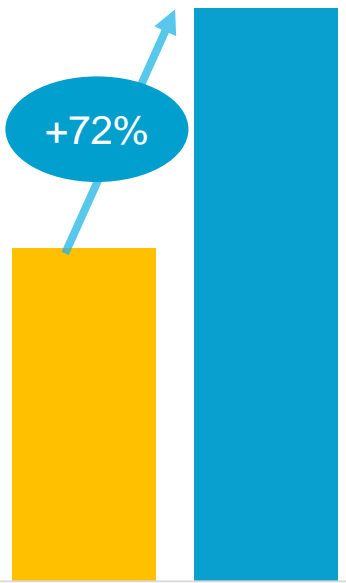
# More sharing through public-private partnerships to deploy on-demand, dynamic transit



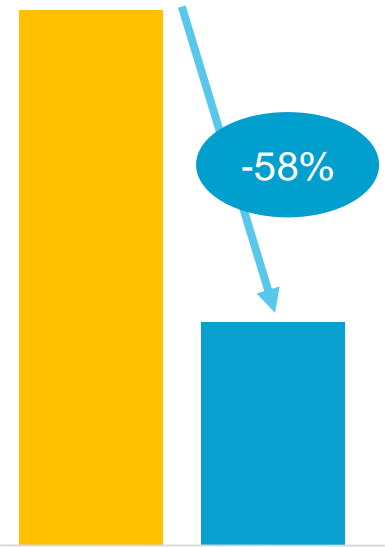
Daily ridership



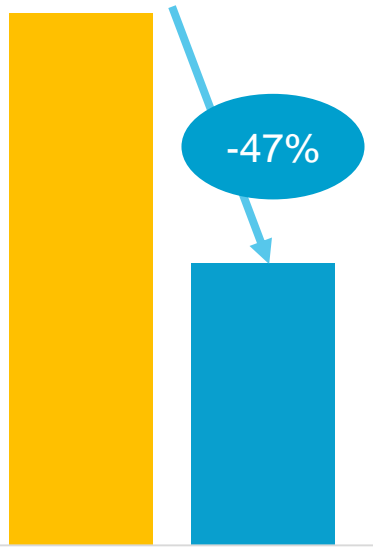
Utilization



ETA



Cost per ride



- Legacy public transit
- On-demand, dynamic transit

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

# Sharing for our future



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

