Excerpts from current regulations:

- 1108(e)(9)  (9)   Except as prohibited by the rules of the Paratransit Program, a Driver may transport two or more passengers who voluntarily agree to split the fare between them. The passengers may by mutual agreement split the fare according to any formula; provided, however, that regardless of any mutual agreement of the passengers, the Driver shall not collect payments that, when combined, exceed the fare shown on the Taximeter at the time that the last passenger reaches their destination.

- 1124(b)(2)  (2)   **Flat Rate for Combined Trips.** Following the issuance of cab sharing regulations by the Director of Transportation, a driver may charge a flat rate of up to $11 per person where two or more passengers are taking a trip whose origin or destination are different, and who are sharing the taxi for a portion of their combined trips instead of charging the metered rate. The flat rate may only be used with the advance consent of all affected passengers. Revenue for flat rate trips must be recorded on the Taximeter.
- E-hail criteria must include cab pooling option

Non App Sharing needs (city)

1. Common origin
2. Directional or Radius of Destination
3. Flat Rate Possibility
4. Ability to Exceed Meter
5. Per Person flat fee
6. Payment Mechanism (Pre pay up front) or (pay per stop)
7. Maximum number of passengers (3)
8. If 2 or more passengers do not join then standard meter rate applies.
9. Meter rate add on for additional person
10. Surcharge for each additional stop
11. Passenger Bill of Rights and Responsibilities when sharing a Cab.
12. Disclaimers for passenger behavior (ie when a person is dropped off at home and other customer follows/stalks)

App Sharing Needs (City)

1. Radius of origin
2. Radius of Destination
3. Potential for Sharers to meet in one location pre-ride
4. Payments completed on back end
5. Varying rate possibilities
6. Maximum Number of Passengers
7. If 2 or more passengers do not accept what happens to first passenger as rate is likely agreed upon in App. (Is driver subsidized the difference)
8. Meter Rate Add On for additional person
9. Surcharge for each additional stop
10. Passenger Bill of Rights and Responsibilities when sharing a Cab. Including wait times when you are additional rider
11. Disclaimers for passenger behavior (ie when a person is dropped off at home and other customer follows/stalks)

Non-App and App Sharing (SFO)

1. Common Radius of destination
2. Flat Rate Possibility
3. How many airport surcharges. $5 per person or split amongst group
4. Meter Rate Add-on for additional person
5. Surcharge for each additional stop
6. Passenger Bill of Rights and Responsibilities when sharing a Cab.
7. Disclaimers for passenger behavior (ie when a person is dropped off at home and other customer follows/stalks)
8. Ability for customers to bypass queue
9. Ability for driver accepting shared rides to bypass queue
10. Signs at SFO indicating common location (Financial District, Particular Hotels)
11. Does this unlawfully conflict with already established shared ride vans at SFO.

Potential Limitations:

1. Can this service be done with ramp vans and a wheelchair customer
2. Unavailable for paratransit
3. Distinction between a group of friends leaving a destination together and strangers cab sharing. Pricing games may occur for flat rate rides or fares that vary from the meter.

Benefits:

<u>Passengers:</u>

1. Lower cost alternative
2. Efficiency
3. Networking
4. Meeting new people

<u>Drivers:</u>

1. Potential additional income if additional surcharges or ability to exceed meter
2. Less time with an empty cab (More paid miles vs. driving around empty)
3. Expanded pool of customers willing to ride at a potentially cheaper rate
4. Likely less driving, reduction of wear and tear on vehicles (Correlates with increase in paid miles vs. empty cab looking for fares)

<u>Regulator:</u>

1. Reduction in Greenhouse Gas emissions
2. Efficiency of service.
3. More incentive for customers to not use private cars due to cheaper rates

<u>How would this work?</u>

**Street hail**

A Street Hail Cab Pooling Option is most serviceable at the Airport, Hotel Lines, Special Events, and any other location with organized taxi queueing.

These locations could potentially have signage to standardized destinations that are frequented by customers.

There may need to be an incentive for drivers to operate in this manner.

This would include possibly

a. A per passenger fee added to the meter
b. And/or a surcharge added per stop

**Fare.**

There are three possible fare structures

a. Strict meter to be shared among the parties

b. A flat rate for the ride to be shared among the parties
c. A flat rate per person fee that could potentially exceed the meter rate.

**Payment**

a. Payment could be made at the beginning of the ride.  This works especially if the rate is a flat fare
b. Payment could be made at each stop
c. Full payment could be made at the end by the last passenger who ideally has received payment or made arrangements for payment from the other party(ies)

## Pre-Arrangement

A Dispatch Pre-Arranged Cab Pooling Option could be serviced anywhere and may not necessarily require a similar origin point.

Secondary pickup destinations may need to be on route with passenger going in similar direction.

Customers must be ready within 2 minutes of vehicles arrival

**Payment**

Payment arrangements can be made through the dispatch with a credit card remaining on file to split payments.

## App-Based Cab Pooling

Easiest to implement.  Origin and destination need not be similar as it is likely that Back end processing through the App will handle location services.

Fees and payments would be managed through the app and arranged prior to getting in Cab.

## Miscellaneous

$11 Rate in Section 1124 would need to be removed.

Consideration should be given to allowing per person flat rates to exceed the meter.

Consideration should also be given to allow Drivers willing to use pool option to move to front of line in Taxi queues. (ie SFO, Hotels and Caltrain)

Taxi Driver/Company/SFMTA not responsible for passenger interactions with one another.

Etiquette Guides (ie passengers rights and responsibilities) should be published.

The corridor/jitney-like model is outdated.