



## HOUSE COMMITTEE ON APPROPRIATIONS

# FISCAL NOTE

HOUSE BILL NO. 140

PRINTERS NO. 124

PRIME SPONSOR: Killion

### COST / (SAVINGS)

FUND	FY 2014/15	FY 2015/16
General Fund	\$0	\$0

**SUMMARY:** House Bill 140, Printer's Number 124, amends Act 279 of 1982 (providing for ridesharing arrangements) to permit a carpool or vanpool operated by a private operator to be considered a ridesharing arrangement.

**ANALYSIS:** This bill amends Act 279 of 1982 (providing for ridesharing arrangements) and establishes a short title for the act so that it may be cited as the Ridesharing Arrangements Act.

The definition of "ridesharing arrangement" is amended to include several forms of transportation provided by a ridesharing operator, such as a carpool or vanpool arrangement where the driver is not engaged in transportation as a business and passengers are transported in a passenger vehicle between a place of abode and a place of employment or educational or other institution. This would require that: the group does not exceed 15 persons, including the driver; the group does not consist of school-aged children in grades 12 and under being transported to an educational institution; the gross vehicle weight does not exceed 10,000 lbs., excluding special rider equipment; and the group is transported round trip where the driver is also driving to or from the driver's place of employment or educational or other institution.

The term "ridesharing operator" is added and defined as the person or entity responsible for the existence of the ridesharing arrangement and may include, but not limited to: an employer; employer's agent; employer-organized association; state, regional or local agency; non-profit organization; or entity that owns, rents or leases a vehicle used in a ridesharing arrangement.

The term "ridesharing promotional activities" is added and defined as the activities involved in forming a ridesharing arrangement, such as: promotional and advertising activities; receiving information from existing and prospective participants; sharing information with other existing and prospective participants; and assigning participants to ridesharing arrangements.

The legislation includes language stating that Title 66 (Public Utilities) shall not apply to any person or corporation that is conducting, supporting, promoting or coordinating ridesharing promotional activities.

The bill makes editorial changes related to the Workers' Compensation Act as to when it would be applicable to passengers and drivers in a ridesharing arrangement. The act shall apply to the driver of an employer-owned vehicle used in a ridesharing arrangement. It would relieve employers of liability for injuries as a result of the operation or use of a vehicle used in a ridesharing arrangement when the vehicle is not owned by the employer.

It also adds a provision stating that the driver must not be engaged in transportation as a business in order for money received in ridesharing arrangement to be exempt from taxation.

This shall take effect in 30 days upon enactment.

**FISCAL IMPACT:** Enactment of this bill will have no adverse fiscal impact on Commonwealth funds.

**PREPARED BY:** Jeffrey Clukey  
House Appropriations Committee (R)

**DATE:** March 4, 2015

*Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.*