



October 11, 2024

The Honorable Nate Shannon
Chair, Transportation, Mobility and Infrastructure Committee
Room N-992, Cora B. Anderson House Office Building
124 North Capitol Avenue
Lansing, MI 48933

RE: Support HB 5951, related to car sharing

Dear Representative Nate Shannon and members of the Committee:

On behalf of Chamber of Progress – a tech industry association supporting public policies to build a more inclusive society in which all people benefit from technological advancements – I write to urge you to **support HB 5951**, which would amend Michigan’s Vehicle Code to ensure proper liability allocation and accountability in the peer-to-peer car-sharing industry.

This bill is part of the **Peer-to-Peer Car Sharing Rules for the Road** legislation package, which would support peer-to-peer carsharing through comprehensive regulations that benefit shared vehicle owners and drivers throughout Michigan.

We are strong advocates of peer-to-peer car sharing because of its proven environmental and economic benefits. Peer-to-peer car sharing encourages more efficient utilization of privately owned vehicles, facilitates more livable and equitable cities, and allows car owners to earn extra income by renting out their vehicles.

HB 5951 introduces key amendments to Michigan's Vehicle Code

HB 5951 introduces necessary amendments to Michigan’s Vehicle Code. This bill benefits Michiganders in several ways as it ensures shared vehicle drivers are held accountable for any driving or parking violations during peer-to-peer car sharing, establishes clear rules for allocating liability between car-sharing programs, drivers, and vehicle owners, and makes essential updates to the Vehicle Code to support the implementation of HB 5949, which establishes the Peer-to-Peer Car Sharing Program Act.

Peer-to-peer car sharing encourages more efficient use of privately owned vehicles

Studies show cars sit idle about 95% of the time nationwide, sitting in one spot, taking up prime real estate.¹ Peer-to-peer car-sharing services put privately owned vehicles to more efficient use by repurposing underutilized cars and cutting down on the need for individual car ownership, garages, and storage.²

Peer-to-peer car sharing also allows families to use one of their most expensive assets, their car, for additional income. Especially now, with rising prices and interest rates, this legislation can give Michigan families more flexibility in their budgets.

Peer-to-peer car sharing is a low-cost way to address the transportation needs of many Americans

Traditional transit systems have historically contributed to inequality for disadvantaged minority and disabled communities. Research shows that Black people are more likely to rely upon public transportation, accounting for 60% of all public transit riders.³ In addition, Black and Brown people are more likely to experience commutes to work that are 60 minutes or longer one way.⁴

Residents in low-income and predominantly minority areas are often forced to travel long distances to access grocery stores or rely on corner stores with limited produce. Peer-to-peer services balance the scales for residents by offering an alternative, more accessible, and affordable means of transportation to get from one destination to another.

As the sharing economy expands, Michigan should embrace forward-looking policies that support economic growth and transportation innovation while safeguarding consumers. I respectfully ask you to **support HB 5951** and the entire **Peer-to-Peer Car Sharing Rules for the Road** legislation package, which will strengthen Michigan's position as a leader in modern, sustainable transportation solutions.

Sincerely,



Kouri Marshall
Director of State & Local Government Relations, Central Region

¹ See <https://fortune.com/2016/03/13/cars-parked-95-percent-of-time/>

² See <https://mobilitylab.org/2013/09/06/why-should-local-governments-care-about-carsharing>

³ See <https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA-Who-Rides-Public-Transportation-2017.pdf>

⁴ See <https://www.demos.org/sites/default/files/publications/Public%20Transit.pdf>