

CHAPTER 279G
RIDESHARING

Section

- 279G-1 Ridesharing arrangement; defined
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" **[\$279G-1] Ridesharing arrangement; defined.** As used in this chapter, "ridesharing arrangement" means the transportation of persons in a motor vehicle where that transportation is incidental to another purpose of the driver. The term includes ridesharing arrangements known as carpools, vanpools, and buspools. [L 1982, c 166, pt of §1]

" **§279G-2 Liability for promoters of ridesharing arrangements.** (a) For purposes of this section the term "entity" refers to the State, the counties, schools, community organizations, private nonprofit organizations, rideshare coordinators, and employers who encourage participation in ridesharing arrangements.

(b) An entity shall not be liable for injuries to passengers and other persons because the entity provides information, incentives, or otherwise encourages the public, students, or employees to participate in ridesharing arrangements; provided that this section shall not apply if the motor vehicle used in the ridesharing arrangement is owned, leased, or contracted for by the entity. [L 1982, c 166, pt of §1; am L 1989, c 260, §1]

" **[\$279G-3] Findings.** The legislature finds:

- (1) Public and private expenditures will be reduced by increases in ridesharing, particularly in maintenance and construction costs for highways.
- (2) Increased energy consumption, air pollution, traffic congestion, and motor vehicle parking constitute a serious problem in the State, particularly in urban areas, and ridesharing is a cost-effective alternative approach for solving these problems.
- (3) The increased use of ridesharing will contribute to conservation of fuel, improvement of air quality, and more effective use of existing streets, highways, and parking facilities.
- (4) Ridesharing constitutes one of the most cost-effective and energy-efficient means of transportation.
- (5) Many employees work in and commute to the downtown area of Honolulu where the problems associated with traffic congestion, parking, energy consumption, and air pollution are greatest.
- (6) It is in the public interest and a public purpose for private industry, cities, counties, and the State to encourage people to use alternatives to single occupant motor vehicles, such as ridesharing. [L 1986, c 90, §1]

Cross References

Programs, see §26-19.

" **[§279G-4] Declaration of policy.** It is the policy of this State to encourage commuting to and from work by means other than a motor vehicle occupied by one person. [L 1986, c 90, §2]