

With the advent of on-demand ride sharing services Uber and Lyft in NY State, it's a good time to reflect on a goal of John Zimmer, the founder of Lyft. From [Wikipedia](#)

"If you look back at other forms of transportation ... there's always that idea of networks and the idea of routes. We feel that this is the natural way to move toward a ubiquitous form of transportation."<sup>[6]</sup> Noting that 80% of the seats on American highways are empty, Zimmer says that ridesharing, "is a huge opportunity to create efficiency to save a lot of money and to reduce our environmental footprint."<sup>[7]</sup>

Zimmer's concept sounds amazingly like the ride sharing service we've had all along: NFTA Metro. Metro is a network. Metro has routes. Metro has published schedules. Metro has thousands of pick-up and drop-off sites throughout Erie and Niagara Counties. Because NFTA Metro is community owned, large stakeholders like GM, Enterprise Car Rental and multi-billionaire owners don't have to be paid.

Here's a quick comparison of scheduled ride sharing (NFTA) vs Uber.

NFTA Metro Ride Share S Campus to Airport	Uber Ride Share S Campus to Airport
Scheduled	On Demand
\$2	\$11-\$14 Plus \$3.50 airport surcharge
Additional rides: \$5 all day	\$10+ minimum each ride
Union driver earns fair wage, has benefits and protections	Uber classifies their drivers as <a href="#">independent contractors</a> , evading expenses such as overtime pay, minimum-wage protections, unionization, and unemployment insurance.
Community Owned – Owned by the people of Buffalo and WNY	Private/Corporate owned
Large reduction in carbon footprint	Increase in carbon footprint

As Zimmer predicted, there is huge savings in having schedules and routes as opposed to on demand ride sharing.