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Fare-Ride State Launch Guide

Printable planning report | Research date: October 22, 2026

Connecticut, Michigan, Alabama and Arizona, with South Carolina and California added to explain fees tied to operations.

My practical assessment

A small Fare-Ride launch is possible, but the permit price alone does not establish affordability. Compare written platform insurance quotes and local operating support before choosing a state. Michigan offers low small-fleet licensing fees; Connecticut is closer to Long Island but has a $5,000 annual entry tier. Alabama and South Carolina collect a percentage of trip fares. California has revenue-based fees and substantially more operational obligations. This is a planning judgment, not an approval prediction.

What is included

1. State fee comparison
2. Six state application and operating checklists
3. Insurance limits and suppliers to approach
4. Screening, payment, business and compliance resources
5. Launch sequence, budget worksheet and regulator questions
6. Numbered references with printable, clickable URLs

Scope and how to use this report

Assumes human drivers using personal vehicles for ordinary, app-booked rides. This is a launch checklist, not an exhaustive legal opinion or a 50-state ranking. Airport access, local taxes, interstate trips, employment status and special services can add requirements. Items marked **confirm** remain unresolved and should be checked before payment or launch. Some official pages were unavailable; code reproductions are identified in the references.

Numbers in brackets identify sources. No application, quote, payment or contact with a supplier has been made.

Permit fees and operating assessments

State	Entry / renewal	Ride or revenue fee
Michigan	1 vehicle: $125 initial / $100 annual. 5: $325 / $300. 10: $575 / $550. [7,8]	No statewide percentage assessed in this comparison; tax review still needed.
Alabama	$700 initial; $300 annual renewal. [13,14]	1% of gross trip fares originating in state; quarterly. [14]
Arizona	$1,000 for a three-year permit. [16,17]	No percentage established in this review; confirm taxes and airport charges.
Connecticut	$5,000 initial and annual for fewer than 50 drivers; $10,000 for 50-199; $30,000 for 200+. [1]	$0.30 per ride originating in CT; quarterly. [2]
South Carolina	Permit required. Confirm current application charge and annual ORS assessment. [21-23]	1% of gross trip fare originating in SC, plus separate annual assessment. [23]
California	$1,000 on legacy P-TNC form; confirm current portal and renewal charges. [24,26]	2026 PUCTRA: 0.1% gross intrastate revenue, with stated minimum fee provisions; $0.10/trip accessibility fee. [27,28]

Fees only: insurance, entity registration, screening, inspections, technology, taxes, airport access and professional work are additional.

These are selected options, not a verified nationwide cheapest-state ranking. A state license is tied to operations in that state; forming a company there does not authorize pickups elsewhere.

Application and operating checklist

File with Connecticut DOT

[ ] Complete the eight-page new/renewal application. Include entity/DBA documents, CT service agent, app and website details, two contacts, EIN/SSN, compliance certification, notarized signatures and fee. Supply ACORD evidence plus an insurer letter identifying policies and certifying TNC compliance. [1]

[ ] Ask DOT how a new platform with no prior driver history is placed into its fee tier. The form uses prior-12-month average driver information. Renew at least 30 days before December 31; ask about a late-year start. [1]

Drivers, vehicles and app

[ ] Collect driver applications; check driving and criminal records and registries before activation. Minimum age 19; license must be CT or a reciprocal state. Apply statutory disqualifications and periodic criminal rescreening. Adopt drug/alcohol and fatigue policies, suspension/investigation procedures and service-animal rules. [3,4]

[ ] Vehicle rules include four doors, no more than 12 model years old and no more than eight people including the driver. Confirm current condition-certification and inspection process with DOT. [3]

[ ] Provide English/Spanish real-time driver messaging; driver photo and plate before pickup; fare estimate, electronic receipt, weekly driver earnings summary, cashless payment, visible decal and wheelchair-access request/referral. Retain statutory records; enforce 14-consecutive/16-in-24-hour limits. [5]

Insurance, tax and contact

Waiting: $50,000/$100,000 bodily injury and $25,000 property damage; accepted ride: $1 million liability. UM/UIM also required under CT law. Platform fallback coverage is required for gaps in driver coverage. [6] Register with DRS; file TNC-654 and pay $0.30/CT-origin ride quarterly. [2]

DOT: 860-594-2865; Regulatory and Compliance Unit, 2800 Berlin Turnpike, Newington, CT 06111. Application [1]; tax instructions [2]. **Confirm before launch:** 2026 amendments, NY driver reciprocity, current inspection/certification rules and airport authority. [1,3]

Application and operating checklist

File with LARA through MiCLEAR

[ ] Use the Transportation Network Company initial-license page and its MiCLEAR link. Have a physical business location, active entity documents or county DBA evidence, and TNC-compliant certificate of insurance. Ordinary Michigan no-fault insurance alone is insufficient. [7]

[ ] Pay the fleet-tier fee. For 11-25 vehicles the initial total is $1,050; 26-100 is $2,600. Above that, use the full table. Annual renewal is due August 31; ask how a midyear start and vehicle-count changes are handled. [8]

Driver and vehicle approval

[ ] Obtain driver identity, age, license, driving history, registration and insurance information. Minimum age 19; valid out-of-state licenses are permitted under the cited code. Perform annual local/national criminal checks, validated nationwide and sex-offender searches, and annual driving-history review. [9]

[ ] Apply the Michigan disqualification matrix: more than four moving violations or one major violation in three years; listed felony convictions within five years; sex-offender registration; missing required license, registration or insurance. [9]

[ ] Obtain annual vehicle safety inspection by a Michigan-licensed mechanic before service; use LARA worksheet. [11]

Insurance and ongoing compliance

Waiting liability: $50,000/$100,000/$25,000; accepted ride: $1 million combined liability. Required Michigan personal-protection and property-protection coverages also apply. Confirm current no-fault elections and endorsements with a Michigan-licensed broker. Platform fallback and driver disclosures matter. [10]

Launch file: driver approvals, annual checks, inspection certificates, coverage and driver acknowledgments. Ask LARA for its complete current policy/app/records checklist under Act 345, including zero tolerance, nondiscrimination, receipts, signage and record retention. [7,9-11]

Resource: start at LARA initial application [7] and fee schedule [8]. **Confirm:** acceptable physical-location arrangement for a NY owner, service agent, airport access and current operating/tax requirements.

Application and operating checklist

File with the Public Service Commission

[ ] Submit sworn TNC-1 application, $700, entity documents, service agent and insurance certificate. Include nondiscrimination and zero-tolerance policies, trade dress, fare method, retention policy, periodic driver-check policy and law-enforcement response procedures. A public hearing precedes permit issuance. [13,14]

Before activating drivers

[ ] Complete required driver screening; the rules require annual rescreening. Set driver eligibility rules from current Code Title 32, Chapter 7C, rather than using another state's matrix. [14]

[ ] Inspect each vehicle before initial service and annually through an AATI/ASE-certified mechanic or a mechanic supervised by one. Keep required inspection evidence and display approved trade dress while logged in. [14]

[ ] Show fare/estimate and driver/vehicle identifiers; send a receipt within two hours subject to stated exceptions. Publish complaint procedures, investigate intoxication complaints and suspend access during investigation. Maintain an in-state process agent. [13,14]

Insurance, renewal and fare assessment

Waiting: $50,000/$100,000/$25,000 liability; prearranged ride: at least $1 million. Other state-mandated coverages also apply. The platform must backstop gaps in driver coverage; personal auto insurance alone can exclude TNC use. [15]

Renewal: $300 on/before July 1; the permit runs through June 30. Collect and remit 1% of gross trip fares on Alabama-origin rides, with municipal/county allocations and quarterly reports, within 30 days after quarter end. Ask PSC for current GIS boundary data and report templates. [14]

Contact: PSC TNC resource page [12]; transportation assistance 334-242-5176 (verify department routing). **Confirm:** hearing date, startup driver/vehicle eligibility matrix, insurer filing requirements, airport approvals and final permit conditions.

Application and operating checklist

Register and apply with ADOT

[ ] Register business/trade name through the Arizona Corporation Commission or Secretary of State. Follow ADOT's application link, currently DocuSign; await account activation and pay $1,000 through Secure Access Gateway. Permit term: three years. [16,17]

[ ] Maintain Arizona service-of-process agent. File an illustration of vehicle trade dress. Show driver photo/plate in app and disclose fare calculation. Provide electronic trip receipt. [17,20; A.R.S. 28-9553]

Driver and vehicle requirements

[ ] Minimum driver age 19. Collect identity, license, registration, driving-history and insurance data. Perform local/national criminal, validated multijurisdiction and sex-offender checks; obtain and review driving history. Retain criminal-check records for ADOT access. [18]

[ ] Exclude applicants with more than three moving violations or one major violation in three years, listed convictions in seven years, sex-offender registration, or missing valid license/registration/coverage. [18]

[ ] Meet vehicle safety/emissions rules. Annual third-party brake/tire inspection applies, with an attestation alternative for vehicles ten years old or newer under the current statute. [18]

Insurance and operating controls

For the exclusively app-booked/app-paid model: waiting liability $25,000/$50,000/$20,000; providing services before occupancy $250,000/incident; passenger onboard $1 million/incident. Commercial UM coverage: at least $25,000/person and $75,000/incident, or higher statutory minimum when applicable. Driver or company coverage may satisfy the law. [19]

Resource: ADOT application [16] and compliance page [17]. **Confirm:** drug/alcohol complaint procedures, accessibility policies, records, renewal timing and commercial coverage for every period. Cash/off-platform trips may change the insurance/legal analysis. Check airport contracts and Arizona tax treatment separately.

A fare-percentage alternative

Apply to the Office of Regulatory Staff

[ ] Use the current ORS application and exhibits: business/entity authority, insurance, trade dress, rates and standardized vehicle inspection form. Foreign entities need the applicable SC authority documents. ORS requests more information and an inspector reviews the app demonstration, sticker and front-facing tag. [21,22]

Fees: 1% of gross trip fares on rides originating in SC; remit/report quarterly within 30 days. A separate annual ORS assessment also applies. Current upfront charge and annual assessment amount were not established in this review; obtain a written fee schedule. [23]

Core operating checklist

[ ] Annual driver qualification checks, including criminal/sex-offender and driving records; vehicle inspection by a SC-licensed certified mechanic and annually thereafter. Maintain required records for three years. [23]

[ ] Use approved visible trade dress and front-facing plate-number display. Accept trips and payments through the app; provide estimate/receipt, support and disability/service-animal accommodation. Obtain insurance/lender notices where applicable. [23]

Insurance

Waiting: $50,000/person and $100,000/incident bodily injury, $50,000 property damage. Accepted ride: $1 million combined liability. Required UM coverage applies. Platform fallback coverage is required. [23]

Direct contact and open items

Transportation@ORS.SC.GOV | 803-737-0800. Current website address: 1901 Main Street, Suite 1500, Columbia, SC 29201. Older instructions show a previous address; confirm delivery before mailing. [21,22]

Ask ORS to confirm the current application version, age/disqualification matrix, inspection timing, lender-notice waiting period, annual assessment calculation and required reporting form. Low permit cost does not remove compliance or insurance obligations.

Revenue fees with added complexity

Application and plans

[ ] Apply through CPUC TCPortal. Legacy form lists $1,000 initial filing; verify current charges and renewal cycle. Supply ownership/entity details, insurance filings and required narrative plans: driver training, accessibility, equitable service and any pooling/fare-splitting operation. Include zero-tolerance declaration. [24,26]

[ ] Arrange driver criminal screening and DMV record monitoring, vehicle inspections, approved trade dress, annual regulatory reports and accessibility obligations. Confirm detailed current criteria and intervals from CPUC before activation. [25]

Revenue-based and per-trip charges

The dedicated 2026 CPUC fee page states PUCTRA at 0.1% of gross intrastate revenue, with $10 quarterly/$25 annual minimum fee provisions; confirm how the portal applies minimums and filing frequency. Some general FAQ pages still show older rates. Access for All adds $0.10 per trip, subject to authorized program adjustments. Airport/local charges can be additional. [27,28]

Insurance - important 2026 change

Waiting liability: $50,000/$100,000/$30,000 plus $200,000 excess per occurrence. Accepted ride liability: $1 million. [29] SB 371 lowered passenger UM/UIM to $60,000/person and $300,000/incident; the CPUC insurance webpage still displays the previous $1 million UM/UIM figure. Obtain a current statutory coverage review and insurer confirmation. [30]

Additional labor and benefit costs

Budget a California review of Proposition 22 earnings, mileage, healthcare subsidies, occupational accident protections and driver classification. The Treasurer publishes mileage adjustments. Also review the 2026 TNC labor/bargaining developments with counsel. A 25% app commission does not settle these obligations. [31,32]

Licensing_TNC@cpuc.ca.gov. Use [24,25] for current application/report links. **Assessment:** useful comparison, but I would not select California for a small first launch without specialized legal, insurance and accounting support.

Ask for Fare-Ride platform coverage

Approach a specialist broker first. Ask for a **new TNC platform/master auto program** covering Fare-Ride and its approved drivers. A driver's Uber/Lyft endorsement or an unrelated commercial-auto policy does not automatically cover Fare-Ride.

Supplier / role	What to request
HUB International - broker [33]	Shared-economy/TNC placement; a startup pilot proposal for each candidate state.
Marsh - broker [34]	Mobility/platform risk team; master auto, contingent liability and state filings.
Mobilitas - insurer [35]	Whether it will consider a new small TNC, directly or through your broker. Ask about minimum scale and premiums.

Each supplier's direct website is printed in the reference directory. These are relevant firms to approach, not confirmed offers. Acceptance, state availability, startup minimums and pricing require underwriting.

Send the same quote package to each

[ ] Legal entity, EIN, NY owner address and target state/city; planned start date; app URL/demo; number of drivers/vehicles; expected rides, miles, fares and hours; vehicle ages; operating radius and interstate/airport exposure.

[ ] Screening/inspection standards; onboarding approval process; driver contracts; safety/complaint procedures; claims history (state none if newly formed); projected growth and who owns/leases vehicles.

Require written answers

Coverage for waiting, driving to pickup and passenger onboard; state UM/UIM, Michigan PIP/property protection, platform fallback, deductibles/retentions, exclusions, defense costs, cancellation, minimum/deposit premium, audit basis and refund terms. Ask who files the state certificate or insurer letter and when binding must occur.

Also quote cyber/privacy, general liability, technology errors/omissions, workers' compensation where applicable, and occupational accident where required or appropriate. Ask whether collision/comprehensive and driver injury protection are included or separate. Do not treat any quote as bound until the insurer confirms.

Screening, payments and business setup

Need	Resource and action
Driver screening	Checkr [36,37]: request criminal records with validation, sex-offender search and MVR. Ask for a state-specific eligibility package, rescreening schedule and ongoing monitoring. Fare-Ride must make and retain approval decisions.
Payments and driver payouts	Stripe Connect [38]: ask for approval of a rideshare marketplace, connected-driver onboarding, split payments, refunds, chargebacks, reserves and tax reporting. Verify total processing and payout fees.
Federal tax ID	IRS [39]: EIN is free directly from the IRS. Set up business banking with the same legal name.
Business and budget help	SBA/SBDC [40]: request local startup counseling, financial projections and help locating transportation counsel/CPA.
Entity / service agent	Use the chosen state's official Secretary of State/corporations office linked by its regulator. If keeping a NY entity, ask whether foreign registration is needed. Arrange a qualified in-state process agent.
Vehicle inspections	Use mechanics meeting each state's criteria. Give them the state inspection form; retain dated pass/fail results and block expired vehicles.
Legal / accounting	Hire counsel familiar with TNC licensing and a CPA for trip assessments, driver tax reporting and interstate operations. Ask for a fixed-scope quote.

App and administration work to budget

Create an approval dashboard; block expired licenses, insurance and inspections. Record login/logout, acceptance, pickup, drop-off, mileage, fare and origin jurisdiction. Include support, incident reporting, safety escalation, accessibility, driver identity, receipts, privacy and data retention. Use state rules as acceptance criteria; a live app-store listing alone does not establish compliance.

For background reports, obtain the required consent and use a compliant adverse-action process. Have counsel review the driver agreement, privacy terms and service-animal/zero-tolerance procedures. Supplier tools support compliance; Fare-Ride remains responsible for its operation.

What the state collects versus your 25%

I interpret "states that work with commissions" as states charging a percentage of fares or revenue. The confirmed examples here are **Alabama, South Carolina and California**. These are government assessments, rather than a partnership giving Fare-Ride permission to operate in exchange for a share of profits. [14,23,27]

Example: $20 base ride fare	Assessment illustration
Alabama / South Carolina	1% x $20 = $0.20, subject to each state's gross-trip-fare definition.
Connecticut	$0.30 per qualifying CT-origin ride.
California	0.1% x $20 = $0.02 if the full $20 is assessable intrastate revenue, plus $0.10 accessibility fee; minimum fee rules may control.

Fare-Ride illustration - not a quote

If a $20 fare is divided 75% to the driver and 25% to Fare-Ride, the initial split is $15/$5. If Fare-Ride absorbs a $0.20 assessment, its remaining $4.80 must still cover insurance, payment processing, support, screening, software and other expenses. Contractually define whether taxes, tolls and airport fees are outside the split.

At 1,000 rides/month, a $5,000 annual permit alone equals about $0.42 per ride. At only 100 rides/month it equals about $4.17 per ride. These calculations illustrate why low volume can make Connecticut expensive even before insurance.

Budget worksheet - obtain real quotes

Expense	Startup / monthly amount
Entity + agent + permit	_____ / _____
Platform auto + other insurance	_____ / _____
Screening + inspections	_____ / _____
App, maps, SMS, payouts and support	_____ / _____
Legal, accounting + operating reserve	_____ / _____

The next steps in order

[ ] Choose one pilot city, fleet size and ride volume. Initially limit pickup territory so the licensing and insurance scope is clear.

[ ] Get written platform insurance indications for Connecticut, Michigan and one southern alternative. Ask each broker to quote the same pilot assumptions.

[ ] Ask each regulator to confirm eligibility for a NY-owned company, physical-office/service-agent rules, complete fees and the latest application/checklist.

[ ] Choose the state only after comparing first-year total costs, driver supply, local management, market demand and insurance availability.

[ ] Register the entity/foreign authority, EIN, agent and banking. Engage screening and payment providers after their underwriting/contract review.

[ ] Prepare policies, app demonstrations, screening matrix, inspection process, driver agreement, record retention and trip-tax reporting.

[ ] Coordinate insurance binding/filing with the regulator; submit the complete application and attend hearings or inspections where required.

[ ] Receive written operating approval; verify effective coverage; finish driver approvals and obtain separate airport permission before airport pickups.

[ ] Test a documented end-to-end ride, receipt, driver payout, complaint, suspension and quarterly fee report. Launch only within the approved scope.

Your New York starting point matters

A Connecticut permit does not authorize Fare-Ride pickups in West Islip. New York DMV lists a $100,000 TNC application fee (with $90,000 refundable if denied) and $60,000 annual renewal; NYC has a separate system. [41]

For a West Islip-to-Hartford service, have counsel and both regulators confirm pickup authority, driver eligibility, interstate insurance and any federal requirements. Do not assume a Connecticut destination makes a New York pickup lawful.

Questions to send the regulator and broker

Regulator inquiry

Fare-Ride plans an app connecting riders with independent drivers using personal vehicles. The owner lives in New York. The proposed pilot is ___ drivers and ___ vehicles in ___. Please confirm:

[ ] Which permit applies, and what are all initial, renewal, per-trip and revenue assessments?

[ ] Must the company have a local physical office, foreign business registration or local service agent?

[ ] What is the complete current application packet and policy/app demonstration checklist?

[ ] What are the current driver age, license, background-check, disqualification and rescreening requirements?

[ ] What inspections, vehicle-age limits, seating rules, decals and airport approvals apply?

[ ] What exact insurance coverages, limits, endorsements, certificates and insurer filings must be in place?

[ ] What are record-retention, safety, accessibility, complaints, hours, labor and periodic reporting obligations?

[ ] May NY-licensed drivers participate, and what is allowed for interstate drop-offs and return pickups?

[ ] Which rule changes since January 2026 apply? What is the current review process and estimated timing?

Broker inquiry

Please quote a new Fare-Ride TNC platform, not an Uber/Lyft driver policy. Pilot state: ___. Drivers: ___. Monthly rides/miles: ___. Please specify coverage by ride period, platform fallback, state endorsements, minimum premium, deposit, retentions, exclusions, filings and whether you accept a small startup. Quote optional cyber, general liability and required worker/driver injury coverages separately.

Decision record

Chosen state/city: _____
Regulator / date confirmed: _____
Broker / quote / minimum premium: _____
Unresolved requirements: _____
Approved operating date: _____

Official links and supplier resources

URLs are clickable and printed for use from paper. Research checked October 22, 2026. Official filing instructions and enacted law control; older forms and code reproductions are labeled. Reconfirm marked open items with the regulator.

[1] Connecticut DOT - current application and checklist

https://portal.ct.gov/dot/-/media/dot/public-transportation/tncregistrationorannualrenewal.pdf

[2] Connecticut DRS - $0.30 fee and quarterly filing

https://portal.ct.gov/drs/taxes/transportation-network-co/tax-information

[3] Connecticut law - 2026 supplement, Chapter 244c

https://cga.ct.gov/2026/sup/chap_244c.htm

[4] Connecticut - driver requirements (2025 code reproduction)

https://law.justia.com/codes/connecticut/title-13b/chapter-244c/section-13b-119/

[5] Connecticut - app and records (2025 code reproduction)

https://law.justia.com/codes/connecticut/title-13b/chapter-244c/section-13b-118/

[6] Connecticut - insurance (2025 code reproduction)

https://law.justia.com/codes/connecticut/title-13b/chapter-244c/section-13b-120/

[7] Michigan LARA - initial TNC license

https://www.michigan.gov/lara/bureau-list/cscl/licensing/prof/tnc/transportation-network-company/tnc-initial-license

[8] Michigan LARA - initial and annual fee tables

https://www.michigan.gov/lara/bureau-list/cscl/licensing/prof/tnc

[9] Michigan - driver checks (2025 code reproduction)

https://law.justia.com/codes/michigan/chapter-257/statute-act-345-of-2016/section-257-2107/

[10] Michigan - insurance (2025 code reproduction)

https://codes.findlaw.com/mi/chapter-257-motor-vehicles/mi-comp-laws-257-2123/

[11] Michigan LARA - vehicle inspection worksheet

https://www.michigan.gov/lara/-/media/Project/Websites/lara/cscl/NonImages_new/Licensing/Transportation-Company/Vehicle_Safety_Inspection_Worksheet.pdf

[12] Alabama PSC - application, rules and reporting resources

https://psc.alabama.gov/transportation-network-companies/

[13] Alabama PSC - sworn TNC application, April 2026 file

https://psc.alabama.gov/wp-content/uploads/2026/04/TNC-Form-1-.pdf

[14] Alabama PSC - operating rules, fees, hearing and inspection

https://psc.alabama.gov/wp-content/uploads/2022/05/TNC-Rules-July-2018.pdf

[15] Alabama - insurance (2025 code reproduction)

https://law.justia.com/codes/alabama/title-32/chapter-7c/article-1/section-32-7c-2/

[16] Arizona ADOT - application process

https://azdot.gov/mvd/services/professional-services/vehicle-hire-licensing/transportation-network-companies-tnc-0

[17] Arizona ADOT - compliance and $1,000/three-year fee

https://azdot.gov/mvd/services/professional-services/vehicle-hire-licensing/transportation-network-companies-tnc-2

[18] Arizona - driver and vehicle requirements

https://www.azleg.gov/ars/28/09555.htm

[19] Arizona - insurance by operating period

https://www.azleg.gov/ars/28/04038.htm

[20] Arizona - agent and permit requirements

https://www.azleg.gov/ars/28/09552.htm

[21] South Carolina ORS - applications and current contact/address

https://ors.sc.gov/regulated-utilities/transportation/transportation-network-companies

[22] South Carolina ORS - detailed filing instructions, revised 2024

https://ors.sc.gov/sites/scors/files/Documents/Regulatory/transportation/TNC%20Filing%20Instructions%20Revised%202024-09-16.pdf

[23] South Carolina - Transportation Network Company Act, Article 16

https://www.scstatehouse.gov/code/t58c023.php

[24] California CPUC - application and required plans

https://www.cpuc.ca.gov/regulatory-services/licensing/transportation-licensing-and-analysis-branch/transportation-network-companies/transportation-network-company-tnc-application-form

[25] California CPUC - TNC program and reporting links

https://www.cpuc.ca.gov/regulatory-services/licensing/transportation-licensing-and-analysis-branch/transportation-network-companies

[26] California CPUC - legacy P-TNC form ($1,000); confirm in portal

https://www.cpuc.ca.gov/-/media/cpuc-website/files/uploadedfiles/cpuc_public_website/content/licensing/transportation_network_companies/pl739-tnc-tncapplicationform.pdf

[27] California CPUC - 2026 revenue fee schedule

https://www.cpuc.ca.gov/regulatory-services/licensing/transportation-carrier-mandated-reports

[28] California CPUC - Access for All fee

https://www.cpuc.ca.gov/tncaccess/

[29] California CPUC - insurance page (UM/UIM text needs 2026 update)

https://www.cpuc.ca.gov/regulatory-services/licensing/transportation-licensing-and-analysis-branch/transportation-network-companies/tnc-insurance-requirements

[30] California Senate - signed SB 371 insurance change

https://sd03.senate.ca.gov/news/governor-signs-cabaldon-bill-reducing-fares-customers-uber-lyft

[31] California Treasurer - Proposition 22 mileage adjustments

https://www.treasurer.ca.gov/prop-22

[32] California PERB - TNC Act and 2026 labor developments

https://perb.ca.gov/tnc-act/

[33] HUB International - TNC/shared economy insurance

https://www.hubinternational.com/en/industries/transportation-insurance/shared-economy-insurance/

[34] Marsh - sharing economy and mobility insurance

https://www.marsh.com/en/services/affinity/expertise/sharing-economy-and-mobility-programs.html

[35] Mobilitas - mobility commercial insurance

https://mobilitascompanies.com/

[36] Checkr - transportation screening

https://checkr.com/use-cases/transportation

[37] Checkr - motor vehicle record reports

https://help.checkr.com/s/article/360001568167-US-motor-vehicle-record-MVR-reports

[38] Stripe Connect - marketplace payments

https://stripe.com/connect

[39] IRS - free EIN

https://www.irs.gov/businesses/employer-identification-number

[40] SBA - local business assistance

https://www.sba.gov/counseling/local-assistance/

[41] New York DMV - TNC applicants and fees

https://dmv.ny.gov/business/information-for-tnc-applicants