

**PENNSYLVANIA PUBLIC UTILITY COMMISSION
HARRISBURG, PENNSYLVANIA 17120**

**Petitions of the Bureau of Investigation
And Enforcement of the Pennsylvania
Public Utility Commission for
Interim Emergency Orders requiring
Lyft, Inc. and Uber Technologies, Inc. to
immediately Cease and Desist from
Brokering Transportation Service for
Compensation Between Points within the
Commonwealth of Pennsylvania**

**Public Meeting July 24, 2014
2426846-OSA and 2426847-OSA
Docket Nos. P-2014-2426846, P-2014-2426847**

**STATEMENT OF
VICE CHAIRMAN JOHN F. COLEMAN, JR.**

I am in full agreement with the Orders on Interim Emergency Relief and the staff recommendation that we adopt them. By making this determination, the Commission has found that the Bureau of Inspection and Enforcement's right to relief is clear, and that the Bureau has established a reasonable expectation of success on the merits of its underlying Complaints.

I am very disappointed that the Bureau found it necessary to seek this relief due to these applicants' apparent unwillingness to delay offering service for compensation while their applications were pending. I have voted to approve many applications for the provision of competitive gas, electric and telecommunications services in this Commonwealth, and have yet to see a member of these industries commence service before the public had the opportunity to be heard and the Commission had completed its evaluation of their fitness.

The Commission has been charged with an affirmative obligation to protect the public by enforcing the provisions of the Public Utility Code. While the Commission has expressed support for legislative reform on the subject of transportation network companies, no bill has yet been signed into law. Until that happens, the Commission and its enforcement staff remain obligated to enforce the law as it is, not as how we would like it to be. While the services the applicants provide have found favor with many, the current enthusiasm would pass if there was a tragic incident involving the provision of non-certificated service that did not comply with our safety and insurance regulations. The independence afforded to this Commission by the General Assembly comes with the duty to faithfully carry out the provisions of the Code without regard to the current popularity of any particular one of them.

I will conclude by thanking Motor Carrier Enforcement Manager Charles Bowser and the prosecutors of the Bureau of Investigation and Enforcement for their diligence and commitment to ensuring the safety of the public. Their investigation and enforcement activities in these matters are in keeping with the highest traditions of the Commission and are to be commended.

Date: July 24, 2014


**JOHN F. COLEMAN, JR.
VICE CHAIRMAN**