

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

**Application of Rasier-PA LLC, a  
Wholly Owned Subsidiary of Uber  
Technologies, Inc., For Emergency  
Temporary Authority to Operate  
An Experimental Ride-Sharing  
Network Service Between Points in  
Allegheny County, PA**

**Public Meeting July 24, 2014  
2429993-TUS  
Docket No. A-2014-2429993**

**Application of Lyft, Inc., For  
Emergency Temporary Authority to  
Operate An Experimental  
Transportation Network Service  
Between Points in Allegheny  
County, PA**

**2432304-TUS  
Docket No. A-2014-2432304**

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

Before the Pennsylvania Public Utility Commission (Commission) are two separate applications for Emergency Temporary Authority (ETA) to operate an experimental ride-sharing/transportation network service between points in Allegheny County, Pennsylvania. One application was filed by Rasier-PA LLC (Rasier), which is a wholly owned subsidiary of Uber Technologies, Inc. (UTI). The other application was filed by Lyft, Inc. (Lyft).

I agree that there is an immediate transportation need for Applicants' experimental ride-sharing services. Moreover, these services have the potential to provide substantial benefits to consumers in Allegheny County in the form of another competitive alternative to traditional call and demand service. At the same time, our decision maintains adequate safeguards to protect the safety of the traveling public during the pendency of the ETAs. These safeguards include requiring the vehicles operated as part of the service to be responsible for compliance with the Commission's vehicle safety requirements.<sup>1</sup>

The safeguards also include ensuring that vehicles operated as part of the service have adequate insurance coverage during the pendency of ETAs. Applicants will not have ETA unless, among other things, they submit the requisite Form E Certificate of Insurance evidencing compliance with the Commission's insurance requirements and coverage amounts from our order granting ETA. These requirements and coverage amounts exceed the minimum insurance standards required in our regulations,<sup>2</sup> and each Applicant must meet them, regardless of any insurance coverage held by its drivers.

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<sup>1</sup> For example, during the pendency of ETA, none of the vehicles used for the experimental service may be more than 8 years old or may be operated with more than 100,000 miles on the odometer 52 Pa. Code § 29.314(d).

<sup>2</sup> The insurance requirements for passenger carriers are set forth at 52 Pa. Code §§ 32.11 and 41.21.

Regarding legal fitness, the Commission's Bureau of Investigation & Enforcement (BI&E) has initiated complaint proceedings against UTI and Lyft for alleged unauthorized service as a broker of motor carrier services. Those proceedings have resulted in cease and desist orders being issued by our Office of Administrative Law Judge against UTI and Lyft on July 1, 2014. Those orders are currently under review by the Commission. As part of the complaint proceedings, BI&E has also requested civil penalties for the allegations of unauthorized service.

I am troubled by the allegations of unauthorized service made by BI&E in the ongoing compliance proceedings against Rasier's corporate parent and against Lyft. Therefore, I want to emphasize that under today's decisions, Applicants shall not engage in their experimental ride-sharing network services until they comply with the terms and conditions of our orders granting ETA. Furthermore, our decision to grant ETA has no bearing on the final disposition of Rasier's application for permanent authority or in the ongoing compliance proceedings against UTI. The same holds true with Lyft's applications for permanent authority and the ongoing compliance proceedings against it. If BI&E meets its burden of proof in the ongoing compliance proceedings that UTI and/or Lyft has provided unauthorized service, UTI and/or Lyft may be subject to civil penalties under the Public Utility Code,<sup>3</sup> and the rates charged for any unauthorized service may be subject to refund.<sup>4</sup>

**Date: July 24, 2014**

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

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<sup>3</sup> See 66 Pa. C.S. § 3301.

<sup>4</sup> *Popowsky v. Pa. Pub. Util. Comm'n*, 647 A.2d 302 (Pa. Cmwlth. 1994).