

Karen O. Moury

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September 24, 2014

VIA E-FILING

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street, 2nd Floor
Harrisburg, PA 17120

Re: 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 the Centre County, Pennsylvania Docket No. A-2014-

Dear Secretary Chiavetta:

On behalf of Rasier-PA LLC, a wholly owned subsidiary of Uber Technologies, Inc., I have enclosed for electronic filing an Application for Emergency Temporary Authority to Operate an Experimental Ride-Sharing Network Service in the above-captioned matter. The filing fee of \$100.00 has been remitted through the eFiling system.

Please note that due to the time it takes to recruit and sign up drivers, Rasier-PA plans to begin this process upon the filing of this application. However, Rasier-PA has no intention to launch service in the Centre County, Pennsylvania without authority from the Commission.

If you have any questions, please feel free to contact me.

Sincerely,



Karen O. Moury

KOM/tlg
Enclosure

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of Rasier-PA LLC, a Wholly :
Owned Subsidiary of Uber Technologies, Inc., :
For Emergency Temporary Authority to Operate : Docket No. A-2014-
An Experimental Ride-Sharing Network Service :
Between Points in Centre County, PA :

APPLICATION FOR EMERGENCY TEMPORARY AUTHORITY

Rasier-PA LLC (“Rasier-PA”), by and through its counsel, Karen O. Moury and Buchanan Ingersoll & Rooney PC, files this Application for Emergency Temporary Authority (“ETA Application”) to operate an experimental ride-sharing network service between points in Centre County, Pennsylvania, pursuant to the Commission’s regulations at 52 Pa. Code §3.383(c), and in connection therewith avers as follows:

I. Introduction

1. It is beyond dispute that ridesharing network services would fill significant gaps in the transportation infrastructure in Centre County. In short, as rider after rider will attest, Centre County needs Rasier-PA’s proposed service. Below are just three examples of riders touting the proposed service.

Tej Maurya – Centre County – 16802

I live in state college and have been let down by the state college cabs a lot of times. I usually take cabs in state college and here the cab companies have the upper hand over the customers rather than the other way round. They would pick up the calls if they would feel like, and even after booking a cab, they would come only if they feel like. I was once stranded at the mall with a friend and none of the cab companies picked up my calls for about an hour and also the buses were not running so finally we chose to walk at night from the mall to campus which was about 2 miles or more. I have taken uber rides in New York and Providence and found it to be an amazing experience. I really wish Uber comes to State college.

Corey Friedenberger – Centre County – 16803

State College is a town that lives 24/7, but transportation options are not available around the clock. I have personally seen people walk miles in the dead of winter or at unsafe hours to reach home because buses were stopped, Taxis were unavailable, and services like Uber do not yet exist here. Please help us be safe by giving us the freedom of another option to fill the gaps.

Marci Harmon – Centre County - 16803

State College is a town that grows from a population of 41,000 to a population of almost 100,000 during game day weekend and other events during the year, making it the 3rd largest city in the State of Pennsylvania.

During those weekends, the local transportation is not able to handle the influx of people and the town is desperate for safe, reliable, available and affordable transportation.

Please have Uber establish a business in the town of State College, PA.

2. Exhibit A contains twenty-two supporting statements, including the three statements shown above, which offer compelling reasons to grant ETA to Rasier-PA by demonstrating the immediate need for access to safe and reliable transportation alternative in Centre County for students, residents and visitors. Many of these supporting statements highlight the need for Rasier-PA's proposed service as a way of reducing instances of driving under the influence.

3. Rasier-PA is filing this ETA Application to urge the Commission to grant authority for it to operate an experimental ride-sharing network service between points in Centre County. This ETA application is necessary due to the immediate need of the riding public in Centre County to be able to use an innovative game-changing technology that permits residents and visitors to access safe, economic and reliable transportation. Rasier-PA's existing application to provide service throughout Pennsylvania is mired in an outdated and antiquated regulatory framework that allows existing businesses to keep new competitive services out of the market. With approval of this ETA Application, the riding public in Centre County will have access to affordable, reliable and safe transportation alternatives and be able to realize the

benefits of ridesharing in a way that promotes customer choice, competition and economic growth.

II. Background

4. On June 2, 2014, Rasier-PA filed an Application at Docket No. A-2014-2424608 requesting the issuance of a certificate of public convenience evidencing approval to operate an experimental ride-sharing network service between points in the Commonwealth of Pennsylvania excluding designated counties (“Application”), pursuant to 52 Pa. Code § 29.352. Rasier-PA is a limited liability company with the Pennsylvania Department of State at Corporation Bureau Entity Identification Number 4262217.

5. Notice of Rasier-PA’s Application was published in the *Pennsylvania Bulletin* on June 14, 2014, with protests due by June 30, 2014. Protests were filed by taxicab and limousine companies. The taxicab companies are not authorized to provide service in Centre County. The limousine companies have statewide authority but are based in suburbs of Philadelphia County and are not believed to be serving customers in Centre County.

6. Travis Kalanick is the Manager of Rasier-PA and the only member of the limited liability company.

7. Rasier-PA does not intend to utilize a trade name.

8. Rasier-PA’s physical address is:

122 Meyran Avenue
Pittsburgh, PA 15213

9. Rasier-PA’s mailing address is:

182 Howard Street, #8
San Francisco, CA 94105

10. Rasier-PA's attorney is:

Karen O. Moury (PA ID No. 36879)
Buchanan Ingersoll & Rooney PC
409 North Second Street, Suite 500
Harrisburg, PA 17101-1357
Phone: 717-237-4820
Fax: 717-233-0852
Email: karen.moury@bipc.com

11. Rasier-PA holds emergency temporary authority approved by Commission Order adopted on July 24, 2014 and Secretarial Letter dated August 21, 2014 to operate an experimental ride-sharing network service between points in Allegheny County, Pennsylvania at Docket No. A-2014-2429993. A certificate of public convenience was issued on the same date at A-6416478.

III. Legal Standards Applicable to ETA Application

12. Section 1103(d) of the Public Utility Code ("Code"), 66 Pa.C.S. § 1103(d) provides that the Commission may without hearing grant temporary certificates of public convenience in emergencies, pending action on permanent certificates.

13. Under regulations promulgated by the Commission pursuant to Code Section 1103(d), "a grant of ETA "shall be made upon the establishment of an immediate need for the transportation of passengers." 52 Pa. Code § 3.384(b)(1). That provision further states that requests involving counties warrant approval when supported by evidence that there is a need for service to or from points in that county and that there is a reasonable certainty that the service will be used.

14. The Commission's regulations further provide that a grant of ETA will be made when it is established that there is or soon will be an immediate transportation need. Specifically, the regulations provide that a showing of immediate need may involve "the failure

of existing carriers to provide service or comparable situations which require new carrier service before an application for permanent authority can be filed and processed.” 52 Pa. Code § 3.384(b)(2). The regulations further state that an “immediate need will not normally be found to exist when there are other carriers capable of rendering the service unless it is determined that there is a substantial benefit to be derived from the initiation of a competitive service.” *Id.*

15. In addition, the Commission’s regulations require an ETA application to contain specific information, including an explanation of the nature of the service and how it will be provided. 52 Pa. Code § 3.383(c)(3).

IV. Discussion of Immediate Need

16. No carriers currently hold a certificate of public convenience to provide experimental ride-sharing network service in Centre County.

17. In granting ETA to Rasier-PA for Allegheny County, the Commission recognized that use of an App-based technology to arrange passenger transportation services allows for a wider ranging, faster and more user-friendly scheduling of transportation.

18. In addition, Rasier-PA’s proposed services are responsive to consumers who wish to have a choice about the way they are transported. For instance, the availability of the proposed services would allow riders to request transportation through the Internet or App rather than by a street-hail, which is an option that many riders find to be convenient and preferable to taxicab service.

19. Rasier-PA affiliates receive multiple requests on a daily basis requesting the proposed service, and Rasier-PA has no doubt that consumers will use the service if Rasier-PA’s ETA application is approved. Passengers who would use the services proposed by Rasier-PA

have submitted supporting statements, which are attached as Exhibit A and demonstrate immediate need for the proposed service.

V. Description of Service

20. Rasier-PA plans to use a digital platform to connect passengers to independent ride-sharing operators (“Operators”) with whom it will contract. Operators will use their personal, noncommercially licensed vehicles for the purpose of providing transportation services. Rasier-PA plans to license the UTI technology to generate leads from riders who need transportation services. Rasier-PA will not own vehicles, employ drivers or transport passengers.

21. Under this proposal, riders will request transportation via UTI technology through the Internet or a mobile application (“App) on their smartphones. When an Operator responds to the request, the rider will receive the vehicle type and a photo of the Operator, along an indication of the Operator’s current location and estimated time of arrival. Operators will not be permitted to solicit or accept street-hails.

22. Rasier-PA proposes disclose the fare calculation method, the applicable rates being charged and the option for an estimated fare to the passenger before booking the ride. Upon completion of a trip, an electronic receipt will be transmitted to the passenger’s email address or App documenting the details of the trip. The receipt will contain information for filing a complaint with the Commission.

VI. Insurance

23. Rasier-PA will require Operators to provide proof of valid and current liability insurance on all vehicles used in offering ride-sharing services in at least the amounts specified

in 75 Pa.C.S. §§ 1702 and 1711. This policy will cover Operators when they are not available through the App and are using their vehicles for personal reasons.

24. Rasier-PA will submit to the Commission proof of adequate insurance evidencing policies and coverage that comply with and exceed the minimum standards required by the Commission at 52 Pa. Code §§ 32.11 and 41.21, as follows¹:

- a. **\$1 million of liability coverage per incident.** Rasier-PA will maintain liability insurance in the amount of \$1 million to cover liability for bodily injury, death or property damage, which far exceeds the Commission's minimum requirement of \$35,000. This coverage will cover the Operator's liability from the time the Operator accepts a trip request through the App until the completion of a trip. It will include first party medical benefits in the amount of \$25,000 and first party wage loss benefits in the amount of \$10,000 for passengers and pedestrians.
- b. **\$50,000/\$100,000/\$25,000 of liability coverage between trips.** During the time that an Operator is available but between trips, Rasier-PA will maintain liability insurance which exceeds the amounts required by the Commission's regulations.
- c. **\$1 million of uninsured/underinsured motorist coverage per incident.** Rasier-PA will maintain uninsured/underinsured motorist coverage of \$1 million per incident, which will apply if another motorist causes an accident with an Operator's vehicle and does not carry adequate insurance. This is important to ensure that passengers are protected in a hit and run situation.

VII. Driver Integrity

25. Rasier-PA will require Operators to meet standards that are consistent with and significantly more stringent than the Commission's requirements set forth in 52 Pa. Code §§ 29.502-29.507, as described more fully below:

a. *Criminal Background Checks.* Rasier-PA will conduct a local and national criminal background check that includes the Multi-State/Juris Criminal Records Locator

¹ Rasier-PA is aware of the provision in the ETA regulations at 52 Pa. Code § 3.83(c)(3)(G) requiring the submission of evidence of insurance with the ETA application, and specifically requests a waiver of that provision, with the expectation that if the Commission grants the ETA application, it will do so conditionally subject to the submission of evidence of insurance acceptable to the Commission.

and the National Sex Offender Registry database on each Operator before the Operator may access the digital platform to receive requests for transportation. A match on the national sex offender registry or a conviction that appears on a criminal background check within the past 7 years for crimes of violence, sexual abuse, felony, robbery, or felony fraud, shall automatically and permanently disqualify an individual from acting as an Operator.

b. *Driving History Record.* Rasier-PA will have a driving history record conducted on each Operator before the Operator may offer service. A conviction that appears on a driving history check within the past 7 years for aggravated reckless driving, driving under the influence of drugs or alcohol, hit and run, attempting to evade the police, or the use of a motor vehicle to commit a crime, or a conviction that appears on a driving history check in the previous 3 years for driving with a suspended or revoked license, shall automatically disqualify an individual from acting as an Operator.

c. *Drugs or Alcohol.* Rasier-PA will have a zero tolerance policy on the use of drugs or alcohol while and Operator is providing ride-sharing services. Notice of this zero tolerance policy is on both the Rasier-PA and UTI websites, along with procedures to report a complaint, including a telephone number for the Commission about an Operator with whom the passenger was matched and for whom the passenger reasonably suspects was under the influence of drugs or alcohol during the course of the ride. Rasier-PA will immediately suspend an Operator upon receipt of a passenger complaint alleging a violation of the zero tolerance policy, and such suspension will last the duration of Rasier-PA's investigation.

d. *Other Driver Requirements.* Operators will be required to possess a current, valid driver's license, proof of registration, proof of motor vehicle insurance and be at least 21 years of age.

VIII. Vehicle Safety

26. Rasier-PA will require Operators' vehicles to meet standards that are consistent with the Commission's requirements, particularly as to safety, as more fully described below:

a. *Inspections.* Rasier-PA will require vehicles operated by Operators to undergo and pass an annual and comprehensive safety inspection before the vehicle provides a ride-sharing service, which is consistent with the Commission's requirements at 52 Pa. Code §§ 29.402 and 29.405. Such inspections must be performed by an official inspection station and comply with Pennsylvania vehicle laws and regulations at 75 Pa. C.S. Chapter 47 and 67 Pa. Code §§ 175.61-175.80, including but not limited to suspension and steering components; braking systems; tires and wheels; lighting and electrical systems; and horns and warning devices. Additionally, Rasier-PA acknowledges that vehicles are subject to inspection by Commission enforcement officers through routine inspections to ensure compliance with these requirements.

b. *Vehicle Age and Type.* Operators contracted by Rasier-PA will be required to use motor vehicles that are not more than 8 years old and are designed to transport no more than 10 persons, including the driver. Eligible vehicles include street-legal coupes, sedans, or light duty vehicles including vans, minivans, sport utility vehicles, hatchbacks, convertibles and pickup trucks.

c. *Other Vehicle Requirements.* Vehicles will be required to be in a condition that meets or exceeds the standards set forth in 52 Pa. Code § 29.403, including seats in working order; vehicles in clean and sanitary condition; factory type heaters in working order; clean trunk compartments suitable for carrying luggage; exteriors free of large dents or gouges;

four matching wheel covers; and operative air conditioning. Vehicles will also use markings, such as trade dress or a placard, to identify them.

IX. Other Requirements

27. Rasier-PA submits a Statement of Financial Position as Exhibit B.

28. Rasier-PA will maintain a website that provides a customer service telephone number or email address.

29. Rasier-PA will maintain records to demonstrate compliance with all of the requirements, standards and obligations described in this ETA Application.

30. Rasier-PA understands that it is subject to an annual assessment based upon reported gross Pennsylvania intrastate revenues, which will be handled through delegation to a third party to interface with the Commission.

31. Rasier-PA further understands that it has sole responsibility to address Commission-related passenger complaints and that a failure to adhere to the commitments made in this ETA Application may result in the Commission imposing sanctions, including civil penalties, suspension and revocation of the certificate of public convenience.

32. Rasier-PA is not currently engaged in unauthorized intrastate transportation for compensation between points in Centre County, Pennsylvania and will not engage in such transportation unless and until such authorization is received from the Commission.

33. While Rasier-PA has sought to comply with the key provisions of the regulations governing the filing and disposition of ETA Applications at 52 Pa. Code §§ 3.383-3.384, it is requested that the Commission exercise its discretion to grant waivers of any specific provisions that may not be fully satisfied due to their inapplicability to an ETA Application that is filed within the context of an Application for approval to offer experimental ridesharing network

services. *See Township of Collier v. Pennsylvania American Water Company*, Docket No. C-20016207, 2004 Pa. PUC LEXIS 26 (2004) (Commonwealth agency may waive its own regulations).

34. Granting the ETA Application, conditioned upon submitting acceptable evidence of insurance, will allow Rasier-PA to offer passengers in Centre County an innovative and unique service for which they are clamoring under the oversight of the Commission that is designed to ensure driver integrity, vehicle safety and adequate liability insurance.

X. Conclusion

Rasier-PA LLC requests that the Commission approve the Application for Emergency Temporary Authority to operate an experimental ridesharing network service between points in Centre County, Pennsylvania.

Respectfully submitted,



Karen O. Moury
Buchanan Ingersoll & Rooney PC
409 North Second Street
Suite 500
Harrisburg, PA 17101
(717) 237-4820

Attorneys for Rasier-PA LLC

Dated September 24, 2014

EXHIBIT A

I live in state college and have been let down by the state college cab companies a lot of times. I usually take cabs in state college and here the cab companies have the upper hand over the customers rather than the other way round. They would pick up the calls if they would feel like, and even after booking a cab, they would come only if they feel like. I was once stranded at the mall with a friend and none of the cab companies picked up my calls for about an hour and also the buses were not running so finally we chose to walk at night from the mall to campus which was about 2 miles or more. I have taken uber rides in New York and Providence and found it to be an amazing experience. I really wish Uber comes to State college.


Tej Maurya
tejmaurya93@gmail.com
Zip Code 16802

Signature: *Tej Maurya*

Email: tejmaurya93@gmail.com

State College is a town that lives 24/7, but transportation options are not available around the clock. I have personally seen people walk miles in the dead of winter or at unsafe hours to reach home because buses were stopped, Taxis were unavailable, and services like Uber do not yet exist here. Please help us be safe by giving us the freedom of another option to fill in the gaps.

Corey Friedenberger
cwf5034@gmail.com
Zip Code 16803

Signature: 

Email: cwf5034@gmail.com

Hello, my name is Carly and I am a sophomore at Penn State University (main campus). We NEED Uber in State College. Here is why:

1.) the amount of available cabs to student ratio on any average night at penn state is horrendous. If you call a cab, you will most likely get a busy tone for at least an hour (especially if you call at "peak hours"). Once you finally make contact with a cab driver, you will most assuredly wait a solid 45 minutes (at least) for the cab to arrive. And if you are not outside waiting, they will leave within a minute of arriving (no phone call to alert you they are there either, so most of the time you just have to stand outside a wait for them to show up).

2.) People take your cab. This happens constantly.

3.) The lack of safe and RELIABLE transportation in state college opens the way for numerous safety hazards for our students! The campus buses don't run all evening, so if you are out late the only option is to find a ride or walk. Finding a cab as mentioned in reason #1 is ridiculously hard at psu. That leaves getting a ride with a random person who may or may not have been drinking (obviously dangerous for everyone involved.) If you cannot find a cab or a friend to take you home, this inevitably means that you, my friend, will be hoofing it all the way home. Sometimes, walking isn't so bad, but more often than not at State College, it is freezing. A good majority of the year consists of cold weather, rain, slush, snow, etc. (you're from PA so you get my point here). Walking home in going-out clothes (as a girl. for me personally this means dresses, skirts, heels,) often times with no coat can lead to serious risks! Just last year alone, I personally knew of three kids who actually died from freezing to death while walking home (from my hometown Erie, PA-- not at psu). PLEASE be proactive and supply State College with a safe, reliable, and affordable transportation option, you have the potential to actually save lives here and make our campus a better, safer, university.

Coming from the girl who has hitched several rides home from pizza men in an hour of desperation, we absolutely will benefit from having Uber on our campus. On behalf of the ~84,000 students that go to The Pennsylvania University, PLEASE consider allowing Uber to come to Penn State!

Thanks for your time,
Carly Pruckner

Carly Pruckner
cup175@psu.edu
Zip Code 16802

Signature: 

Email: cup175@psu.edu

Dear Pennsylvania Public Utilities Commission,

Please do not enact cease-and-desist or any other legislative action to stifle the business and transportation innovations of companies such as Uber and Lyft. These services, and other options such as ride-sharing and carpooling are important and invaluable resources that Pennsylvania residents deserve. These services have substantial benefit to state of Pennsylvania and it's residents. For example, these accessible, convenient, and cashless services provide residents with an excellent and convenient alternative to driving under the influence of alcohol.

As the PUC, you have the responsibility to encourage transportation that is safer, has a lower impact on the environment, is more convenient, and less expensive for residents. Uber, Lyft and other similar services provide this benefit. Please let residents choose the transportation they prefer. Do not hinder companies or alternatives that could have transformative and positive impact on transportation in Pennsylvania.

Thank you,
Eric Ashuckian
State College Pennsylvania Resident

Eric Ashuckian
eric72777@gmail.com
Zip Code 16801

Signature: *Eric Ashuckian*

Email: eric72777@gmail.com

My experience with Uber during my time in San Francisco, CA this summer was nothing but excellent. It truly showed me how far transportation had come there, and simultaneously showed how far behind my hometown of State College was. Uber allowed me to get inexpensive rides any time, day or night, in just a handful of minutes at the touch of a button. This included the dreaded 2am bar exodus that makes getting a cab here in PA a nightmare of busy phone lines, dropped calls, 10 or more minutes on hold, followed by pickup times of over half an hour. That ordeal vanished with Uber, thanks to the power of an open ride system.

But that's just where the benefits begin. With a normal taxi service, you are stuck with whomever is available when you call. With Uber, both the driver and the drivee leave feedback of each other and if either leaves 3/5 stars or less, the pair are never matched up again. This protects drivers from unruly or difficult customers. The rapid response time of Uber also makes the act of getting a short ride a great deal more convenient. The vast majority of times in the Bay Area I was picked up in under 5 minutes. This makes getting a 10 minute cab ride a much more rational choice than with traditional services where pick up times of 15 minutes or more are the norm.

To conclude, I cannot recommend Uber enough. I never once had a poor, or even mediocre, experience. It seems to me the only people standing in the way of the progress Uber has made are the old-guard taxi companies who know they offer an inferior service to the community and will quickly be replaced. But that's just the same argument horse breeders used to lobby against automobiles. As our local government, you need to embrace what's best for the society you oversee as a whole, and in this case that means allowing Uber to do business fairly. Thank you for reading this and I implore you to make the right decision.

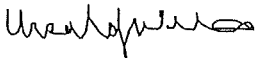
Robert D Caldwell
rdc5174@psu.edu
Zip Code 16801

Signature: *Robert Caldwell*

Email: rdc5174@psu.edu

I am a young professional living in the rowdy college town of State College, PA. I love living in a place where people come to celebrate some of the best things about Pennsylvania, and I would especially love for all of our visitors to be able to leave their cars behind when they go out, knowing there is a safe, reliable transportation option available to them. I also think that reliable taxi service like Uber would allow more tourists to arrive by bus or plane without feeling like they will need a car to get around while they are visiting.

Ursula Williams
u.j.williams@gmail.com
Zip Code 16801

Signature: 

Email: u.j.williams@gmail.com

With a daughter at Penn State and a second home in State College, we depend on public transportation to get around the area. Unfortunately, today there are often limited bus and taxi options. Based on what I have seen in other areas where Uber is offered, I believe the introduction of Uber in the community would result in a significant increase in safe transportation options for our daughter and us.

Naren Gursahaney
Ngursahane@aol.com
Zip Code 16802

Signature: *Naren K Gursahaney*

Email: ngursahane@aol.com

My company does business throughout the year in state college. We rely heavily on transportation via taxi, rental car etc when we are in town. However, most times taxis are few and far between and a poor representation of State College, PSU and the state of Pennsylvania. They are dirty, unsightly, and odiferous to say the least.
Please help boost business and promote state college and it's many institutions by allowing Uber to expand to PA.

Joel Torr
torr.joel@gmail.com
Zip Code 16803

Signature: *Joel Torr*

Email: torr.joel@gmail.com

Contrary to popular belief cabs are needed in small towns too! I live in State College, PA, which is believed to be a small town/small city...but bring in 50,000 Penn State students in a small area and things change! The severe lack of cabs makes getting around nearly impossible for moments when people either don't have cars, or don't want to use cars. Uber feels more safe than taxis and is so much more reliable I can't even accurately explain. Short wait times, super nice drivers who all enjoy their job with Uber (unlike taxi drivers who hate their job and everyone who gets in a cab, especially for short rides). Moreover, Uber is so much cheaper for users and so much more profitable for drivers. Win win!

I have used Uber religiously when I travel and would even love to be a driver part time (in addition to my full time job), so having Uber in all areas of PA would be incredible.

Tara Branigan
teb5081@gmail.com
Zip Code 16801

Signature: *Tara Branigan*

Email: teb5081@gmail.com

State College, PA definitely needs uber. There are currently about 3 cabs in the entire town which can't accommodate the extreme need on football weekends for safe rides home from the bars. Bringing Uber to State College would greatly diminish the amount of poor driving decisions made in town.

Jennifer Curry
jencurry84@gmail.com
Zip Code 16802

Signature: *Jennifer A Curry*

Email: jencurry84@gmail.com

I need Uber in State College, Harrisburg and Reading because it is reliable, affordable and the drivers are friendly. I used Uber when I visited San Francisco, and it would arrive within five minutes of me requesting it and I was able to see where it's at; I wish there is Uber in State College as I was often late for work because the drivers were late and when I called to check where they were, they would say they were a minute away then showed up 20 minutes later. Moreover, Uber's fare is usually cheaper than the local taxis' fares.

Wendy Chang
wchang91223@hotmail.com
Zip Code 16803

Signature: WENDY CHANG

Email: wchang91223@hotmail.com

Being a student at Penn State, we understand that we must be safe and not drink & drive. The problem is that we have little to no options when it comes to finding a reliable and safe ride. If there were options such as Uber, it would greatly reduce the accidents regarding drinking & driving. It would also keep the "drunks" off the roads when attempting to walk, bike or even drive home. We need this....please say yes to uber.

Zach Medina
zmzach14@yahoo.com
Zip Code 16801

Signature: *Zachary Medina*

Email: zmzach14@yahoo.com


I have been using Uber in cities that I travel to for work. It is safe, efficient, clean, and the best car service I have ever had. Better than any taxi service. The drivers are courteous and professional.

It is also safe for passengers since there will be an electronic history of who picked them up and the route that was taken. No money is exchanged since it is all via the app.

I see no reason why this shouldn't be approved. It is time Pennsylvania join other states who have supported Uber.

Thank you.

Sean M. Miller
Sean.miller@psualum.com
Zip Code 16801

Signature: 

Email: sean.miller@psualum.com

I am a resident of state college Pennsylvania and study at Penn State University. We need uber to come to state college because regular taxi services are extremely late and never punctual. Uber would be great for the weekends when the taxis service in state college is overwhelmed with rides. State college needs uber to help transport students on busy days. Uber is always punctual and the fare for the ride is fair

Ryan George
ryanvgeorge1@hotmail.com
Zip Code 16801

Signature: *Ryan George*

Email: ryanvgeorge1@hotmail.com

I live in State College, Pennsylvania where underage drinking, and drinking and driving a serious problem. Having a safe, reliable, and affordable transportation option in my city would be invaluable in cutting down DUIs.

Colin Mueller
singing.towers@gmail.com
Zip Code 16801

Signature: *Colin Mueller*

Email: singing.towers@gmail.com

Uber provides the most reliable transportation of any metropolitan area. In addition to creating a more competitive space for transportation, Uber allows for economic growth by increasing mobility.

Sri Pisupati
Spisupati12@gmail.com
Zip Code 16803

Signature: *Srichar Pisupati*

Email: spisupati12@gmail.com

State College, home of Penn State could greatly benefit from a driving service like Uber, especially considering the number of students who drink and then might drive. Keep our city safe by providing transport in time of need. Taxi service is very limited in State College. Be smart. Support Uber in SC.

Linda Barton
eslinda@comcast.net
Zip Code 16801

Signature: *Linda U Barton*

Email: eslinda@comcast.net

State College is a town that grows from a population of 41,000 to a population of almost 100,000 during game day weekends and other events during the year, making it the 3rd largest city in the State of Pennsylvania.

During those weekends, the local transportation is not able to handle the influx of people and the town is desperate for safe, reliable, available and affordable transportation.

Please have Uber establish a business in the town of State College, PA.

Marci Harmon
marciharmon@comcast.net
Zip Code 16803

Signature: *Marci J. Harmon*

Email: marciharmon@comcast.net

Students drive drunk at my university because there are not enough cab companies in State College, PA to cope with demand.
Bring Uber to Penn State and keep us safe!


Julia Bleser
julia.bleser@gmail.com
Zip Code 16801

Signature: *Julia Andrea Bleser*

Email: julia.bleser@gmail.com

It is always so hard to get taxis in state college, friends and I have been stranded more than once late at night and have had to walk home. Uber would be a great addition to state college, Pa and also York, Pa! College students need reliable and safe transportation that's also affordable. The best part of uber is that you can see your driver and rate them...makes for a much more comfortable experience knowing that the driver is held accountable for how they drive and treat their passengers!

Pascale Frem
Pascalefrem2009@gmail.com
Zip Code 16801

Signature: 

Email: pascalefrem2009@gmail.com

the United States is a capitalist economy. Because of that, we have enjoyed sustained growth for many years. There are many impediments to capitalism, the most prominent example between limited (or no) competition between suppliers of goods and services.

Competition should be promoted whenever possible. Uber is an example of a competitive element in the provision of a service which is normally not very competitive at all.

The state should not stand in the way of competition. The state should promote it in the transportation services sector by allowing Uber to operate wherever and whenever it wishes without an impediments.

Russell Cooper
russellcoop@gmail.com
Zip Code 16801

Signature: 

Email: russellcoop@gmail.com

Existing taxi services in State College of Centre Country are unreliable and take too long on weekends late at night due to the influx of cab requests from students going home after a night out. Additionally, it is a safety risk for students that do not have taxi phone numbers saved/memorized. The vast majority of students are from out of town and do not know what numbers to call for taxis. Furthermore, taxis in State College, PA do not respond to hailing on the streets. They can only be requested via phone call.

Tiffany Cole
tiffany.leia@gmail.com
Zip Code 16801

Signature: *Tiffany Cole*

Email: tiffany.leia@gmail.com

EXHIBIT B

STATEMENT OF FINANCIAL POSITION
Forecast from August 2014 to July 2015

REVENUE and GAINS

Operating Revenue	<u>1,914,322</u>
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EXPENSES

Insurance	<u>118,469</u>
Legal	<u>126,448</u>
General Office Expense	<u>2,066,390</u>
Advertising Expense (and Marketing)	<u>914,401</u>
Materials and Supplies Expense	<u>30,111</u>
Total Operating Expense	<u>3,255,819</u>

NET INCOME (LOSS)

(1,341,497)

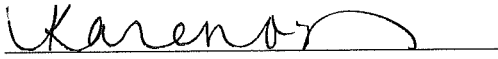
**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of Rasier-PA LLC, a Wholly	:	
Owned Subsidiary of Uber Technologies, Inc.,	:	
For Emergency Temporary Authority to Operate	:	Docket No. A-2014-
An Experimental Ride-Sharing Network Service	:	
Between Points in Centre County, PA	:	

VERIFICATION

I hereby verify that the statements made in this application are true and correct to the best of my knowledge, information and belief. I understand that the statements herein are made subject to the penalties of 18 Pa.C.S. § 4904 (relating to unsworn falsification to authorities).

September 23, 2014


Karen O. Moury