

UBER

Representative William Botzow
House Committee on Commerce and Economic Development Committee
Vermont State House
115 State Street
Montpelier, VT 05633

May 30th, 2018

Re: H.10

Dear Chairman Botzow:

We write to express Uber's concerns with H.10 and to respectfully request that you not support it.

H.10 codifies, in many respects, what has become the national standard for the statewide regulation of transportation network companies (TNC's). As you know, company representatives worked with House and Senate leaders and other stakeholders throughout this biennium to find a balanced approach that reflects Vermont values and provides consistency with other state enactments in this arena.

H.10 contains a first-in-the-nation requirement that a TNC must provide \$5,000 in medical payments insurance coverage (MedPay). No state has imposed a no-fault insurance requirement such as MedPay on TNCs where there wasn't also a no-fault system in place for all drivers. Some states like Maine and Massachusetts impose MedPay or PIP on TNCs, but (1) those states are no-fault states and (2) those states impose those requirements on all drivers. The language in their TNC laws requiring MedPay and PIP merely cross-reference their existing MedPay and PIP laws for all of the residents of those states. Vermont is not a no-fault state, and H.10's MedPay requirement would be imposed only on TNC drivers. For those reasons, H.10, if enacted, would make Vermont a costly outlier.

We have been clear in our opposition to the MedPay insurance provision throughout the legislative process. No other state imposes such a requirement and, if imposed, such a requirement could jeopardize Uber's continued operation in Vermont.

It is important to note that, aside from the MedPay provision, all of the consumer protections contained in H.10 – background checks, vehicle and driver standards, minimum insurance requirements and audit provisions – are already part of Uber's

business practices in Vermont. Those protections are also required by Burlington's vehicle for hire ordinance. Consumers will not be impacted if H.10 does not advance.

Uber has made a strong and long-term commitment to Vermont. The company's hundreds of driver partners provided hundreds of thousands of rides in Vermont last year, and through the Uber platform, its driver partners have become an essential part of the transportation ecosystem in many areas of the state. Those driver partners enjoy economic opportunities that did not exist prior to Uber's arrival in Vermont and would be jeopardized by this bill.

Please support technology and innovation and do not advance H.10.