

SB

14

<TARGET><BILL>SB 14</BILL><SUBJECT>SB
14</SUBJECT><COMM>HL&C30</COMM></TARGET>

ALASKA STATE LEGISLATURE

REPRESENTATIVE ADAM WOOL

Session: January - April
State Capitol, Room 412
Juneau, AK 99801-1182
Phone: 907-465-6879

- Chair: Transportation, Energy
- Vice Chair: Labor & Commerce
- Member: State Affairs

Interim: May - December
1292 Sadler Way, Ste. 308
Fairbanks, AK 99701
Phone :907-452-6084



Official Business

CS for SB14 (FIN) am ver I.A to Work Draft for House CS for CS for SB14 ver L Explanation of Changes

Section 6 :

Pages 8, Line 24, Add

"AS 28.23.050" or "AS.23.30.395."

Pages 9-10, Remove Lines 27-31 and Lines 1-21 add

"(b) A transportation network company may not allow a driver to accept trip requests through its digital network if the driver

1) has, in the past three years,

(A) been convicted of or forfeited bail for a third or subsequent moving traffic violation;

b) been convicted of

(i) driving while license canceled, suspended, revoked, or in violation of a limitation under AS 28.15.291;

(ii) failure to stop at the direction of a peace officer under AS 28.35.182;

(iii) reckless or negligent driving under AS.28.35.400 or 28.35.41; or

(iv) a law or ordinance of another jurisdiction having similar elements to an offense

listed in (i) - (iii) of this subparagraph;

(2) has, in the past seven years, been convicted of

(A) any offense that is an unclassified, class A, or class B felony in this or another jurisdiction; or

(B) a misdemeanor involving

(i) a crime under AS 28.33.030, AS 28.35.030, or 28.35.032

(ii) a crime under AS 28.35.050 or 28.35.060

(iii) a crime against a person under AS 11.41; or

(iv) a law or ordinance of another jurisdiction having similar elements to an offense listed in (i) - (iii) of this subparagraph;

(3) is listed on the United States Department of Justice National Sex Offender Public Website;

or

(4) is under 21 years of age.

(c) A transportation network company driver may not

(1) provide a prearranged ride unless the transportation network company rider has been matched to the driver through the digital network of the transportation network company;

- (2) solicit a rider or accept a street hail request for a ride; or
- (3) solicit or accept cash payments for a fare from a rider"

Page 10, Lines 29-31 add

"Sec. 28.23.105. Transportation network company vehicles. A motor vehicle that is used by a transportation network company driver for transportation network company purposes may not be more than 12 years of age."

Page 11, Line 12, remove "one" insert "two"

Page 15, Line 15, remove "one" insert "two"

Page 11, Line 17-21, add

"Sec. 28.23.130. International airports. The Department of Transportation and Public Facilities may, under AS 02.15, adopt a regulation or enter into a contract, lease, or other arrangement with a transportation network company or driver for use of an international airport owned or operated by the state. A regulation or arrangement under AS 02.15 must be consistent with this chapter."

Section 8 *Page 13, Lines 6-10, add*

- (b) The prohibition on regulation under (a) of this section does not include
 - (1) imposition of a municipal sales tax on a transportation network company driver that taxes a trip originating in the municipality in the same manner that other services are taxed in that municipality;
 - (2) a municipal traffic ordinance

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House CS for CS for Senate Bill 14 ver L Sectional Analysis

"An Act relating to transportation network companies and transportation network company drivers; and providing for an effective date."

- Section 1: Describes legislative intent of the bill is to clarify the Alaska Workers' Compensation Act and its relationship to transportation network company drivers.
- Section 2: Offers immunity to the state if civil action is taken against a transportation network company.
- Section 3: Amends AS 21.96 by adding a new section 21.96.018 relating to transportation network company insurance provisions. Allows for automobile insurance writers to exclude any driver who is logged onto the digital network of a transportation network company or while a driver provides a ride.
- Section 4: Amends AS 23.30.230(a) to exclude transportation network company drivers from the Alaska Workers' Compensation Act.
- Section 5: Amends AS 23.30.230(c) by adding the definitions for "digital network," "prearranged ride," "transportation network company," and "transportation network company driver."
- Section 6: Amends AS 28 by adding a new chapter, Chapter 23, Transportation Network Companies and Drivers
AS 28.23.010. Provides that transportation network company or driver is not a common carrier and may not provide taxicab or for-hire services and that they may not be required to register as a commercial or for-hire vehicle. The Department of Transportation may under AS 02.15, adopt regulation or enter into a contract, lease, or other arrangement with a TNC or driver for use of an international airport owned or operated by the state.

AS 28.23.010. Relates to fares collected by transportation network companies for services.

AS 28.23.030. Governs identification required for transportation network vehicles and drivers.

AS 28.23.040. Requires electronic receipts.

AS 28.23.050. Sets insurance requirements for transportation network companies and drivers.

AS 28.23.060. Requires transportation network companies to provide automobile insurance disclosures to drivers.

AS 28.23.070. Requires that transportation network companies to file a certificate of insurance with the division of insurance.

AS 28.23.080. Provides that transportation network companies are not employers and that drivers are independent contractors, not employees.

AS 28.23.090. Requires implementation of zero tolerance drug and alcohol policy.

AS 28.23.100. Sets transportation network company driver requirements. Requires local and national criminal background check, multi-state or multi-jurisdiction criminal records locator, the US Dept. of Justice National Sex Offender public website, and obtaining a driver history report.

AS 28.23.105 Transportation network company vehicles. Sets age of vehicle requirements.

AS 28.23.110. Relates to mandatory rules and policies governing non-discrimination and accessibility protected under AS 18.80.210.

AS 28.23.120. Provides for maintenance of records.

AS 28.23.130. International airports. Allows for regulation at international airports.

AS 29.23.180. Provides definitions for the chapter.

AS 28.23.190 States that the short title of the chapter may be cited as the "Transportation Network Companies Act."

Section 7: Amends AS 29.10.200 to add paragraph (66), adding AS 29.35.148 (regulation of transportation network company or drivers) as home rule prohibitions on acting otherwise.

Section 8: Amends AS 29.35 by adding AS 29.35.148, which provides that the authority to regulate transportation network companies and transportation network drivers is reserved to the state. Provides that an imposition of a municipal sales tax may be applied to a trip originating in the municipality on TNC drivers. Municipal traffic ordinances must be followed.

Section 9 Immediate effective date.

30-LS0250\L
Wallace
3/31/17

HOUSE CS FOR CS FOR SENATE BILL NO. 14()
IN THE LEGISLATURE OF THE STATE OF ALASKA
THIRTIETH LEGISLATURE - FIRST SESSION

BY

Offered:
Referred:

Sponsor(s): SENATORS COSTELLO, MacKinnon, Hughes, Meyer

REPRESENTATIVE Pruitt

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to transportation network companies and transportation network**
2 **company drivers; and providing for an effective date."**

3 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 * **Section 1.** The uncodified law of the State of Alaska is amended by adding a new section
5 to read:

6 LEGISLATIVE INTENT. It is the intent of the legislature to clarify the Alaska
7 Workers' Compensation Act, ensure the safety, reliability, and cost-effectiveness of rides
8 provided by transportation network company drivers in the state, and preserve and enhance
9 access to these important transportation options for residents of and visitors to the state.

10 * **Sec. 2.** AS 09.65 is amended by adding a new section to read:

11 **Sec. 09.65.350. Immunity for certain actions related to transportation**
12 **network companies.** (a) The state or a municipality, and the officers, employees, and
13 agents of the state or a municipality, are not liable in tort for damages for the injury to
14 or death of a person or property damage resulting from an act, omission, or failure of a
15 transportation network company or driver to comply with the requirements of

1 AS 28.23 or other law.

2 (b) In this section, "transportation network company" and "driver" have the
3 meanings given in AS 28.23.180.

4 * **Sec. 3.** AS 21.96 is amended by adding a new section to read:

5 **Sec. 21.96.018. Transportation network company insurance provisions.** (a)
6 Insurers that write automobile insurance in the state may exclude, notwithstanding any
7 requirement under AS 28.20, any and all coverage afforded under the policy issued to
8 an owner or operator of a personal vehicle for any loss or injury that occurs while a
9 driver is logged onto the digital network of a transportation network company or while
10 a driver provides a prearranged ride. The right to exclude all coverage may apply to
11 any coverage included in an automobile insurance policy, including

- 12 (1) liability coverage for bodily injury and property damage;
- 13 (2) uninsured and underinsured motorist coverage;
- 14 (3) medical payments coverage;
- 15 (4) comprehensive physical damage coverage; and
- 16 (5) collision physical damage coverage.

17 (b) Nothing in this section

18 (1) implies or requires that a personal automobile insurance policy
19 provide coverage while the driver

20 (A) is logged onto the digital network of a transportation
21 network company;

22 (B) is engaged in a prearranged ride; or

23 (C) otherwise uses a personal vehicle to transport passengers
24 for compensation;

25 (2) may be construed to require an insurer to use specific policy
26 language or to refer to this section in order to exclude any and all coverage for any
27 loss or injury that occurs while a driver

28 (A) is logged onto the digital network of a transportation
29 network company; or

30 (B) provides a prearranged ride; or

31 (3) precludes an insurer from providing coverage for the personal

1 vehicle of a transportation network company driver if the insurer chooses to provide
2 coverage by contract or endorsement.

3 (c) Automobile insurers that exclude coverage under (a) of this section do not
4 have a duty to defend or indemnify any claim expressly excluded under (a) of this
5 section. Nothing in this section may be considered to invalidate or limit an exclusion
6 contained in a policy, including any policy in use or approved for use in this state
7 before the enactment of this section, that excludes coverage for vehicles used to carry
8 persons or property for a charge or available for hire by the public.

9 (d) An automobile insurer that defends or indemnifies a claim against a driver
10 that is excluded under the terms of its policy shall have a right of contribution against
11 other insurers that provide automobile insurance to the same driver in satisfaction of
12 the coverage requirements of AS 28.23.050 at the time of loss.

13 (e) In a claims coverage investigation, a transportation network company shall
14 immediately provide, upon request by directly involved parties or any insurer of the
15 transportation network company driver, if applicable, the precise times that a
16 transportation network company driver logged onto and off of the digital network of a
17 transportation network company in the 12-hour period immediately preceding and in
18 the 12-hour period immediately following the accident. Insurers potentially providing
19 coverage shall disclose, upon request of any insurer involved in the claim, the
20 applicable coverages, exclusions, and limits provided under any automobile insurance
21 maintained under AS 28.23.050.

22 (f) In this section, "digital network," "personal vehicle," "prearranged ride,"
23 "transportation network company," "transportation network company driver," and
24 "driver" have the meanings given in AS 28.23.180.

25 * **Sec. 4.** AS 23.30.230(a) is amended to read:

26 (a) The following persons are not covered by this chapter:

- 27 (1) a part-time baby-sitter;
28 (2) a cleaning person;
29 (3) harvest help and similar part-time or transient help;
30 (4) a person employed as a sports official on a contractual basis and
31 who officiates only at sports events in which the players are not compensated; in this

1 paragraph, "sports official" includes an umpire, referee, judge, scorekeeper,
2 timekeeper, organizer, or other person who is a neutral participant in a sports event;

3 (5) a person employed as an entertainer on a contractual basis;

4 (6) a commercial fisherman, as defined in AS 16.05.940;

5 (7) an individual who drives a taxicab whose compensation and written
6 contractual arrangement is as described in AS 23.10.055(a)(13), unless the hours
7 worked by the individual or the areas in which the individual may work are restricted
8 except to comply with local ordinances;

9 (8) a participant in the Alaska temporary assistance program
10 (AS 47.27) who is engaged in work activities required under AS 47.27.035 other than
11 subsidized or unsubsidized work or on-the-job training;

12 (9) a person employed as a player or coach by a professional hockey
13 team if the person is covered under a health care insurance plan provided by the
14 professional hockey team, the coverage is applicable to both work-related and
15 nonwork-related injuries, and the coverage provides medical and related benefits as
16 required under this chapter, except that coverage may not be limited to two years from
17 the date of injury as described under AS 23.30.095(a); in this paragraph, "health care
18 insurance" has the meaning given in AS 21.12.050; [AND]

19 (10) a person working as a qualified real estate licensee who performs
20 services under a written contract that provides that the person will not be treated as an
21 employee for federal income tax or workers' compensation purposes; in this
22 paragraph, "qualified real estate licensee" means a person who is required to be
23 licensed under AS 08.88.161 and whose payment for services is directly related to
24 sales or other output rather than the number of hours worked; **and**

25 **(11) a transportation network company driver who provides a**
26 **prearranged ride or is otherwise logged onto the digital network of a**
27 **transportation network company as a driver.**

28 * Sec. 5. AS 23.30.230(c) is amended by adding new paragraphs to read:

29 (4) "digital network" has the meaning given in AS 28.23.180;

30 (5) "prearranged ride" has the meaning given in AS 28.23.180;

31 (6) "transportation network company" has the meaning given in

1 AS 28.23.180;

2 (7) "transportation network company driver" has the meaning given in
3 AS 28.23.180.

4 * **Sec. 6.** AS 28 is amended by adding a new chapter to read:

5 **Chapter 23. Transportation Network Companies and Drivers.**

6 **Sec. 28.23.010. Not other carriers.** A transportation network company or
7 driver is not a common carrier, contract carrier, or motor carrier, and may not provide
8 taxicab or for-hire vehicle service. The state or a municipality may not require a
9 transportation network company driver to register the personal vehicle the driver uses
10 to provide prearranged rides as a commercial or for-hire vehicle.

11 **Sec. 28.23.020. Fare collected for services.** A transportation network
12 company may charge a fare to a transportation network company rider. Before a fare is
13 collected from a rider, the transportation network company shall disclose to the rider,
14 on the company's Internet website or in the company's software application, the
15 transportation network company's fare or fare calculation method. The transportation
16 network company shall provide riders the option of receiving an estimated fare before
17 the rider enters the vehicle of a transportation network company driver.

18 **Sec. 28.23.030. Identification of transportation network company vehicles
19 and drivers.** Before a rider enters the personal vehicle of a transportation network
20 company driver, the transportation network company shall display on the company's
21 Internet website or in the company's software application a picture of the
22 transportation network company driver and the license plate number of the personal
23 vehicle providing the prearranged ride.

24 **Sec. 28.23.040. Electronic receipt.** Within a reasonable period following the
25 completion of a trip, the transportation network company shall transmit to the rider, on
26 behalf of the transportation network company driver, an electronic receipt showing the
27 origin and destination of the trip and itemizing the fare paid, if any.

28 **Sec. 28.23.050. Financial responsibility of transportation network
29 companies.** (a) A transportation network company driver, or transportation network
30 company on behalf of the driver, shall maintain primary automobile insurance that
31 recognizes that the driver is a transportation network company driver or otherwise

1 uses a vehicle to transport passengers for compensation and that covers the driver
2 while the driver is logged onto the digital network of a transportation network
3 company or while the driver is engaged in a prearranged ride.

4 (b) The following automobile insurance requirements shall apply while a
5 participating transportation network company driver is logged onto the digital network
6 of a transportation network company and is available to receive transportation requests
7 but is not engaged in a prearranged ride:

8 (1) primary automobile liability insurance in the amount of at least
9 \$50,000 for death and bodily injury for each person, \$100,000 for death and bodily
10 injury for each incident, and \$25,000 for property damage;

11 (2) uninsured or underinsured motor vehicle coverage as required
12 under AS 21.96.020 and AS 28.20.440;

13 (3) the coverage requirements of this subsection may be satisfied by

14 (A) automobile insurance maintained by the transportation
15 network company driver;

16 (B) automobile insurance maintained by the transportation
17 network company; or

18 (C) any combination of (A) and (B) of this paragraph.

19 (c) The following automobile insurance requirements shall apply while a
20 transportation network company driver is engaged in a prearranged ride:

21 (1) primary automobile liability insurance that provides at least
22 \$1,000,000 for death, bodily injury, and property damage;

23 (2) uninsured or underinsured motor vehicle coverage as required
24 under AS 21.96.020 and AS 28.20.440;

25 (3) the coverage requirements of this subsection may be satisfied by

26 (A) automobile insurance maintained by the transportation
27 network company driver;

28 (B) automobile insurance maintained by the transportation
29 network company; or

30 (C) a combination of (A) and (B) of this paragraph.

31 (d) If insurance maintained by a driver under (b) or (c) of this section has

1 lapsed or does not provide the required coverage, insurance maintained by a
2 transportation network company must provide the coverage required by this section
3 beginning with the first dollar of a claim, and the transportation network company
4 insurer has the duty to defend that claim.

5 (e) Coverage under an automobile insurance policy maintained by the
6 transportation network company may not be dependent on a personal automobile
7 insurer first denying a claim nor shall a personal automobile insurance policy be
8 required first to deny a claim.

9 (f) Insurance required by this section may be placed with an insurer licensed
10 under AS 21.09.060 or with a surplus lines insurer eligible under AS 21.34 that has a
11 credit rating not lower than A- from A.M. Best or a similar rating from another rating
12 agency recognized by the division of insurance.

13 (g) Insurance satisfying the requirements of this section shall be considered to
14 satisfy the financial responsibility requirement for a motor vehicle under AS 28.20.

15 (h) A transportation network company driver shall carry proof of coverage
16 under (b) and (c) of this section with the driver at all times during the driver's use of a
17 vehicle in connection with a digital network of a transportation network company. In
18 the event of an accident, a transportation network company driver shall provide the
19 insurance coverage information to the directly interested parties, automobile insurers,
20 and investigating police officers upon request under AS 28.22.019. Upon that request,
21 a transportation network company driver shall also disclose to directly interested
22 parties, automobile insurers, and investigating police officers whether the driver was
23 logged onto the digital network of a transportation network company or on a
24 prearranged ride at the time of an accident.

25 (i) If the insurance carrier for the transportation network company makes a
26 payment for a claim for physical damage to a personal vehicle that is subject to a lien,
27 the insurance carrier shall pay the claim jointly to the owner of the personal vehicle
28 and the primary lienholder or directly to the business repairing the personal vehicle.

29 **Sec. 28.23.060. Transportation network company automobile insurance**
30 **disclosures.** A transportation network company shall disclose in writing to
31 transportation network company drivers the following before the drivers are allowed

1 to accept a request for a prearranged ride on the digital network of the transportation
2 network company:

3 (1) the insurance coverage, including the types of coverage and the
4 limits for each coverage, that the transportation network company provides while the
5 transportation network company driver uses a personal vehicle in connection with a
6 transportation network company's digital network;

7 (2) that the automobile insurance policy of the transportation network
8 company driver might not provide any coverage while the driver is logged onto the
9 digital network of a transportation network company and is available to receive
10 transportation requests or is engaged in a prearranged ride, depending on the terms of
11 the automobile insurance policy of the driver; and

12 (3) that, if the personal vehicle the transportation network company
13 driver uses to provide transportation network services has a lien against it, using the
14 motor vehicle for transportation network services without physical damage coverage
15 may violate the terms of the contract with the lienholder.

16 **Sec. 28.23.070. Certificate of insurance.** A transportation network company
17 shall file a written certificate of insurance with the director of the division of insurance
18 demonstrating that the transportation network company has satisfied the requirements
19 of AS 28.23.050. The certificate of insurance must state that the applicable insurance
20 policy may not be cancelled unless written notice is provided to the division of
21 insurance at least 30 days before cancellation.

22 **Sec. 28.23.080. Limitations on transportation network companies.** A
23 transportation network company is not an employer of transportation network drivers
24 under AS 23.10.699, AS 23.20.520, or AS 23.30.395. A transportation network
25 company driver is an independent contractor for all purposes and is not an employee
26 of the transportation network company if the transportation network company

27 (1) does not unilaterally prescribe specific hours during which a driver
28 shall be logged onto the digital network of the transportation network company;

29 (2) does not impose restrictions on the ability of the driver to use the
30 digital network of other transportation network companies;

31 (3) does not restrict a driver from engaging in any other occupation or

1 business; and

2 (4) enters into a written agreement with the driver stating that the
3 driver is an independent contractor for the transportation network company.

4 **Sec. 28.23.090. Zero tolerance for drug or alcohol use.** The transportation
5 network company shall implement a zero-tolerance policy prohibiting drug and
6 alcohol use while a driver is providing a prearranged ride or is logged onto the digital
7 network of the transportation network company but not providing a prearranged ride.
8 The transportation network company shall post the company's zero-tolerance policy
9 prohibiting drug and alcohol use on the company's Internet website.

10 **Sec. 28.23.100. Transportation network company driver requirements.** (a)
11 Before a transportation network company allows an individual to accept trip requests
12 through its digital network, the transportation network company, or a third party, shall

13 (1) require the individual to submit to the transportation network
14 company an application that includes the individual's address, age, and driver's license
15 number, the motor vehicle registration and automobile liability insurance information
16 for the individual's personal vehicle, and other information required by the
17 transportation network company;

18 (2) conduct a local and national criminal background check for each
19 applicant that reviews

20 (A) a multi-state or multi-jurisdiction criminal records locator
21 or a similar commercial nationwide database with validation; and

22 (B) the United States Department of Justice National Sex
23 Offender Public Website; and

24 (3) obtain and review a driving history research report for the
25 individual.

26 (b) A transportation network company may not allow a driver to accept trip
27 requests through its digital network if the driver

28 (1) has, in the past three years,

29 (A) been convicted of or forfeited bail for a third or subsequent
30 moving traffic violation;

31 (B) been convicted of

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(i) driving while license canceled, suspended, revoked, or in violation of a limitation under AS 28.15.291;

(ii) failure to stop at the direction of a peace officer under AS 28.35.182;

(iii) reckless or negligent driving under AS 28.35.400 or 28.35.410; or

(iv) a law or ordinance of another jurisdiction having similar elements to an offense listed in (i) - (iii) of this subparagraph;

(2) has, in the past seven years, been convicted of

(A) any offense that is an unclassified, class A, or class B felony in this or another jurisdiction; or

(B) a misdemeanor involving

(i) a crime under AS 28.33.030, AS 28.35.030, or 28.35.032;

(ii) a crime under AS 28.35.050 or 28.35.060;

(iii) a crime against a person under AS 11.41; or

(iv) a law or ordinance of another jurisdiction having similar elements to an offense listed in (i) - (iii) of this subparagraph;

(3) is listed on the United States Department of Justice National Sex Offender Public Website; or

(4) is under 21 years of age.

(c) A transportation network company driver may not

(1) provide a prearranged ride unless the transportation network company rider has been matched to the driver through the digital network of the transportation network company;

(2) solicit a ride or accept a street hail request for a ride; or

(3) solicit or accept cash payments for a fare from a rider.

Sec. 28.23.105. Transportation network company vehicles. A motor vehicle that is used by a transportation network company driver for transportation network company purposes may not be more than 12 years of age.

Sec. 28.23.110. Nondiscrimination and accessibility. (a) The transportation

1 network company shall adopt a policy prohibiting discrimination based on destination
2 or a class or status protected under AS 18.80.210 with respect to a rider or potential
3 rider. The company shall inform drivers of the policy.

4 (b) A transportation network company driver shall comply with all applicable
5 laws relating to accommodation of service animals.

6 (c) A transportation network company may not impose additional charges for
7 providing services to riders with physical disabilities because of those disabilities.

8 **Sec. 28.23.120. Records.** A transportation network company shall keep
9 records

10 (1) maintained by the transportation network company for an
11 individual prearranged ride for at least two years from the date of the prearranged ride;
12 and

13 (2) maintained by individual transportation network company drivers
14 for two years after the agreement between the transportation network company and
15 driver entered into under AS 28.23.080(4) ends.

16 **Sec. 28.23.130. International airports.** The Department of Transportation and
17 Public Facilities may, under AS 02.15, adopt a regulation or enter into a contract,
18 lease, or other arrangement with a transportation network company or driver for use of
19 an international airport owned or operated by the state. A regulation or arrangement
20 under AS 02.15 must be consistent with this chapter.

21 **Sec. 28.23.180. Definitions.** In this chapter,

22 (1) "digital network" means any online-enabled application, software,
23 website, or system offered or used by a transportation network company that enables
24 the prearrangement of rides with transportation network company drivers;

25 (2) "personal vehicle" means a motor vehicle that is used by a
26 transportation network company driver and is owned, leased, or otherwise authorized
27 for use by the transportation network company driver; "personal vehicle" does not
28 include a taxi, limousine, or other commercial motor vehicle for hire;

29 (3) "prearranged ride" means transportation provided by a driver to a
30 rider, beginning when a driver accepts a ride requested by a rider through a digital
31 network controlled by a transportation network company, continuing while the driver

1 transports a requesting rider, and ending when the last requesting rider departs from
2 the personal vehicle; "prearranged ride" does not include shared expense carpool or
3 vanpool arrangements or transportation provided using a taxi, limousine, or other
4 commercial motor vehicle for hire;

5 (4) "transportation network company" means a corporation,
6 partnership, sole proprietorship, or other entity that uses a digital network to connect
7 transportation network company riders to transportation network company drivers who
8 provide prearranged rides; a transportation network company may not be considered to
9 control, direct, or manage the personal vehicles or transportation network company
10 drivers that connect to its digital network, except where agreed to by written contract;

11 (5) "transportation network company driver" or "driver" means an
12 individual who

13 (A) receives connections to potential passengers and related
14 services from a transportation network company in exchange for payment of a
15 fee to the transportation network company; and

16 (B) uses a personal vehicle to offer or provide a prearranged
17 ride to riders upon connection through a digital network controlled by a
18 transportation network company in return for compensation or payment of a
19 fee;

20 (6) "transportation network company rider" or "rider" means an
21 individual or person who uses a digital network of a transportation network company
22 to connect with a transportation network company driver who provides prearranged
23 rides to the rider in the driver's personal vehicle between points chosen by the rider.

24 **Sec. 28.23.190. Short title.** This chapter may be cited as the Transportation
25 Network Companies Act.

26 * **Sec. 7.** AS 29.10.200 is amended by adding a new paragraph to read:

27 (66) AS 29.35.148 (regulation of transportation network companies or
28 drivers).

29 * **Sec. 8.** AS 29.35 is amended by adding a new section to read:

30 **Sec. 29.35.148. Regulation of transportation network companies or**
31 **drivers.** (a) The authority to regulate transportation network companies and

1 transportation network company drivers is reserved to the state, and, except as
 2 specifically provided by statute, a municipality may not enact or enforce an ordinance
 3 regulating transportation network companies or transportation network company
 4 drivers.

5 (b) The prohibition on regulation under (a) of this section does not include

6 (1) imposition of a municipal sales tax on a transportation network
 7 company driver that taxes a trip originating in the municipality in the same manner
 8 that other services are taxed in the municipality;

9 (2) a municipal traffic ordinance.

10 (c) This section applies to home rule and general law municipalities.

11 (d) In this section,

12 (1) "transportation network company" has the meaning given in
 13 AS 28.23.180;

14 (2) "transportation network company driver" has the meaning given in
 15 AS 28.23.180.

16 * **Sec. 9.** This Act takes effect immediately under AS 01.10.070(c).

Fiscal Note

State of Alaska
2017 Legislative Session

Bill Version:	CSSB 14(FIN)
Fiscal Note Number:	5
(S) Publish Date:	3/8/2017

Identifier: SB014CS(FIN)-DOA-DMV-03-06-17
 Title: TRANSPORTATION NETWORK COMPANIES
 Sponsor: COSTELLO
 Requester: (S) Finance

Department: Department of Administration
 Appropriation: Motor Vehicles
 Allocation: Motor Vehicles
 OMB Component Number: 2348

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2018	Included in	Out-Year Cost Estimates				
	Appropriation Requested	Governor's FY2018 Request	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
OPERATING EXPENDITURES	FY 2018	FY 2018					
Personal Services							
Travel							
Services							
Commodities							
Capital Outlay							
Grants & Benefits							
Miscellaneous							
Total Operating	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fund Source (Operating Only)

None							
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time							
Part-time							
Temporary							

Change in Revenues

None							
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimated SUPPLEMENTAL (FY2017) cost: 0.0 *(separate supplemental appropriation required)*
(discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY2018) cost: 0.0 *(separate capital appropriation required)*
(discuss reasons and fund source(s) in analysis section)

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? yes
 If yes, by what date are the regulations to be adopted, amended or repealed? 01/01/20

Why this fiscal note differs from previous version:

Updated analysis to reflect changes in CS.

Prepared By: Marla Thompson, Director
 Division: Motor Vehicles
 Approved By: Sheldon Fisher, Commissioner
 Agency: Department of Administration

Phone: (907)269-5574
 Date: 03/06/2017 02:00 PM
 Date: 03/06/17

REPORTED OUT OF
SFC 03/07/2017

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2017 LEGISLATIVE SESSION

Analysis

SB 14 amends Title 28 by establishing a new chapter, AS 28.23, that will govern the establishment of transportation network companies (TNC), fares, financial responsibility, disclosures, driver requirements, records and definitions. The new chapter will also provide definitions for digital network, personal vehicles, prearranged ride, transportation network company, driver and rider.

The CS clarifies insurance requirements, and specifies the TNC will disclose to interested parties whether a driver was registered as a TNC driver or logged into a network at the time of a crash.

The CS also clarifies that no state or municipal agency shall be liable for damages resulting from TNC action or inaction.

DMV maintains a zero fiscal note.

Fiscal Note

State of Alaska
2017 Legislative Session

Bill Version:	CSSB 14(L&C)
Fiscal Note Number:	4
(S) Publish Date:	2/10/2017

Identifier: SB014-DCCED-DOI-01-27-17
Title: TRANSPORTATION NETWORK COMPANIES
Sponsor: COSTELLO
Requester: (S) LAC

Department: Department of Commerce, Community and
Economic Development
Appropriation: Insurance Operations
Allocation: Insurance Operations
OMB Component Number: 354

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below.

(Thousands of Dollars)

	FY2018	Included in	Out-Year Cost Estimates				
	Appropriation Requested	Governor's FY2018 Request	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
OPERATING EXPENDITURES	FY 2018	FY 2018					
Personal Services							
Travel							
Services							
Commodities							
Capital Outlay							
Grants & Benefits							
Miscellaneous							
Total Operating	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fund Source (Operating Only)

None							
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time							
Part-time							
Temporary							

Change in Revenues

Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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Estimated SUPPLEMENTAL (FY2017) cost: 0.0 (separate supplemental appropriation required)
(discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY2018) cost: 0.0 (separate capital appropriation required)
(discuss reasons and fund source(s) in analysis section)

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? No
If yes, by what date are the regulations to be adopted, amended or repealed? N/A

Why this fiscal note differs from previous version:

Not applicable, initial version.

Prepared By: Lori Wing-Heier, Director
Division: Division of Insurance
Approved By: Catherine Reardon, Director
Agency: Division of Administrative Services, DCCED

Phone: (907)465-2518
Date: 01/27/2017 11:36 AM
Date: 01/27/17

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2017 LEGISLATIVE SESSION

Analysis

This legislation defines the insurance requirements for transportation network company (TNC) drivers. It clearly delineates when a driver's personal automobile policy is covering the driver's vehicle, and the requirements when a driver is logged into a TNC network or providing a prearranged ride.

Automobile insurers may exclude personal vehicle policies for a driver while they are logged into a transportation network company (TNC) network. This legislation exempts TNC drivers from registering their personal vehicle as a commercial vehicle. This legislation requires TNC's to maintain primary automobile insurance recognizing that the driver as a TNC driver transporting passengers for compensation, and that covers the driver while the driver is logged into a digital network of a company or while they are engaged in a prearranged ride. Insurance required under Title 28 may be placed with an insurer licensed under AS 21.09.060 or with a surplus lines insurer under AS 21.34 with a credit rating not lower than A-.

The Division of Insurance does not anticipate fiscal impact from this legislation.

Fiscal Note

State of Alaska
2017 Legislative Session

Bill Version:	CSSB 14(L&C)
Fiscal Note Number:	1
(S) Publish Date:	2/10/2017

Identifier: SB014-DOLWD-UI-01-27-17
 Title: TRANSPORTATION NETWORK COMPANIES
 Sponsor: COSTELLO
 Requester: (S) LAC

Department: Department of Labor and Workforce Development
 Appropriation: Employment and Training Services
 Allocation: Unemployment Insurance
 OMB Component Number: 2276

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2018 Appropriation Requested	Included in Governor's FY2018 Request	Out-Year Cost Estimates					
			FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
OPERATING EXPENDITURES								
Personal Services								
Travel								
Services								
Commodities								
Capital Outlay								
Grants & Benefits								
Miscellaneous								
Total Operating	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fund Source (Operating Only)

None								
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time								
Part-time								
Temporary								

Change in Revenues

None								
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimated SUPPLEMENTAL (FY2017) cost: 0.0 (separate supplemental appropriation required)
 (discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY2018) cost: 0.0 (separate capital appropriation required)
 (discuss reasons and fund source(s) in analysis section)

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? No
 If yes, by what date are the regulations to be adopted, amended or repealed?

Why this fiscal note differs from previous version:

Not applicable, initial version.

Prepared By: Ed Flanagan, Director
 Division: Employment and Training Services
 Approved By: Heidi Drygas, Commissioner
 Agency: Department of Labor and Workforce Development

Phone: (907)465-5543
 Date: 01/27/2017 04:00 PM
 Date: 01/27/17

REPORTED OUT OF
SFC 03/07/2017

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2017 LEGISLATIVE SESSION

Analysis

This legislation defines drivers of transportation network companies as not being employees, which excludes the companies from paying for unemployment insurance coverage. There is no action required by the department resulting from this legislation; therefore, there is no fiscal impact to the department anticipated.

Fiscal Note

State of Alaska
2017 Legislative Session

Bill Version:	CSSB 14(L&C)
Fiscal Note Number:	2
(S) Publish Date:	2/10/2017

Identifier: SB014-DOLWD-WC-01-27-17
Title: TRANSPORTATION NETWORK COMPANIES
Sponsor: COSTELLO
Requester: (S) LAC

Department: Department of Labor and Workforce Development
Appropriation: Workers' Compensation
Allocation: Workers' Compensation
OMB Component Number: 344

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2018 Appropriation Requested	Included in Governor's FY2018 Request	Out-Year Cost Estimates					
			FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
OPERATING EXPENDITURES								
Personal Services								
Travel								
Services								
Commodities								
Capital Outlay								
Grants & Benefits								
Miscellaneous								
Total Operating	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fund Source (Operating Only)

None								
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time								
Part-time								
Temporary								

Change in Revenues

None								
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimated SUPPLEMENTAL (FY2017) cost: 0.0 (separate supplemental appropriation required)
(discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY2018) cost: 0.0 (separate capital appropriation required)
(discuss reasons and fund source(s) in analysis section)

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? No
If yes, by what date are the regulations to be adopted, amended or repealed?

Why this fiscal note differs from previous version:

Not applicable, initial version.

Prepared By: Marie Marx, Director
Division: Workers' Compensation
Approved By: Heidi Drygas, Commissioner
Agency: Department of Labor and Workforce Development

Phone: (907)465-6060
Date: 01/27/2017 04:00 PM
Date: 01/27/17

REPORTED OUT OF
SFC 03/07/2017

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2017 LEGISLATIVE SESSION

Analysis

This legislation defines drivers of transportation network companies as not being employees, which excludes the companies from paying for workers' compensation coverage. There is no action required by the department resulting from this legislation; therefore, there is no fiscal impact to the department anticipated.



AMENDMENT

OFFERED IN THE HOUSE

BY REPRESENTATIVE JOSEPHSON

TO: CSSB 14(FIN) am

1 Page 10, line 30, following "**Records.**":

2 Insert "(a)"

3

4 Page 11, following line 6:

5 Insert new material to read:

6 "(b) Except for specific information about a transportation network company
7 rider, including the rider's name, address, and telephone number, a transportation
8 network company shall provide a transportation network driver information for each
9 ride the driver completes, including global positioning data, the fare and tip paid by
10 the rider, and the rate charged.

11 **Sec. 28.23.130. Prohibitions.** A transportation network company may not

12 (1) take adverse action against a transportation network company
13 driver, including restricting the driver's tips or suspending or terminating the driver's
14 participation in the company's digital network, as a result of the driver

15 (A) organizing or joining a driver association or labor
16 organization or participating in a driver association or labor organization or the
17 activities of the driver association or labor organization;

18 (B) decreasing the driver's participation in the company's
19 digital network; or

20 (C) generating less fare or tip income;

21 (2) change a compensation rate or other material term of a contract
22 with a driver without the driver's voluntary prior consent, if the contract is based on
23 the driver providing a ride to a transportation network company rider."

HB 132/SB 14 TRANSPORTATION NETWORK COMPANIES

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February 21, 2017

Rep. Louise Stutes, Co-chair, House Transportation Committee
Members House Transportation Committee
State Capitol Room 406
Juneau, Alaska 99801

RE: H 132 (Wool): Transportation Network Companies

Dear Co-Chair Stutes and Members of the House Transportation Committee,

We are writing to support House Bill 132 (Wool), which would create a statewide regulatory framework for the operations of Transportation Network Companies (TNCs) in the State. Passage of House Bill 132 would create the opportunity for Lyft to operate in the State of Alaska.

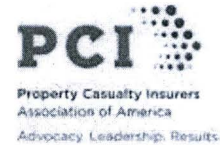
Lyft is a San Francisco-based TNC that was founded in 2012. Our smartphone application facilitates convenient peer-to-peer ridesharing in more than 200 cities across the United States. Through our app, Lyft currently connects millions of safe, reliable and convenient rides every single week and has generated more than a billion dollars of increased economic activity since our launch. Lyft is eager to share the benefits of ridesharing in Alaska with its residents and visitors.

As of this year, thirty eight states across the country have passed comprehensive statewide legislation that regulates Lyft in a safe and robust manner. We hope that Alaska will join that effort and allow consumers to have the ability to choose Lyft. Thank you for your consideration of this measure and request your support for House Bill 132.

Sincerely,

A handwritten signature in black ink, appearing to read "Annabel R. Chang". The signature is stylized and written in a cursive-like font.

Annabel R. Chang
Director of Public Policy



February 27, 2017

Representative Adam Wool, Vice Chair
House Labor and Commerce Committee
State Capitol, Room 412
Juneau AK, 99801

Re: House Bill 132 Transportation Network Companies - SUPPORT

Dear Representative Wool:

The American Insurance Association (AIA), National Association of Mutual Insurance Companies (NAMIC), and the Property Casualty Insurers Association of America (PCI) are writing in support of HB 132. We believe that HB 132 (like SB 14) aligns Alaska with the National Conference of Insurance Legislators (NCOIL) model legislation on transportation network companies (TNC).

The NCOIL model provides clarity on insurance issues and affords the most protection for consumers whenever a TNC operates in Alaska. In particular, we appreciate your efforts in ensuring that coverage for underinsured and uninsured is included, clarifying insurance disclosure, and removing language that could have led to confusing coverage interpretation.

If you need further assistance on the insurance aspects of HB 132 or have additional questions, feel free to contact anyone of us: Armand Feliciano, ACIC Vice President (PCI / 916-205-2519/ armand.feliciano@pciaa.net), Christian Rataj, Senior Director (NAMIC/ 303-907-0587/ crataj@namic.org), or Katherine Pettibone, Vice President (AIA/ 916-442-7617/ kpettibone@aiadc.org).



March 1, 2017

Representative Adam Wool
Representative Louise Stutes
House Transportation Committee Co-Chairs
Alaska House of Representatives
State Capitol, Rm 17
Juneau, AK 99801

Re: Support for House Bill 132, relating to transportation network companies and transportation network company drivers.

Dear Representative Wool and Representative Stutes:

The Alaska State Chamber of Commerce (Alaska Chamber) supports the current version of House Bill 132, an act relating to transportation network companies and transportation network company drivers.

The Alaska Chamber is a non-profit founded in 1952 working to promote a positive business environment in Alaska. The Chamber is the voice of small and large business representing hundreds of employers and local chambers across Alaska. Our member companies employ over 100,000 hard-working Alaskans.

There are many places in Alaska where adequate transportation services is lacking. Transportation network companies are an additional way to provide affordable transportation to Alaskans. Having these additional choices breeds competition that will benefit the users of these types of transportation and improve the quality of service. It will also provide economic opportunity to people who can use this avenue to garner additional income. Thirty-eight other states have already passed similar comprehensive legislation and now have transportation network companies providing their services to the citizens of those states.

The Alaska Chamber encourages the Senate Finance Committee to support House Bill 132 and pass the bill from committee.

Best regards,

A handwritten signature in cursive script that reads 'Curtis W. Thayer'.

Curtis W. Thayer
President & CEO

To whom it may concern

My name is Ezra Stephens and I have been a 30 year resident of Juneau. I have been trying to figure out the right words to say about this ride sharing issue for over a week now.

After reading the article in today's Juneau Empire I am deeply frustrated with the assemblies stance on this issue and after multiple drafts and rewrites I have decided not to go with a non-emotional stance on how the city assembly chooses look at this issue. I will just say this, I am for the ride sharing coming to this Juneau.

It will quickly become a vital part of our towns transportation needs and tax base. I think it would foolish and shortsighted not to allow ride sharing in to Juneau. This town is trying to find new ways to pay for it's self and this a perfect opportunity to put much needed money into the coffers and put dozens of people to work on a full and part time basis.

I know the cab companies are extremely resistant to this idea and will argue that it will put a dent into their business and possibly go as far as to say it will cost people jobs. As educated and free thinking people, I hope you see passed these in inaccurate notion of costing jobs and see this as an opportunity for our town to progress and move towards the future.

Thank you for your time.

Ezra Stephens

Dear Representative Wool,

My name is Cheri Zepp, and I'm a life long Alaska resident who has for many years relied on taxi/cabs to get to and from work, or to get a ride after having a few drinks and knew a taxi was my best option. I was in Vegas, and Seattle when I discovered Uber, and it was amazing! The cars were clean, the driver was polite and they were on time! It was also very inexpensive compared to a taxi. I was also able to see my driver on my smartphone, so I knew he/she were very close by. We could also communicate via text or call. It streamlined the process and you knew you had your ride. Unlike my experiences with the cabs here in Juneau where I waited for TWO hours after the dispatch told us a cab was coming, and we called back multiple times after the clock struck 1:00 am. We had no idea where our taxi was and it was frustrating because the friends who had us over were tired and ready for bed. This has happened multiple times.

Good luck getting a taxi/cab at the airport as they get taken up fast! If your bags are late getting off loaded you get not taxi/cab - they take off and don't come back because they are taking their fares and then heading off to other fares. We've had this issue as well. Now we just park at the airport, and that's expensive if you're gone too long.

I think of the opportunity for folks who might enjoy making extra money on the weekends using their own car to provide rides for others who may not be able to drive. This would be a good thing for the town of Juneau.

The taxi/cab company graciously provides free rides to Juneau residents on January 1 after drinking, so to help cut down on DWIs but they can't keep up and I did notice a few DWIs in the paper anyway. I myself would pay to get a ride home, rather than wait for a free taxi/cab ride that will take hours to get.

Many years ago, the cab/taxi companies were split up so I do recall the service being better, but it is my understanding they are owned by one company now. The tardiness and unclean taxi/cabs may be because of this monopoly, so I think a little competition would be great for Juneau and folks like myself who need to get home before 1:00 am.

I support HB 132, and I respectfully request you pass this bill out of your committee.

Cheri Zepp

Juneau, Alaska

I strongly support ride sharing companies in Alaska. Let the market dictate supply & demand.

-Paul Davis

www.gallantadventures.com

1 (907)738-2855

I strongly support allowing ride share companies to operate in Alaska. It is important that we continue to grow as a state and this is an excellent way to do so.

Thank you,
Emily Davis

PO Box 6186
Sitka, AK 99835
(907)738-1743

March 1, 2017

House Transportation Committee
RE: House Bill 132 – Transportation Network Companies

Hello,

My name is Nicholas DeHart and I am a resident of Down Town Juneau. I am writing you today regarding HB 132. After reading HB 132 in its entirety I am favor of transportation network companies being allowed to do business in Alaska as the bill is written.

Although I cannot speak for the rest of the state, Juneau has a taxi problem. More than once I have had to wait over an hour to get a taxi from Down Town Juneau or Douglas. Twice in the last few months I have prearranged a pickup for a ride to the airport early in the morning only to be told 20 minutes past the prearranged pick up time that they would be on their way soon. I have heard comments and concerns about the taxi summer tourism season being negatively affected by ride sharing companies, although understandable, taxi companies (like all business) are on their own to make their business better and desirable to consumers. There are more taxis available in the summer than in the winter and the summer drivers prefer catering to tourists vs. locals. Additionally, the majority of the vehicles commissioned to be used are old and unsafe. It is hard to be sympathetic for the failing taxi system when they have not invested the funds or time to provide a good service. I believe competition is good for all business. It has become apparent to me that the taxi companies in Juneau are mishandling their monopoly of the current system.

A major plus for the ride sharing companies is that they are being tracked, customers can pay online and know who their driver is before being picked up; this equals safer rides and transactions. A free market can elevate some businesses and sink others. There is no reason the taxi services could not upgrade their businesses in the same way. By not letting transportation network companies do business in Juneau, and all of Alaska, a disservice is being done not only to the residents but to the taxi companies themselves. Holding the taxi companies hands and saying no to new things is no way to do business or regulate an industry.

The legislature has the very hard and often not rewarding job of managing budgets, laws, and regulations. In this current low revenue environment, it is imperative that Alaska as a whole be open to new businesses and industries. I believe that the community of Juneau could support both the taxi services and transportation network companies. Please let consumers decide what works best for them and move HB 132 out of committee.

Thank you for your time and your service to Alaska.

Nicholas DeHart
Juneau Resident

Hello Rep. Wool,

Thank you so much for reaching out for input about ride-sharing. I am completely in support of it. Not only is it super convenient (can you imagine not having to run out to start your car at -35?!), but it also seems like ride-sharing could only have a positive impact on the environment.

Thanks for asking!

Rachel Reilly
99709

I fully support HB 132, and am so happy to hear that you are a driving force behind this legislation. I will do my best to testify on behalf of this bill. And if there is anything else I can do to drum up support please let me know. It's long past time for action on this.

Thanks and take care,
Evan Eads



February 23, 2017

Representative Sam Kito
State of Alaska
State Capitol Room 403
Juneau, AK 99801

Dear Representative Kito:

Our company has numerous properties throughout the state and we are writing this letter to ask you to support Senate Bill 14, the *Let's Ride Alaska Act*, which will provide alternative transportation options in Alaska for residents and travelers.

We are very supportive of Senate Bill 14 as it will provide a quick, cashless transportation option for our guests and a more affordable option which will help our hotel property to be more competitive. Our hotels do not have shuttle service which negatively affects our reservations when people choose to stay at hotels where transportation is included. At times, the wait for a taxi is extremely long and quite expensive which again affects the decisions travelers make when booking a hotel with or without transportation.

Transportation Network Companies such as Uber are widely used in major hotel chains such as Starwood, Hilton and Intercontinental Hotel Group with benefits from each chain's loyalty program. Uber is also bringing technology to cities with their partnerships with Zomato (restaurant guide) and Citymapper (trip planning app) which helps travelers get the information they need while on the road. Alaska's small businesses would be frequented with these kinds of partnerships which brings increased exposure turning into more revenue for our local business owners.

Our hotel chain is supporting Senate Bill 14 and we hope that the legislature will also support it to bring a more affordable transportation option for Alaska's travelers while providing for jobs and additional income for residents.

Sincerely,

Carol Fraser

Regional Director of Sales and Marketing

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Tally Teal

From: Crystal Koeneman
Sent: Wednesday, March 15, 2017 3:39 PM
To: Tally Teal
Subject: FW: Please vote for Lyft

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kerry Crocker [mailto:kerrycrocker@hotmail.com]
Sent: Wednesday, March 15, 2017 3:08 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject: Please vote for Lyft

Dear Representative Sam Kito,

Please vote yes for ride sharing in Alaska!!!

Sincerely,
Kerry Crocker
535 Kennedy St
Juneau, AK 99801

▪



March 17, 2017

Representative Sam Kito
House Labor & Commerce Committee Chair
Alaska House of Representatives
State Capitol, Rm 403
Juneau, AK 99801

Re: Support for House Bill 132, relating to transportation network companies and transportation network company drivers.

Dear Representative Kito:

The Alaska State Chamber of Commerce (Alaska Chamber) supports the current version of House Bill 132, an act relating to transportation network companies and transportation network company drivers.

The Alaska Chamber is a non-profit founded in 1952 working to promote a positive business environment in Alaska. The Chamber is the voice of small and large business representing hundreds of employers and local chambers across Alaska. Our member companies employ over 100,000 hard-working Alaskans.

There are many places in Alaska where adequate transportation services is lacking. Transportation network companies are just another way to provide affordable transportation to Alaskans. Having additional choices breeds competition that will benefit the users of these types of transportation and improve the quality of service. It will also provide economic opportunity to people who can use this avenue to garner additional income. Thirty-eight other states have already passed similar comprehensive legislation and now have transportation network companies providing their services to the citizens of those states.

The Alaska Chamber would also like to see consistency in the laws and regulations governing transportation network companies and the drivers. It may be impossible to operate if having to comply with differing rules in every political subdivision of the state. In the major population centers in Alaska there are multiple political subdivisions and if drivers had to comply with different rules as they cross through the different jurisdictions I fear it would prove to be too onerous on them to operate.

The Alaska Chamber encourages you to support HB 132 and pass the bill from your committee.

Best regards,

A handwritten signature in black ink, appearing to read 'Curtis W. Thayer'.

Curtis W. Thayer
President & CEO

Cc:

Representative Adam Wool
Representative Andy Josephson
Representative Louise Stutes
Representative Chris Birch
Representative Gary Knopp
Representative Colleen Sullivan-Leonard

Tally Teal

From: Crystal Koeneman
Sent: Friday, March 17, 2017 12:29 PM
To: House Labor and Commerce
Subject: FW: Transportation options

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: Susanf7 [mailto:susanf7@gci.net]
Sent: Thursday, March 16, 2017 7:12 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject: Transportation options

Please vote to allow the people of Alaska to have a choice in transportation - I have lived in Alaska for 34 years and think it's time - in Eagle River we don't have taxi's and the bus routes are being cut. I understand we have 2 new Ferries coming online. If the state can spend \$\$ on them then please allow options for those of us who want to spend our own \$\$ on Uber or Lift. Thank you.

Susan Fischetti
Eagle River AK

Sent from my iPhone

Tally Teal

From: Crystal Koeneman
Sent: Friday, March 17, 2017 10:14 AM
To: House Labor and Commerce
Subject: FW: HB 132, The Uber Bill

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: Nordicmatt [mailto:nordicmatt@gmail.com]
Sent: Friday, March 17, 2017 7:04 AM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject: HB 132, The Uber Bill

Hey Sam,
Hope all is well.

Just want to make a comment on the Uber bill.

I use Uber on a regular basis when I am travelling in the states. It works well. With the appropriate oversight, I think it can work well in Alaska also.

Thanks,
Later,
Matt Pauli

From: Mark Riederer
To: Tally Teal
Subject: Cabs and Uber
Date: Friday, March 17, 2017 3:41:21 PM

Hello,

I am writing to express my support for Uber in Alaska.

I am not a frequent cab user, but the last three cab experiences this last year in Juneau have been awful service. Service at the airport is horrible. Feb 11, I almost missed my flight because my cab went in the ditch on his way to take me to the airport. I had to make last minute alternative plans. Returning to Juneau March 3, I arrived to find one cab leaving and 4 separate parties waiting for a cab. I called 586-1111 and called for a cab. When one showed up and called my name, I told them all these people were here before me. Long story short it took me an hour to get a ride. A person going to Douglas had to ride out to 16 mile in my cab, because it "was a Friday night" and they were too busy to send another cab to the airport. Juneau deserves better service than we have.

Thank you,
Mark Riederer

Sent from my iPhone

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW: H132 Support
Date: Friday, March 17, 2017 3:43:28 PM

-----Original Message-----

From: Michaela [<mailto:herlifecoach@gmail.com>]
Sent: Friday, March 17, 2017 3:43 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject: H132 Support

Representative Kito,

My name is Michaela Teater. I live in Anchorage, Alaska. I am writing you in support of bill H132.

I feel strongly about increasing job opportunity in Alaska. I am a professional life coach and part of what I do with my clients is help them find better, more fulfilling work in here. We are in desperate need to create jobs in Alaska and I know that ridesharing has done that in over 300 cities around the country. Companies, such as Lyft, have created incredible opportunities for supplemental, flexible income and Alaskans deserve that option.

Also, living in Alaska, I enjoy going downtown with friends and visiting all of our exciting and unique restaurants and bars. On a regular basis I see and experience the struggle to get a safe, affordable, and reliable ride home from downtown. Ride sharing options will provide a much needed service to our community and allow people the freedom to get a safe ride whenever they need one.

Thank you for taking the time to read this and consider my thoughts and feelings. I urge you to support bill H132 and allow more transportation options to come to our great state.

Regards,

Michaela Teater
Anchorage, Alaska
907-299-6980

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW: Ride Sharing in Fairbanks
Date: Monday, March 20, 2017 10:04:40 AM

-----Original Message-----

From: Jerry Lee Sadler [<mailto:jerrylsadler@gmail.com>]
Sent: Saturday, March 18, 2017 12:01 AM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject: Ride Sharing in Fairbanks

Hello Sam,

Just wanted to send my support for ride sharing legislation in Alaska, I would also like to share a quick experience. Many of my other experiences have duplicated this but since this one occurred tonight it is most relevant.

I have just returned from a work trip in Las Vegas where we lived by the Uber/Lyft apps during our visit. The ease, response, and functionality are amazing. I was on one occasion able to guide a driver by text to a location away from the convention center and hectic cab lines, take a ride to a camera store way off the strip, shop for a new camera for 30 minutes, drop a pin and get a freshly washed and vacuumed Uber from right around the corner in under 1 minute. Clean cars, new cars, and motivated individuals was all I encountered during my stay in Las Vegas.

Fairbanks, Alaska on a Friday night at the International Airport there is not many cabs at the airport due to high demand by the bars. As my sister waited for the bags I luckily got to the back of the cab line in time to grab the very last cab. With a broken passenger door handle I asked him to pull forward to the very first arrivals door. Kept telling me to get in with a broken a door. Finally got in and rode the 25 feet he demanded me to ride because he could not get please go to that first door that says arrival.

On my way back to get bags I found a older couple that are my parents good friends and life long Alaskans. They stood looking for a cab and because I know how it goes they would be they for who knows how long I told them we can share a ride. Once we loaded most of all the luggage ourselves and got the doors open we crammed into the old early 2000s suburban since there was no help getting the rear seats down. Dents, smoky smell, duck tape on the seats, flashing service advisories on the dash, duck tape holding the lights and headliner up and together, broken stereo, arguing dispatchers giving out all sorts of private numbers from other responders, and after 40 years of living in Fairbanks not a clue how to get around.

Once we dropped off our friends at their home we were off to Chera Ridge where he then asked how steep the driveway was. After I said it was not steep he replied good because I don't have 4WD. You are a cab driver in a SUV in Fairbanks and you don't have 4WD!? Haha these people are jokes. I asked him well dang don't you think you would get that fixed. "O ya the other guy left it in 4WD for a full day and broke it!" Haha ya I think that's the point I kept to myself.

Funny part was right after that I heard a advertisement on the radio talking about Uber. I asked him if he's ever heard of it trying not to act like I had heard of it. He abruptly said why! And I mentioned the radio ad. He laughed and said hahaha we ran them right out of town. And o how I can't wait to run him out of town I thought to myself.

After some terrible native jokes related to alcohol abuse, we rolled up to my home from this wonderful tour and unloaded all my luggage and I realized I had no small change and asked if he could break a \$100.

O ya nope definitely can't do that one he says fumbling in his wallet.

Ok could I please pay by card? O ya nope that's been broken.

Haha you guys are fricken jokes! Ok let me go in and find change.

After going through two cars and two wallets I made up enough coins and ones to send our death machine back down the road.

Please please keep on moving this forward. These companies are gonna take another 20 years to ever innovate. They need to be wiped out and the people of Alaska, the people that AK heavily rely on need speedy and warm service.

Thank You for your work,
Jerry Lee Sadler

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW: HB132
Date: Monday, March 20, 2017 10:04:56 AM

-----Original Message-----

From: Tommie Baker [<mailto:texastroll@hotmail.com>]
Sent: Friday, March 17, 2017 11:51 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>
Subject: HB132

I am unable to call in today, and I know I'm not one of your constituents, but as members of the Labor & Commerce committee, please allow me to voice my support, and ask your support, for HB132, TRANSPORTATION NETWORK COMPANIES.

Having done extensive travel over the past few months, my wife and I had the opportunity to use Uber multiple times. Compared to using cabs, which we usually do, the use of Uber's was refreshing.

It was comforting to know who the driver would be, the vehicle make/model, almost immediately after booking the pick up.

Please help put a stop to Alaska being the last state to allow this service. Please voice your and my support for the bill.

I have asked Rep. LeDoux to voice her support as well.

Sent from my iPhone
TOMMIE BAKER

Sent from my iPhone

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW: HB132
Date: Tuesday, March 21, 2017 2:41:39 PM
Attachments: [image001.jpg](#)

From: Sally Johnson [mailto:nelchinasal@yahoo.com]
Sent: Tuesday, March 21, 2017 11:01 AM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject:

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

These services are available across the U.S. and even in third-world African countries—they should be available in Alaska.

Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

||

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW: Lyft bill
Date: Tuesday, March 21, 2017 2:37:30 PM
Attachments: [image001.jpg](#)

From: Hunter Lee [mailto:Leeh9410@live.com]
Sent: Tuesday, March 21, 2017 1:20 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject: RE: Lyft bill

Dear Representative Sam Kito,

Cab companies here don't take care of the vehicles they use. Bad upholstery, bad manners, bad reliability. Would be great to get another service to use such as Lyft or Uber. It is NEEDED here. Can't put enough emphasis on need too.

Sincerely,
Hunter Lee
Lemon Creek Rd
Juneau, AK 99801

||

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW: HB132
Date: Tuesday, March 21, 2017 9:55:36 AM
Attachments: [image001.jpg](#)

From: Bonnie Oaksmith III [mailto:saoaksmith@reagan.com]
Sent: Tuesday, March 21, 2017 1:59 AM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject:

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

||

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW:
Date: Monday, March 27, 2017 11:03:27 AM
Attachments: [image001.jpg](#)

From: Warren sharp [mailto:twosharp@mtaonline.net]
Sent: Thursday, March 23, 2017 12:17 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject:

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

||

From: [Rep. Sam Kito](#)
To: [House Labor and Commerce](#)
Subject: FW:
Date: Friday, March 24, 2017 3:28:22 PM
Attachments: [image001.jpg](#)

From: Francesca Allegrezza [mailto:Frescachez@gmail.com]
Sent: Friday, March 24, 2017 10:03 AM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject:

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

||

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Mat-Su Convention & Visitors Bureau

Linda Springmann
Holland America Line



24 March 2017

Senator Mia Costello
Alaska State Senate
Alaska State Capitol
Juneau, Alaska 99801-1182

Representative Adam Wool
Alaska State Legislature
Alaska State Capitol
Juneau, Alaska 99801-1182

On behalf of the Alaska Travel Industry Association (ATIA), the state's leading nonprofit membership association for the travel industry, we are writing this letter in support of Senate Bill 14, the Let's Ride Alaska Act and House Bill 132, which will provide alternative transportation options in Alaska for residents and visitors.

Alaska tourism generates economic benefits to communities throughout the state, providing over 40,000 jobs and \$180 million in revenue to state and local governments. These benefits come from the 2 million people choosing Alaska as their traveler destination among places throughout the country and the world. Providing access and growth in transportation options helps keep Alaska as a competitive destination among travelers.

As ATIA works with our community partners to remain competitive among other destinations, it is critical to have a complete package of options for visitors that they have come to expect when they are traveling away from home. This includes being able to access alternative transportation options to explore a communities' attractions, restaurants, gift shops and more.

Transportation network companies also bring technology to cities through the use of smart phone apps and partnerships with online restaurant guides and trip planning information, all which help travelers learn what they need while on the road. Alaska's businesses would benefit from these partnerships and increased exposure, turning into business growth and revenue.

ATIA is in support of Senate Bill 14 and House Bill 132 and encourages the legislature to pass these bills and help bring alternative transportation options for Alaska's travelers and residents.

Sincerely,

Sarah Leonard
ATIA President & CEO

Dennis McDonnell
ATIA Board Chair

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW: Lyft bill
Date: Monday, March 27, 2017 2:06:26 PM
Attachments: [image001.jpg](#)

From: Justin Facey [<mailto:jfaceyco@gmail.com>]
Sent: Friday, March 24, 2017 12:51 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject: RE: Lyft bill

Dear Representative Sam Kito,

Not having ridesharing available is clearly a detriment to the community, this isn't being disputed by anyone. Competition breeds favorable results - the competitors are forced to get better, or get replaced. This evolution is good for the consumer. I have yet to hear a single logical reason not to support this bill. That being the case, this bill should have your support.

Sincerely,
Justin Facey
401 Cordova St
Juneau, AK 99801

||

From: [Joseph Lurtsema](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:43:55 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

These services are available across the U.S. and even in third-world African countries—they should be available in Alaska.

Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW:
Date: Tuesday, March 28, 2017 1:06:46 PM
Attachments: [image001.jpg](#)

From: Eva Stanley [mailto:evastanley1551@yahoo.com]
Sent: Monday, March 27, 2017 10:16 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject:

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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||

From: Ariana
To: Rep. Sam Kito
Date: Thursday, March 30, 2017 11:41:32 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

From: [Kaye Carlson](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:53:59 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

From: [Chiiwen](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:40:37 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

From: [Marie Duriez](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:52:50 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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From: [Erica thomas](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 10:27:13 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

From: [Shawn Eby](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 10:25:34 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

From: [Macy ghalami](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 10:34:08 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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From: [Caitlin Goettler](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:56:08 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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From: [Morgan Thomas](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:52:50 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

From: [Jenna Morales](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 10:24:43 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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From: [Chasity Noel](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:47:34 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Please, pass HB 132 and give Alaskans the ability to decide which transportation service best meet our needs.

From: [Chelsea owens](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:45:41 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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From: [Raul rovira](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:28:57 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: Satya
To: Rep. Sam Kito
Date: Thursday, March 30, 2017 10:34:52 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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From: [Mia sim](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:39:47 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Christopher Snipes](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 10:28:41 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Laken Solseng](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:36:37 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Kristi Trimmer](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:34:51 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Brittany Watkins](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:45:04 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Elisha waugh](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 11:59:39 AM

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Katie Berry](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 1:15:45 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Eli chambers](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 1:12:16 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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From: [David Hannon](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 1:07:14 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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From: [Caleb Jordan](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 1:59:12 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Jeremy Langford](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 1:07:53 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Silvia Leon-Guerrero](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 3:48:40 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Kathleen McArdle](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 2:25:16 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Britte Mercurief](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 1:21:31 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Erin](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 1:07:26 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Liz Osorio](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 2:31:09 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [Angela Sonnier](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 2:21:01 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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From: [David william](#)
To: [Rep. Sam Kito](#)
Date: Thursday, March 30, 2017 1:39:24 PM

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Tally Teal

From: Helen Curtis <Mmneleh@yahoo.com>
Sent: Saturday, April 01, 2017 3:45 PM
To: Rep. Sam Kito

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Tally Teal

From: Paige <Pheaps@live.com>
Sent: Friday, March 31, 2017 3:40 PM
To: Rep. Sam Kito

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Tally Teal

From: Paige Gibson <Paige@liveloveak.com>
Sent: Friday, March 31, 2017 3:39 PM
To: Rep. Sam Kito

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Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Tally Teal

From: Jennifer Adams <Jennifer.adams@yahoo.com>
Sent: Friday, March 31, 2017 3:05 PM
To: Rep. Sam Kito

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Tally Teal

From: Rebecca morgan <Rebeccakaymorgan@gmail.com>
Sent: Friday, March 31, 2017 2:47 PM
To: Rep. Sam Kito

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Tally Teal

From: Ashley Snodgrass <Ashley.snodgrass@outlook.com>
Sent: Friday, March 31, 2017 2:47 PM
To: Rep. Sam Kito

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Tally Teal

From: Karla Asplund <Kc.asplund@gmail.com>
Sent: Friday, March 31, 2017 2:46 PM
To: Rep. Sam Kito

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Tally Teal

From: Lynette Ampadu <Lynette_mcnair@yahoo.com>
Sent: Friday, March 31, 2017 2:46 PM
To: Rep. Sam Kito

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Tally Teal

From: George McKee <Dolgeo@hotmail.com>
Sent: Friday, March 31, 2017 2:47 PM
To: Rep. Sam Kito

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Tally Teal

From: Jessica Hill <Jhillvolleyball@yahoo.com>
Sent: Friday, March 31, 2017 2:46 PM
To: Rep. Sam Kito

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Tally Teal

From: Kimberly Butler <Kimberlybutler@gmail.com>
Sent: Friday, March 31, 2017 2:46 PM
To: Rep. Sam Kito

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Tally Teal

From: Sharon Burns <sharon@abcstations.com>
Sent: Friday, March 31, 2017 2:42 PM
To: Rep. Sam Kito
Subject: Please support ridesharing

Dear Representative Sam Kito,

Please support legislation to bring Lyft to Juneau. We are so under serviced by taxis ... I can't tell you how many times I've had to wait at the airport, on my own and often in the dark, frustrated because I can't get home. Alaska is such an amazing place to live, we're pioneers in so many ways, let's not get bogged down over this. It will be a win for our community - both for passengers and for those who want to make a few more dollars. Thank you

Sincerely,
Sharon Burns
3164 Pioneer Ave
Juneau, AK 99801

Tally Teal

From: Jourdan shapiro <Jourdan747@gmail.com>
Sent: Thursday, March 30, 2017 11:20 PM
To: Rep. Sam Kito

Categories: Committee

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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Please, pass SB 14 and give Alaskans the ability to decide which transportation service best meet our needs.

Tally Teal

From: Lessa <Lessa.noell@gmail.com>
Sent: Thursday, March 30, 2017 4:00 PM
To: Rep. Sam Kito

Categories: Committee

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to safe, clean and affordable, quick transportation options. I whole-heartedly believe we should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

These services are available across the U.S. and even in third-world African countries—there is no reasonable reason why it's not in Alaska.

As a single, professional woman who has used taxi transportation services in Alaska and more often than not have been subjected to smelly vehicles and rude drivers who expect tips with terrible service, I depend on services like Lyft and Uber to get to and from locations safely with great customer service.

As a lifelong Alaskan, I know how important the tourism industry is in Alaska. Having a shared ride service will no doubt, be moreover inviting to single and young professional travelers wanting to explore the great state of Alaska.

Please, pass SB 14 and give Alaskans the ability to decide which transportation service best meet our needs.

Tally Teal

From: Clare kreilkamp <Ckreilkamp@anchorage.net>
Sent: Thursday, March 30, 2017 3:52 PM
To: Rep. Sam Kito

Categories: Committee

I am writing to you today to urge your support of Senate Bill 14. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Tally Teal

From: Brent Chandler <hunter1blc@gmail.com>
Sent: Wednesday, March 22, 2017 8:22 PM
To: Rep. Sam Kito

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

Ride-sharing companies like Uber and Lyft are a great way to provide good-paying, flexible jobs to Alaskans. They allow drivers to control their own schedule and use their own car to provide safe, affordable transportation. Many areas that allow these types of services have seen drunk driving incidents decrease.

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Tally Teal

From: Callahan Dillon <Dilloncallahan@gmail.com>
Sent: Monday, March 20, 2017 1:25 PM
To: Rep. Sam Kito
Categories: Constituent

I am writing to you today to urge your support of House Bill 132. Alaska is falling behind the times when it comes to transportation options. We should have the ability to use ride-sharing services.

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**GENERAL
TEAMSTERS
LOCAL 959
STATE OF ALASKA**

Affiliated with the International Brotherhood of Teamsters
Rick Boyles, Secretary-Treasurer
520 E. 34th Ave., Suite 102, Anchorage, Alaska 99503
Phone (907) 751-8501 • Fax (907) 751-8599

February 21, 2017

Honorable Louise Stutes, Co-chair
Honorable Adam Wool, Co-chair
House Transportation Committee
State Capitol
Juneau, AK 99801

RE: House Bill 132- Transportation Network Companies and Drivers

Dear Representatives Stutes and Wool:

After reviewing HB 132, legislation that creates a foundation allowing Transportation Network Companies (TNC) and their drivers to operate in the state of Alaska, we want to go on record opposed to the bill in its current form.

Teamsters Local 959 is a statewide union and we represent workers in almost every industry in over 250 different classifications such as truck drivers, airline pilots, engineers, land surveyors, miners, telecommunication, nurses, bus drivers, construction workers, etc. As such, protecting workers, worker rights and benefits, is our job. We work with our employers to assure our members have health benefits, pension, safe work environment, and are treated with dignity and respect.

The Teamsters believe it is important to protect all worker rights whether it is safety on the job through OSHA, nurses overtime legislation, overtime laws and Workers' Compensation, to list a few. No worker plans to be injured on the job, but if they are the employee and their family should be protected. Reviewing many cases in the lower 48, and having spoken with some of the Uber drivers in Washington State, it seems these drivers should be considered employees of the company. When Uber operated out of Anchorage for a brief period of time, the Department of Labor & Workforce Development found their drivers were employees and fined them for not paying Workers' Compensation. Uber paid the fine but then stopped operating in Anchorage. It has been stated by some that taxi cab drivers are exempt from AS 23.30.230(a) and therefore the TNC drivers should be also. We would point out that under the statute not all taxi cab drivers are exempt and the communities around the state are able to set their own regulations depending on the needs. With respect to insurance Uber provides insurance for the customer and they also have control over all the rules and regulations that govern the drivers. That is not the case with a taxi driver.

In the city of Seattle the drivers are organizing and it was not without a battle. Their company spent millions of dollars fighting the proposed legislation and is now challenging it in court. Some of the complaints from the drivers included reduced hours,

inability to earn a living wage (pay cut by 15%), unfair terminations (app would be disabled if drivers spoke out), insurance pooling, company required expensive car upgrades, and fairness and respect issues; all of which are common employee issues.

In summary, HB 132 should recognize drivers of any TNC as an employee not an independent contractor. It is a special carve out for TNC's that sets bad public policy for workers in our state. The bill:

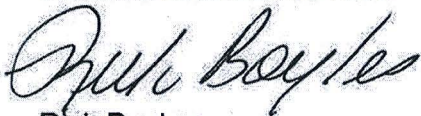
- Significantly diminishes the established criteria used by the State of Alaska to determine whether an individual is an employee or independent contractor, specifically the ABC test AS 23.20.525(a)(8)(A-C);
- Creates an unfair advantage for TNC companies;
- Allows an industry to write its own workplace standards as opposed to requiring compliance with established standards that equitably balances the rights between both workers and employers;
- Diminishes the revenue the state will see from Employer contributions for unemployment insurance and Workers' Compensation;
- Weakens the definition of what constitutes an "employee" for certain companies, opening the door for "Worker Misclassification" issues and allow bad actors into the industry;
- Deprives workers of a minimum hourly wage;
- Allows TNC's, some worth over \$39 billion, to void all worker protections and pay little towards our state economy.

On behalf of working people in our state, especially those who are unrepresented, we ask that the existing work rules be enforced. These rules are intended to protect workers and important state programs. We ask that HB 132 be amended to protect workers, especially the drivers for these TNC's.

Your time and consideration of this matter is greatly appreciated.

Sincerely,

TEAMSTERS LOCAL 959



Rick Boyles
Secretary-Treasurer

Copy: Representatives Claman, Drummond, C.Kopp, Neuman and Sullivan-Leonard

LAW OFFICES
BRENNAN ■ HEIDEMAN
A PROFESSIONAL CORPORATION

FROM THE DESK OF:
JAMES T. BRENNAN
ATTORNEY AT LAW
jbrennan@law-alaska.com

February 21, 2017

Representative Adam Wool
Alaska State Capitol
Juneau, Alaska 99801-1182

Re: CSSB 14, Regulation of Transportation Network Companies;
Fiscal Note

Dear Representative Wool:

I am an Anchorage attorney with many years experience representing various components of the Anchorage Taxicab Industry in connection with municipal regulation of the industry. I am familiar with the regulatory issues which would be presented by the startup of transportation network companies (TNCs), including Uber, in Alaska, and have followed the development of SB 14, including the latest, committee substitute version.

The committee substitute, at Section 5, would, for the first time, saddle DCCED with administration/enforcement of the proposed new statute and regulations thereunder. This would be an entirely new role for the agency, regulation of motor vehicles. Because TNC regulation would also be brand new to the state (which has not previously engaged in regulation of passenger transportation, previously undertaken by the municipalities), this first-time foray into regulation will require adequate agency staffing. The TNCs are new players in the passenger transportation industry, and it would be a gross understatement to say that their entry into commerce has created headaches for municipal, state and national governments, worldwide. A new state law authorizing TNCs will require a full agency commitment to administer and enforce the new law.

The Fiscal Note accompanying the committee substitute is for \$280,500, essentially for two new positions, one for an investigator and one for a consumer service specialist. In my opinion, this is inadequate.

The Municipality of Anchorage has Transportation Inspection office to handle regulation of taxicab and limousines under longstanding municipal code provisions. Though it administers regulation in only one city, it requires four fulltime employees. It is unrealistic to believe that a state agency administering

startup state regulation of TNCs in cities all over Alaska will be able to adequately enforce the statute with only two additional staffers.

Among the requirements of the statute for which compliance, monitoring and enforcement by the agency will be required are:

- Required insurance provisions for both the TNC company and each TNC driver.
- Disclosure to all customers of safe fare rates, fare calculation method, and the customer's option to get an estimated fare before undertaking a ride.
- Display of pictures of arriving TNC drivers to customers.
- Provision for electronic receipts to customers.
- Disclosures to drivers by the TNC of the TNC's insurance coverage, including potential non-coverage in certain circumstances.
- Confirmation of compliance with independent contractor requirements, e.g., TNC not requiring specific hours, not restricting the drivers' ability to work with other TNCs or for other employers; and existence of a written contract with each driver.
- Enforcement of zero tolerance for alcohol and drugs.
- Local and national criminal background check for each driver, including a multi-state criminal records check and a national sex offender record check.
- TNCs obtaining driving history for each driver.
- Nondiscrimination.
- TNC's ongoing maintenance of required records.

On a state-wide basis, this is a tall order. The foregoing does not even take into account the need for establishment of some system for penalties, e.g., fines, suspensions and revocations, in the event of noncompliance by a TNC company or its TNC drivers. This will also require some provision for due process

procedures, including hearings, if a TNC company or its driver contests the agency's enforcement of the law.

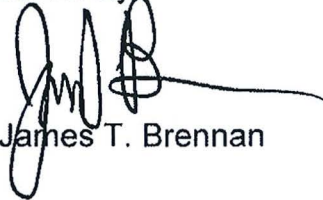
Based upon the foregoing, it is my opinion that the Fiscal Note for CSSB 14 should be increased from its current total of \$280,000 to an amount commensurate with at least four new positions in DCCED.

The Anchorage Assembly, which has far longer experience than the Legislature in regulating transportation of passengers for hire, is currently considering an extensive, 23 page ordinance to regulate TNCs, which contains substantially more protections for taxicab customers, the public safety, and other considerations, which CCSB 14 lacks.

If, as provided in Section 7 of the committee substitute bill, the state intends to entirely preempt municipalities from regulating TNCs, then the state needs to step up with adequate staffing and resources to administer and enforce its own regulation of TNCs.

Thank you for your attention to this matter.

Sincerely

A handwritten signature in black ink, appearing to read 'James T. Brennan', with a long horizontal flourish extending to the right.

James T. Brennan

JTB;rs
3851\083
cc: Laura Stidolph

Hello Representative Wool

I would like to express my concerns with HB132 regarding Transportation Network Companies. As i feel there are many things wrong with this bill, Insurance too low, Uber drives down wages, cities would have no say in this matter what so ever and would lose revenue from enforcement , state would lose money, fiscal note is too low (should be closer to \$400K per year), Criminal background checks are inadequate by Juneau police departments standards.

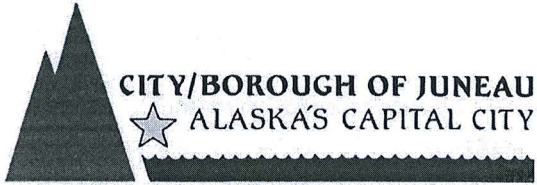
Uber should pay, Everyone else pay's, Just in Juneau the taxi industry pay's about \$200,000 in sales tax, and other fee's associated with being a taxi (and thats just Juneau). Think about how much the cities could get from Uber if it were regulated properly, money that could go to schools, roads, jobs, etc.. Instead this could let a \$5 Billion dollar company in for FREE. Thats just crazy to me.

There are many many more but i would like to mention something that is even more important:

BUYERS REMORSE, What happens if this passes and Uber is not what it seems and we just gave them an open door to the ENTIRE state, what do we do? well unfortunately there isn't an easy answer to that from what I have read, Once we let them in (unregulated) it would cost a fortune to get rid of them, Or even try to add regulation later. Uber will fight it tooth and nail, they are doing that all over the world now. Taxi's have been around since 1911 and no they are not perfect, I've also heard bad things about doctors, pilots, police officers, etc.. But to think they are all bad because of a few peoples actions? I think thats wrong. Even taxi drivers deserve to have a chance to continue making a decent wage to support there families.

If people want Uber that's fine, But they need to be on a level playing field with everyone else, And the cities, Towns, And municipalities need to regulate them locally like everywhere else does.

Thank you for your time,
James Harris
907-723-1882



OFFICE OF THE MANAGER

Telephone: (907) 586-5240; Fax: (907) 586-5385
Rorie.Watt@juneau.org

March 9, 2017

The Honorable Sam Kito
Alaska State House of Representatives
Room 403, State Capitol
Juneau, AK 99801

RE: Senate Bill 14 and House Bill 132 re: Transportation Network Companies

Dear Representative Kito:

Thank you for the opportunity to comment on pending legislation in House Labor and Commerce relating to transportation network companies and transportation network drivers. The City and Borough of Juneau recently had a work session with the Committee of the Whole to discuss SB 14 and HB 132. That discussion resulted in a great deal of concern over Sections 7 and 8 in CS for HB 132 (TRA) and CS for SB 14 (FIN). These sections prohibit a municipality from enacting or enforcing an ordinance regulating transportation network companies or transportation network drivers.

While the City and Borough of Juneau does not generally oppose "transportation network companies" we object to the provisions in the legislation that prohibit a home rule municipality from enacting or enforcing local ordinances that may regulate them. The City and Borough of Juneau believes that regulating local transportation is a local issue and requests these sections be removed.

We believe regulating transportation businesses such as taxis and the newer technology-driven transportation network drivers at the local level is consistent with Article X Section 1 of the Alaska Constitution which states "The purpose of this article is to provide for maximum local self-government..."

Taxis are a good example of localized governance. Recognizing the importance of safety, especially in situations where persons in more vulnerable states – leaving bars late at night – Juneau elected to regulate taxis through our local police department requiring background checks for drivers utilizing fingerprints. In Anchorage, several incidents caused the Muni to require taxis to install cameras. While Anchorage and Juneau regulate taxi fares the City of Fairbanks has

decided not to regulate fares. These are just three examples of local governments enacting ordinances or not enacting ordinances to manage local concerns.

That said we also recognize that the legislature has the authority to remove local control where state policies are meant to further a specific statewide policy and to uniform statewide application. Ultimately, the decision as to whether the fairly new technology-driven "transportation networks" meet the need for local preemption for statewide uniformity is a question for the legislature.

While we prefer retaining local control, if the legislature deems statewide uniformity to be necessary we ask that local control be retained as much as practicable. In this instance we suggest you consider adding authority or clarifying that the following powers are left to local control:

- Ability to require transportation network drivers to register as a business with the municipality, in the same manner as other businesses.
- Ability to apply sales tax ordinances.
- Ability to enact and enforce ordinances, not specifically targeted to prohibiting transportation networks from conducting business in the municipality.

Another concern raised was the issue around sufficiency of background checks. Currently the legislation would prevent a municipality from requiring a background check that utilized fingerprints, a requirement currently enforced for taxi drivers doing business in Juneau. It's important to note that the Alaska Legislature currently requires fingerprint background checks for a myriad of reasons:

AS 12.62.400. National criminal history record checks for employment, licensing, and other noncriminal justice purposes.

(a) To obtain a national criminal history record check for determining a person's qualifications for a license, permit, registration, employment, or position, a person shall submit the person's fingerprints to the department with the fee established by AS 12.62.160. The department may submit the fingerprints to the Federal Bureau of Investigation to obtain a national criminal history record check of the person for the purpose of evaluating a person's qualifications for

(1) a license or conditional contractor's permit to manufacture, sell, offer for sale, possess for sale or barter, traffic in, or barter an alcoholic beverage under AS 04.11;

(2) licensure as a mortgage lender, a mortgage broker, or a mortgage loan originator under AS 06.60;

(3) admission to the Alaska Bar Association under AS 08.08;

(4) licensure as a collection agency operator under AS 08.24;

(5) a certificate of fitness to handle explosives under AS 08.52;

- (6) licensure as a massage therapist under AS 08.61;*
- (7) licensure to practice nursing or certification as a nurse aide under AS 08.68;*
- (8) certification as a real estate appraiser under AS 08.87;*
- (9) a position involving supervisory or disciplinary power over a minor or dependent adult for which criminal justice information may be released under AS 12.62.160(b)(9);*
- (10) a teacher certificate under AS 14.20;*
- (11) a registration or license to operate a marijuana establishment under AS 17.38;*
- (12) licensure as a security guard under AS 18.65.400 - 18.65.490;*
- (13) a concealed handgun permit under AS 18.65.700 - 18.65.790;*
- (14) licensure as an insurance producer, managing general agent, reinsurance intermediary broker, reinsurance intermediary manager, surplus lines broker, or independent adjuster under AS 21.27;*
- (15) serving and executing process issued by a court by a person designated under AS 22.20.130;*
- (16) a school bus driver license under AS 28.15.046;*
- (17) licensure as an operator or an instructor for a commercial driver training school under AS 28.17;*
- (18) registration as a broker-dealer, agent, investment adviser representative, or state investment adviser under AS 45.55.030 - 45.55.060.*

We suggest that the legislation either provide for municipalities to regulate the sufficiency of a background check or that the legislature adopt a statewide standard that requires fingerprints under AS 12.62.400. We believe the need to ensure the safety of our residents when businesses are providing transportation is as important as requiring it for a substitute teacher making as little as \$11.00 an hour, a massage therapist or teaching commercial driving.

Thank you again for providing an opportunity to comment. We believe it is very important to promote and preserve local control and allow the most flexibility at the local level of regulating local commercial transportation. Please let us know how we can constructively engage in the remaining days of this legislature.

Sincerely,



Duncan Rorie Watt

City and Borough Manager

Tally Teal

From: Rep. Sam Kito
Sent: Tuesday, March 07, 2017 4:43 PM
To: Tally Teal
Subject: FW: UBER/LYFT Transportation companies

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: akhouse@belfast.servershost.net [mailto:akhouse@belfast.servershost.net]
Sent: Tuesday, March 07, 2017 3:41 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject: UBER/LYFT Transportation companies

From: Debbie White <debbie@isellalaska.com>
Subject: UBER/LYFT Transportation companies

Message Body:

Please make sure we have local authority. We've worked to hard to set up rules that protect the public: Insurance, driver health/physicals, vehicle condition, etc.

I hear you had some personal bad experience with a taxi but please don't punish an entire industry over one mistake.

--

This e-mail was sent from a contact form on Representative SAM KITO III (http://akhouse.org/rep_kito)

House Labor & Commerce:

3/12/17

cc: Sen Steedman:

cc: Rep Kriesethankins:

Rarely, do we see as misguidedly a bill in the legislature, as Senator Costellos' bill to promote internet taxi operators. Firms like Uber and Lyft (SB 14)

Costellos' bill would usurp municipal taxi management. And, replace it with a state system, gamed to promote interstate "ride providers". In doing so, it would sacrifice municipal oversight that regulates taxi fares (by imposing a ceiling on the maximum fares allowed, by city statute) and eliminating local screening of drivers with criminal backgrounds. Most of us, noted the Uber driver (Michigan, I think) who turned out to be a serial killer.

More importantly, the public should note, that, when you dial that interstate taxi service provider; 25% of the fare goes outside Alaska. And, that 25% is about half of the profit from the fare. Almost half the fare is expenses, for the operator. Money spent in other local businesses for fuel, tires, mechanics, etc.

The bills sponsors claim to be "promoting economic growth". In reality, they are reallocating existing

untaxed,
business to outside, ~~and~~ out of state corporations.
They claim they will promote efficiency, as "ride providers" would be "most active in times of peak demand." But, that's the problem, now. Too many "cherry-pickers" suck the profits out of the business. Without providing reliable service to the public. Where are they when you need them?

Real
^ Cab drivers work long shifts to provide reliable service. So, that when you need a ride to the airport, or home from the bar, someone will actually respond to your request.

Costello's bill would ~~strip~~ sacrifice public safety, and ship millions of dollars (~~in revenues~~) in taxi revenues, outside Alaska.

It is my hope the Sitka City Assembly ~~would~~ ^{will} take a stand against SB 14.

Taxi operators, and drivers bust their ass for this community. They deserve more respect from the public, and legislators pandering to outside corporate interests.

When you pinch half the profit from ^{local} operators' fares. There goes their money for vehicle maintenance. i.e. public safety

Sincerely
Signal Kutter
738 TAXI
SITKA

Tally Teal

From: Crystal Koeneman
Sent: Thursday, March 16, 2017 2:51 PM
To: House Labor and Commerce
Subject: FW: HB 132

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jon Bolling [mailto:jbolling@aptalaska.net]
Sent: Thursday, March 16, 2017 2:45 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Cc: Rep. Jonathan Kreiss-Tomkins <Rep.Jonathan.Kreiss-Tomkins@akleg.gov>
Subject: HB 132
Importance: High

Hello Rep. Kito.

The City of Craig does not support HB 132 in its current form. It is important that the municipalities in which these vehicles for hire operate all be subject to local review, just as taxi and other vehicle for hire services are now. Craig has a long history of fairly regulating vehicles for hire. Our local requirements for vehicles for hire are simple: provide documentation of insurance; have vehicles checked by a mechanic for safety; have vehicles checked by local police officer for working lights, turn signals, and so on; commit to late hours of operation to provide the public with reliable transportation, especially to reduce the likelihood of intoxicated drivers; and other straightforward rules. Removing local review of Uber/Lyft-type vehicles for hire creates an unequal playing field.

Craig would welcome the addition of these new vehicle for hire services. Please do not adopt a bill that creates two different operating requirements for the same vehicle for hire service, while at the same time removing the opportunity for a modicum of oversight of one classification of this service.

Jon Bolling

Craig City Administrator



"Village with a Past, City with a Future"

210 Fidalgo Avenue, Kenai, Alaska 99611-7794
Telephone: (907) 283-7535 / FAX: (907) 283-3014
www.ci.kenai.ak.us

March 16, 2017

The Honorable Sam Kito
Alaska State House of Representatives
120 4th Street,
Room 403 , State Capital
Juneau, AK 99801

RE: Senate Bill 14 and House Bill 132 re: Transportation and Network Companies

Dear Representative Kito:

Thank you for the opportunity to comment on HB 132 pending in the House Labor and Commerce Committee. My primary concern with HB 132 is Section 8, which prohibits the City of Kenai and other municipalities from regulating transportation network companies and drivers. The City of Kenai, as a home rule municipality, should be able to regulate local transportation within the City. Regulating transportation within the City is consistent with the Article X Section 1 of the Alaska Constitution which provides for maximum local self-governance and a liberal construction for local powers. Please consider amending HB 132 to allow for a meaningful level of local control should the City desire to regulate transportation network companies and drivers to ensure fair business competition and safety within the City. I look forward to testifying when public comment is allowed.

Your consideration is appreciated.

Sincerely,

Paul Ostrander
City Manager



March 17, 2017

The Honorable Sam Kito, Chair
House Labor & Commerce Committee
Alaska State House of Representatives
Rom 403, State Capitol
Juneau, Alaska 99801

Dear Representative Kito:

**Re: Senate Bill No. 14 and House Bill No. 132, Acts Relating To
Transportation Network Companies and Transportation Network
Company Drivers**

With regard to the above referenced subject, please be advised that at its meeting of March 16, 2017, the City Council considered Senate Bill No. 14 and House Bill No. 132, Acts Relating to Transportation Network Companies and Transportation Network Company Drivers. While the City Council has yet to take a formal position regarding "transportation network companies," the City of Ketchikan has significant concerns regarding the provisions of both bills that state:

"The authority to regulate transportation network companies and transportation network drivers is reserved to the state, and, except as specifically provided by statute, a municipality may not enact or enforce an ordinance regulating transportation network drivers. This section applies to home rule and general law municipalities."

Unless modified and/or clarified, the City Council has expressed grave reservations over this language that would apparently limit the City's ability as a home rule municipality to address local transportation issues including, but not limited to, the following;

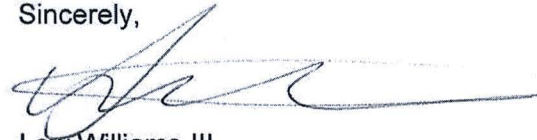
- application of local sales taxes;
- application of vehicle standards;
- the necessity of background checks for drivers;
- the requirement of adequate levels of insurance for vehicles operated under the auspices of transportation network companies;
- the ability to regulate vehicles operated by transportation network drivers wishing to access southeast Alaska ports of call;
- the application of standards imposed by the Americans with Disabilities Act (ADA); and

- the unfair competitive advantage over local cab companies that are required to apply for Certificates of Public Convenience and Necessity to operate within the City of Ketchikan's jurisdiction.

If the Legislature continues to believe that statewide regulation of transportation network companies is necessary to provide uniformity across the state, the City Council respectfully requests that provisions be inserted in both bills to provide as much local control as necessary to address the specific concerns discussed above. The City of Ketchikan believes it is critically important to provide as much authority as possible at the local level to regulate commercial transportation entities. Such local oversight is necessary for the benefit of Ketchikan residents and the approximately one million cruise ship passengers that visit the community annually.

Should you have any questions on this matter, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lew Williams III', written over a horizontal line.

Lew Williams III
Mayor

cc: Senator Bert Stedman
Representative Dan Ortiz
Councilmembers
Karl R. Amylon, City Manager
Katy Suiter, City Clerk

Tally Teal

From: Crystal Koeneman
Sent: Friday, March 17, 2017 10:14 AM
To: House Labor and Commerce
Subject: FW: House Bill 132 - Important online link

Follow Up Flag: Follow up
Flag Status: Flagged

From: Dennis Harris [mailto:customjuneautours@ejuneau.net]
Sent: Friday, March 17, 2017 6:18 AM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>; Rep. Adam Wool <Rep.Adam.Wool@akleg.gov>; Representative.Andy.Josephseon@akleg.gov; Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Rep. Chris Birch <Rep.Chris.Birch@akleg.gov>; Rep. Gary Knopp <Rep.Gary.Knopp@akleg.gov>; Rep. Colleen Sullivan-Leonard <Rep.Colleen.Sullivan-Leonard@akleg.gov>; Rep. Mike Chenault <Rep.Mike.Chenault@akleg.gov>; Rep. Bryce Edgmon <Rep.Bryce.Edgmon@akleg.gov>
Subject: House Bill 132 - Important online link

Dear Labor & Commerce Committee member:

I believe that you will find the online article regarding Uber to be very informative as your committee considers House Bill 132 today:

https://motherboard.vice.com/en_us/article/its-time-to-force-uber-to-tell-the-government-how-it-works

The article refers to a University of Washington research paper published this week that provides a much more in-depth look at "sharing economy" firms:

https://papers.ssrn.com/sol3/papers.cfm?abstract_id=2929643

Thank you for your careful consideration of this bill.

Dennis P. Harris
12th Street LLC
544 W 12th St
Juneau, AK 99801-1524

Cell (907) 209-8387
customjuneautours@ejuneau.net
<http://www.customjuneautours.com>
Like my Facebook page: <https://www.facebook.com/JuneauCustomTours>



CITY OF FAIRBANKS

Jim Matherly, Mayor

800 CUSHMAN STREET
FAIRBANKS, ALASKA 99701-4615

OFFICE: 907-459-6793

FAX: 907-459-6787

jmatherly@fairbanks.us

03/01/2017

The Honorable Adam Wool
House of Representatives
Alaska State Capitol
Juneau, Alaska 99801-1182

Re: Opposition to Section 7 in HB132 - Transportation Network Companies

Dear Representative Wool:

This letter is to respectfully inform you that the City of Fairbanks opposes HB132 as it is currently written. My specific objection is the explicit provision pre-empting local authority to regulate transportation network companies. The City believes that it should be the municipality's decision to regulate vehicles for hire and not dictated by the State. Our opposition would be removed if the bill were to include an opt-in and/or opt-out provision. The concept that this bill is addressing is sound; the regulating authority is where our concern lies.

Thank you for all your efforts on behalf of this great State.

Sincerely,

Mayor Jim Matherly



One Sealaska Plaza, Suite 200 • Juneau, Alaska 99801

Tel (907) 586-1325 • Fax (907) 463-5480 • www.akml.org

March 21, 2017

House Labor & Commerce Committee
Rep. Sam Kito,
Alaska State House
Room 403
Juneau, Alaska 99801

RE: HB 132 – Transportation network Companies

Dear Rep. Kito and members of the Committee,

Thank you for the opportunity to testify on this bill which has such an impact on local governments.

I must mention my disappointment in the process thus far. Throughout the committee hearing process, all invited testimony has been granted to out-of-state business people. When it was time for Alaskans to testify, there was suddenly a two-minute time allowance with no questions allowed by committee members. These bills are passed for the benefit of Alaska AND Alaskans.

I realize there were many people wanting to testify, but that shows how important this bill is and perhaps why the committee needs to ask questions and understand the issue as thoroughly as possible. What was especially troubling was the “local government” expert from Washington, DC, who obviously had never been to Alaska, never talked to Alaska municipalities and probably has no plan to ever show up here yet, was given unlimited time for questions.

I would like to list AML’s objections to this bill since the two minutes did not afford me the opportunity cover the bill’s shortcomings:

- AML finds it troubling that HB 132 erodes Section 10 of the State Constitution calling for “maximum local self-governance.” HB 132 represents a radical departure from long standing precedent to honor local option when adopting legislation so important to local governance.
- This concern is compounded by the state reserving all regulatory authority to itself and THEN refusing to fund any state oversight or enforcement. (no fiscal note and no finance referral)

- HB 132 preempts local sales taxing authority, which essentially means local governments must pay for local infrastructure and public services, such as roads and police protection provided to TNC's, without the means to pay for those services. On the other hand, local taxi companies pay for these public services through sales taxes like other any entity which does business in a municipality. HB 132 provides special and exclusive exemption for TNCs and their drivers from local taxation and regulation. In our view this is poor public policy and unfair to other local government tax payers. It also is very unfair for the state to set up a special class of business with such unfair competitive advantages to local taxi companies who pay local taxes and are locally regulated. Who pays to provide the multitude of local services which must be provided to TNCs and their drivers?
- Competition is welcomed by municipalities, but HB 132 sets up an unfair competitive scheme.
- Local governments regulate entire transportation "systems" in their community. Allowing a number (?) of new cars in the mix that will be part of this system but that are "untouchable" by the actual local regulators is unwise and an invitation for some serious safety violations.
- HB 132 reserves the regulatory authority exclusively to the state but **doesn't** name an agency to oversee and enforce the regulations **nor** does it fund such state regulation. AML believes this is a serious legal flaw which will leave the public interest unprotected and will engender needless litigation and associated costs for local governments, businesses and citizens.
- While TNCs refer to themselves as a "ride sharing" company; remember, they are a **for-profit business**, just like the cab companies.
- The State of Alaska has over 140 boards and commissions that regulate everyone from hairdressers to massage therapists..... but these TNCs would be exempt from regulation? Who in state government will provide regulatory oversight and enforcement with no funds or regulation authority?
- During invited testimony, the Uber rep, when asked why they did not want local regulation, said, "We would **rather** have one set of regulations." The word "rather" is a fairly loose word on which to build public policy.
- Utilities and transportation systems are regulated in the State of Alaska to protect the citizen. Rates under TNCs are not consistent. They change according to the traffic/weather/etc. Whether regulation of rates is wise is not the issue as much as the regulation of "some" rates and not others.
- The most important overarching deficiency in the bill is the rather comprehensive system of statutory compliance requirements including record keeping, insurance, disclosures, contractor requirements, criminal background checks,

driving record checks, etc. WITHOUT naming a funded state regulatory agency to enforce them AND simultaneously preempting ALL local regulation. This seems irresponsible, poor public policy and sets a terrible precedent for local governments and their citizens.

In summary, the Alaska Municipal League finds the Legislature's attempts to preempt local control and/or regulation (which includes taxes) to be highly objectionable.

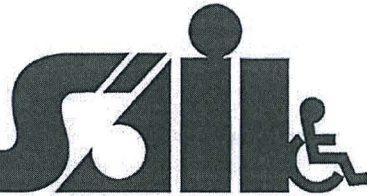
AML urges the committee to adopt a local opt in or opt out provision which preserves long standing municipal prerogative.

Sincerely,

A handwritten signature in black ink that reads "Kathie Wasserman". The signature is written in a cursive, slightly slanted style.

Kathie Wasserman
Executive Director

Inspiring Personal Independence



SOUTHEAST ALASKA INDEPENDENT LIVING

3225 Hospital Dr, Suite 300, Juneau, Alaska 99801, 1-800-478-SAIL, ph/tty: 907-586-4920, fx: 907-586-4980

March 21, 2017

Re: SB14—HB132—

Dear Legislator,

I'm writing to share my opposition to HB132/SB 14. I'm opposed to the bill for several reasons including concern for the safety of Alaskans and unfair competition that could result in less availability of accessible (ramp or lift equipped) taxis for seniors and people with disabilities.

I have been involved with Alaska transportation issues for quite some time. Here in Juneau, my agency, Southeast Alaska Independent Living, Inc. (SAIL) partners w/ a local taxi co. to provide ramp-equipped taxi service. And we've done this for over a decade. SAIL has also been working in partnership with the City of KTN to promote accessible taxi service. Just last week the KTN City Council introduced an ordinance to incentivize the use of ramp-equipped taxis.

It is my understanding that the bill would override local regulations and prevent new local regulations about TNC (Transportation Network Companies). I believe this would be a tremendous mistake.

- Taxicab drivers possess an expensive form of insurance—primary commercial auto liability insurance coverage—that covers street hails. This type of insurance typically costs \$3-5,000 annually per vehicle. Without regulation of insurance coverage, as in this bill, Alaskans will be less safe;
- TNC's have driven down wages for taxi drivers wherever they go;
- TNC's will not pay cities or the state anything. This will equate to tremendous lost revenue to our municipalities in sales taxes, inspections, fees, permitting, etc.
 - Municipalities need this money for schools, roads, etc.
 - If traditional taxi companies are forced out of business:
 - the City and Borough of Juneau, for example, would lose \$50k to \$200k per year in tax revenue
 - and the little headway we've made promoting accessible taxis would be lost;
- Lax background checks are also not a good thing. For example, in Juneau drivers are required to have a ten year background check, not the mere seven years proposed by this bill. Again, this means Alaskans are less safe.
- This bill would allow price gauging. TNC's have surge pricing, whenever there is high demand such as during peak-volume times, emergencies or natural disasters, TNC's have been known to raise their price 2x, even 10x...certainly unaffordable for many. Again, this would not a good thing for Alaskans.

In closing, TNC's are billion dollar+ industries that should pay to operate like everyone else. This bill provides an unfair advantage to TNC's over other businesses, make Alaskans less safe, and should traditional taxi companies fold, make accessible taxis for our seniors and people with disabilities far less available, if not obsolete. Please do not pass this bill.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joan O'Keefe', written over a horizontal line.

Joan O'Keefe

An Aging and Disability Resource Center and Partner Agency of United Way of Southeast Alaska

Information and Referral · Advocacy · Peer Support · Independent Living Skills Training
De-Institutionalization · Outdoor Recreation and Community Access (ORCA)

www.sailinc.org

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW: HB 132
Date: Monday, March 27, 2017 10:54:28 AM

From: Victoria dance [mailto:magicdance10@hotmail.com]
Sent: Sunday, March 26, 2017 12:59 AM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>
Subject: HB 132

Dear Mr. Kito,

Uber has a terrible reputation. Just recently they've had a tumultuous few weeks after several negative stories about their workplace practices and ethics. Even the "captains" are jumping ship.

Several executives are quitting, including the president, Jeff Jones. Why bring this company into Alaska? Please don't support HB 132.

Thank you,

Victoria Dance

2695 David St.

Juneau

From: [Crystal Koeneman](#)
To: [House Labor and Commerce](#)
Subject: FW: HB132-SB14
Date: Tuesday, March 28, 2017 1:23:48 PM

-----Original Message-----

From: James Harris [<mailto:juneautaxi2@gmail.com>]
Sent: Monday, March 27, 2017 4:24 PM
To: Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov>; Rep. Andy Josephson <Rep.Andy.Josephson@akleg.gov>;
Rep. Louise Stutes <Rep.Louise.Stutes@akleg.gov>; Rep. Gary Knopp <Rep.Gary.Knopp@akleg.gov>; Rep.
Colleen Sullivan-Leonard <Rep.Colleen.Sullivan-Leonard@akleg.gov>; Rep. Chris Birch
<Rep.Chris.Birch@akleg.gov>; Rep. Bryce Edgmon <Rep.Bryce.Edgmon@akleg.gov>; Rep. Chris Tuck
<Rep.Chris.Tuck@akleg.gov>
Subject: HB132-SB14

representatives,

I would like to mention that under current Bill (HB132) there is no requirement for medical exams for TNC drivers. It is imperative that transportation drivers have regular medical exams, This is very common and in most cities and states TNC drivers have medical exams performed by a qualified physician, In Juneau this is done bi-annually and we use a CDL type physical. Yes, This would rule out certain individuals people with heart problems, certain types of diabetes, high blood pressure, vision and hearing problems possibly, Ect... I can see no reason that this cannot be agreed on by this committee.

This bill written as is, A Taxi driver who fails a medical exam could immediately go and drive for a TNC. This is very common exam and most drivers providing commercial transportation get a physical. There is very little in this bill to protect passengers as it stands please amend to add medical exams, This should be a no brainer.

Thank you
James Harris
907-723-1882



One Sealaska Plaza, Suite 200 • Juneau, Alaska 99801
Tel (907) 586-1325 • Fax (907) 463-5480 • www.akml.org

March 30, 2017

Rep. Sam Kito, Sr.
House Labor & Commerce Committee
State Capitol Building
Juneau, Alaska 99801

RE: SB 14 – Transportation Network Companies

Dear Rep. Kito and members of the Committee,

I am attaching my earlier letter of March 21, 2017 which identifies AML's concerns with HB 132. All of AML's concerns with HB 132 remain with SB 14.

SB 14 is vague and ambiguous as to whether there is any remaining local control. In fact, the bill states that,

"The authority to regulate...is reserved to the state...except as specifically provided by statute." (See Section 8).

In contrast, the Senate debate included statements that local governments **could** require a local business license, impose sales taxes and enforce local ordinances regulating traffic, parking and zoning. SB 14 needs to "clearly" resolve the extent of local control. As written, the bill is simply too ambiguous. AML prefers clarity on these important issues.

Also, please note that SB 14 does not address the issue of airport management vis a vis TNCs, either for the state DOT or for municipally-owned airports. This is an important issue which also needs to be addressed.

The other major issue is that while SB 14 includes some minimal state TNC regulations, it fails to designate a state agency to oversee or enforce them. Moreover, there is no funding for that function in any case.

After speaking with my peers throughout the U.S., it appears this bill is being pushed across the country.....with varying degrees of success.....and varying degrees of problems. We would like to state other related concerns which we believe shows the need for regulation.

1. Why should profit-making businesses be able to utilize local government services (police protection; road maintenance; etc.) without paying for them in the form of sales tax, like those imposed on all other businesses.
2. Why should our State government financially support (through local tax exemptions, etc.) one business model above all others?

3. In light of new reports on recent problems with TNCs (privacy breaches; complete non-involvement concerning accidents involving TNC drivers; charge of accident damages foisted on TNC riders; etc.), why would there be NO ONE regulating these issues if and when they do arise?

AML supports the local option amendment as proposed earlier. This amendment allows local government bodies the option of local regulation if they choose to exercise that power, consistent with Article X, Section 1 of the Alaska State Constitution.

AML questions the policy which allows a single, favored business model to be given special treatment to the detriment of local governments and their citizens. AML does NOT oppose TNCs, but firmly believes TNCs need to abide by the same rules that apply to other businesses which offer similar services. Pre-empting local control is not an acceptable way to address TNC business model issues.

We strongly recommend that these issues be resolved.

Sincerely,

A handwritten signature in black ink that reads "Kathie Wasserman". The signature is written in a cursive, slightly slanted style.

Kathie Wasserman
Executive Director



One Sealaska Plaza, Suite 200 • Juneau, Alaska 99801

Tel (907) 586-1325 • Fax (907) 463-5480 • www.akml.org

March 21, 2017

House Labor & Commerce Committee
Rep. Sam Kito,
Alaska State House
Room 403
Juneau, Alaska 99801

RE: HB 132 – Transportation network Companies

Dear Rep. Kito and members of the Committee,

Thank you for the opportunity to testify on this bill which has such an impact on local governments.

I must mention my disappointment in the process thus far. Throughout the committee hearing process, all invited testimony has been granted to out-of-state business people. When it was time for Alaskans to testify, there was suddenly a two-minute time allowance with no questions allowed by committee members. These bills are passed for the benefit of Alaska AND Alaskans.

I realize there were many people wanting to testify, but that shows how important this bill is and perhaps why the committee needs to ask questions and understand the issue as thoroughly as possible. What was especially troubling was the “local government” expert from Washington, DC, who obviously had never been to Alaska, never talked to Alaska municipalities and probably has no plan to ever show up here yet, was given unlimited time for questions.

I would like to list AML’s objections to this bill since the two minutes did not afford me the opportunity cover the bill’s shortcomings:

- AML finds it troubling that HB 132 erodes Section 10 of the State Constitution calling for “maximum local self-governance.” HB 132 represents a radical departure from long standing precedent to honor local option when adopting legislation so important to local governance.
- This concern is compounded by the state reserving all regulatory authority to itself and THEN refusing to fund any state oversight or enforcement. (no fiscal note and no finance referral)

- HB 132 preempts local sales taxing authority, which essentially means local governments must pay for local infrastructure and public services, such as roads and police protection provided to TNC's, without the means to pay for those services. On the other hand, local taxi companies pay for these public services through sales taxes like other any entity which does business in a municipality. HB 132 provides special and exclusive exemption for TNCs and their drivers from local taxation and regulation. In our view this is poor public policy and unfair to other local government tax payers. It also is very unfair for the state to set up a special class of business with such unfair competitive advantages to local taxi companies who pay local taxes and are locally regulated. Who pays to provide the multitude of local services which must be provided to TNCs and their drivers?
- Competition is welcomed by municipalities, but HB 132 sets up an unfair competitive scheme.
- Local governments regulate entire transportation "systems" in their community. Allowing a number (?) of new cars in the mix that will be part of this system but that are "untouchable" by the actual local regulators is unwise and an invitation for some serious safety violations.
- HB 132 reserves the regulatory authority exclusively to the state but **doesn't** name an agency to oversee and enforce the regulations **nor** does it fund such state regulation. AML believes this is a serious legal flaw which will leave the public interest unprotected and will engender needless litigation and associated costs for local governments, businesses and citizens.
- While TNCs refer to themselves as a "ride sharing" company, remember, they are a **for-profit business**, just like the cab companies.
- The State of Alaska has over 140 boards and commissions that regulate everyone from hairdressers to massage therapists..... but these TNCs would be exempt from regulation? Who in state government will provide regulatory oversight and enforcement with no funds or regulation authority?
- During invited testimony, the Uber rep, when asked why they did not want local regulation, said, "We would **rather** have one set of regulations." The word "rather" is a fairly loose word on which to build public policy.
- Utilities and transportation systems are regulated in the State of Alaska to protect the citizen. Rates under TNCs are not consistent. They change according to the traffic/weather/etc. Whether regulation of rates is wise is not the issue as much as the regulation of "some" rates and not others.
- The most important overarching deficiency in the bill is the rather comprehensive system of statutory compliance requirements including record keeping, insurance, disclosures, contractor requirements, criminal background checks,

driving record checks, etc. WITHOUT naming a funded state regulatory agency to enforce them AND simultaneously preempting ALL local regulation. This seems irresponsible, poor public policy and sets a terrible precedent for local governments and their citizens.

In summary, the Alaska Municipal League finds the Legislature's attempts to preempt local control and/or regulation (which includes taxes) to be highly objectionable.

AML urges the committee to adopt a local opt in or opt out provision which preserves long standing municipal prerogative.

Sincerely,

A handwritten signature in cursive script that reads "Kathie Wasserman". The signature is written in dark ink and is positioned below the word "Sincerely,".

Kathie Wasserman
Executive Director

From: [Skyler Mazon](#)
To: [Rep. Sam Kito](#)
Subject: HB132
Date: Thursday, March 30, 2017 12:55:53 PM

I feel it is important for local regulation. It promotes fair competition by holding vehicles that operate at a commercial capacity to certain standards. Ride Share services who operate unrestricted will have an unfair advantage because they won't be subject to local regulation. Please keep this in mind when considering House Bill 132, thank you.

Skyler Mazon
2806 John Street
Juneau, Alaska 99801

From: jotnorth jt
To: [Rep. Sam Kito](#)
Subject: Hi Mr. Kito
Date: Thursday, March 30, 2017 12:38:29 PM

I am writing today to ask you to advocate for local control in the event uber and lyft come to Alaska.

The playing field needs to be level with medical exams, strict background checks and fees and taxes at the same requirements as local taxis comply with.

These large companies will be taking millions of dollars directly out of state at the expense of local companies and independent drivers (small business owners).

In addition we independent small business owners who drive taxis are business license holders.

We also have commercial insurance policies.

Please consider these things as you move forward.

Sincerely,

John G. Tribuzio
Juneau, Ak

Sent via the Samsung Galaxy Express 3, an AT&T 4G LTE smartphone

Tally Teal

From: Whitney Noziská <carpe_diem50@hotmail.com>
Sent: Wednesday, March 29, 2017 10:51 PM
To: Rep. Sam Kito; Rep. Justin Parish
Subject: Please No Uber

Categories: Committee

Hello Sam & Justin,

I'm writing to oppose the Uber bill you'll be conducting hearings for on Friday.

Everything I've read about how these transportation network companies work takes a similar trajectory: shiny, happy start marked by an increasing uptick in exploitative practices as the need for headquarter profits goes up. Customers and Corporation are left content: Drivers get squeezed.

We don't need another non-AK-based company to set up shop here and leave little good in its wake. One that pays some low-wage/low-skill local worker to do the drudge work, while the profits get siphoned and shipped off to build another community.

If Juneau's desperate to offer app-based transportation to tourists, let's pass an initiative that encourages our local high school students/coding club to create one that keeps our specific concerns and community in mind. That way Alaskans, not the New York Stock Exchange and Silicon Valley, will enjoy all the potential benefit, as well as have a direct say in how it's set up and run, so we're able to protect the pay and people in our own city and state.

Sincerely,

Whitney A. Noziska

Tally Teal

From: Debbie White <debbie@isellalaska.com>
Sent: Wednesday, March 29, 2017 3:24 PM
To: Rep. Sam Kito
Subject: ride-sharing

Ride sharing - Please don't forget LOCAL CONTROL! We have rules for a reason.

I get that you are mad at taxi drivers over something, and I do not need to know the story.

All we are asking for is a level playing field, with everyone playing by the same rules.

Debbie White, Broker/Owner
Southeast Alaska Real Estate
8585 Old Dairy Road #102
Juneau, AK 99801

907-789-5533 Office
907-789-5504 Fax
907-723-9886 Direct/Cell



On Mon, Mar 27, 2017 at 5:48 PM, Rep. Sam Kito <Rep.Sam.Kito.III@akleg.gov> wrote:



March 27, 2017

Tally Teal

From: FBKS Taxi <alaskacab@gci.net>
Sent: Tuesday, February 28, 2017 6:34 PM
To: Rep. Sam Kito
Subject: SB14

Mr. Kito

It was brought to my attention that SB14 had been introduced, so I thought I would chime in my two cents worth.

I'm a firm believer in the free market, but we all need to be on the same playing field, I don't think the state should just open the door to some multi billion dollar company, completely unregulated, while I spend tens of thousands a year on state and city licensing and permits, along with commercial auto insurance to operate my taxi cab business. Lets not kid ourselves, Transportation network companies are acting as taxi companies, they are summoned to pick people up and provide transportation for money.

I have been told it will cost the state hundreds of thousands of dollars if TNC's are allowed to operate in Alaska, can we afford this?

Thank You
Eric Olson
Fairbanks Taxi Services LLC.
PO Box 80927
Fairbanks,Alaska 99708
907-452-5976

Tally Teal

From: James Harris <juneautaxi@hotmail.com>
Sent: Wednesday, February 22, 2017 8:36 AM
To: Rep. Sam Kito
Subject: HB132

Representative Kito,

First let me start by thanking your taking the time to meet with me yesterday. I would like to mention a couple of points that was brought up during the meeting.

Uber "ridesharing" I did some looking into it and you were correct, Uber does offer this service and its called Uberpool. Though i can tell you that this service is very limited and only offered in 29 cities of the nearly 600 cities Uber operates in.

Another point that was mentioned was drivers taking direct trips from passengers, this happens daily with taxi's. However this is not allowed with an Uber (another reason the state does not see them as independent contractors) But the fact of the matter is Uber drivers do this regularly also. When an uber driver does this its called a "cash trip" (not allowed) i will give you an example with an article I found <http://gawker.com/nyc-has-impounded-500-uber-cars-since-april-for-picking-1712012779> In my mind this proves the need for enforcement for Uber. In Juneau, Taxi's have a half million dollar policy plus 100k per passenger medical, When an Uber does a "cash trip" they are extremely underinsured with 150k insurance, The higher insurance kicks in ONLY when they have a passenger booked through the App. So basically if an Uber driver gets a call on there cell phone for a pick up of if they pick up a passenger off the street they will not have full coverage.

Traveling between towns, I have researched this and as long as the origin of the trip started in an authorized area the destination would be of no concern provided they are within there insurance radius. (Taxi's also do this)

Cost to the state, As you know Alaska has a large deficit to deal with and I would hope that adding 200k to 400k for enforcement on Uber would be the right direction for all of us. Letting Uber in free of charge in my mind makes 0 sense, A lot of cities use Uber's money to help with deficits... example: philadelphia they use 2/3 of the money made off Uber to help subsidize the school district. Uber is a 5 billion dollar corporation, When any other HUGE corporations come in they usually invest somewhat in the cities or state, This is not the case at all with Uber, In fact I can't think of a single way they would spend money here. On top of that 25% of the money people spend on uber leaves as soon as there card is swiped. Some people may say well we are getting more jobs, The problem with that is that Uber drives down wages wherever they go, So do we really need more low paying jobs?

In closing, I feel this bill is over reaching and unnecessary, Uber does not need an open door to the entire state to effectively operate in Alaska. Let the cities and towns decide if they want Uber, And let local regulations decide the terms for Ubers entrance.

Thank you for your valuable time,
James Harris