



CITY OF EAST LANSING

The Home of Michigan State University

June 11, 2015

Chairman Graves,

I am writing to correct a misstatement of fact that was made by a representative of Uber regarding the Greater Lansing Taxi Authority (GLTA) at your committee's Tuesday, June 9 hearing. Specifically, Mr. Mike White's incorrect assertion that the GLTA has not adopted rules to govern the operation of transportation network companies (TNCs) within the territorial boundaries of the Authority. **Rules have been adopted** and Mr. White was offered, and took advantage of, the opportunity to work with the cities of East Lansing and Lansing to help craft the rules. In fact, on several prior occasions he has communicated his support for the GLTA rules to me.

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So that there is no further confusion, I am providing you with a copy of the rules in question for your reference (attached). While many jurisdictions across the country have chosen to resist the arrival of TNCs, or attempted to regulate them as though they were taxicabs, the Greater Lansing region chose another path. Recognizing that TNCs, like Uber, offer a valuable transportation option to our residents, we welcomed them to our communities. We worked with them, Mr. White specifically, to develop regulations that addressed public safety concerns without being burdensome. We did not attempt to shove the square peg of TNCs into the round hole of taxi regulation. Instead we developed a set of rules appropriate to TNCs.

As you can see from the attached document, the GLTA establishes certain requirements for obtaining a license to operate a taxicab in the Authority's territory. The document specifically exempts what we termed a "ride-sharing network" (what your legislation terms a TNC) from the requirement of obtaining a license, if the ride-sharing network organization and drivers adhere to sixteen enumerated conditions. These conditions are the TNC rules for the GLTA. The City Councils of East Lansing and Lansing approved them in September 2014. These conditions are a single, regional standard for TNCs across a 270,000 person metro area.

I should also note that our rules are neither redundant nor burdensome. As I said, they were designed to facilitate and encourage the arrival of TNCs as a transportation option in our region, while addressing legitimate public safety concerns. If you read the attached rules, you will also note that their substance

is quite similar to the requirements your committee is now considering. The primary difference is that our Authority will be in a much better position than the state to enforce these important public safety requirements.

As you can see, the Greater Lansing Taxi Authority has, contrary to the assertion made during your committee hearing, adopted rules to govern the operation of TNCs, like Uber. These rules, which were carefully crafted with input from Uber, will be voided by preemption language currently included in the TNC legislation you are considering. I would urge you to reconsider that language and allow our Authority to do the job for which it was painstakingly created.

I offer the following suggested language that would accomplish the purpose of the proposed legislation, while also allowing the GLTA to remain in operation:

This act does not prohibit a lawfully created authority, created prior to the adoption of this act, that includes at least three local units of government and is in at least two geographically contiguous counties from requiring additional or different restrictions on providers and their drivers in addition to those in this act.

I would be more than happy to answer any questions that you or any member of your committee may have about the Greater Lansing Taxi Authority or its approach to TNCs.

Sincerely,



Nathan Triplett
Mayor
City of East Lansing