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House of Representatives
Commonwealth of Pennsylvania
Harrisburg

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April 8, 2016

Chairwoman Gladys Brown
Pennsylvania Public Utility Commission
400 North Street, Room N-304C
Harrisburg, PA 17120

RE: PUC Docket# 1-2015-2507592

Dear Chairwoman Brown:

I am writing to respectfully request the PUC withdraw its proposed rulemaking to deregulate the Commonwealth's motor carrier industry in light of legislation before the Pennsylvania General Assembly to create a statutory framework for the operation of transportation network company service providers (TNCs) in Pennsylvania.

Technology's relentless transformation of everyday aspects of life can often outpace statutes and regulations authored well before society's new "norms" were ever imagined. The most recent case in point is the advent of the various web-enabled approaches to dispatching and providing point-to-point transportation service in our Commonwealth and around the world. When these web-enabled transportation service providers entered Pennsylvania, both regulators and legislators were forced to react to this new and extremely popular mode of transportation that directly competes with a heavily regulated motor carrier industry. And while the Commission appropriately granted these entities the right to operate in the Commonwealth under specific conditions through the issuance of experimental certificates, these conditions were significantly relaxed compared to taxi, limousine and paratransit service providers which have little recourse but to compete for their survival.

The PUC also concluded that legislation was needed to establish the proper requirements for TNCs to operate in Pennsylvania considering various TNC business models do not fit squarely within current state statute or transportation regulations. When the PUC communicated to members of the General Assembly that its ability to properly regulate TNCs was not clearly defined, various pieces of legislation were introduced to ensure the safe, affordable and reliable transport of Pennsylvania consumers regardless of what entity provides the service. One such piece of legislation (SB984) has already passed the full Senate and is currently before the House Consumer Affairs Committee..

SB984 is a comprehensive approach to modernizing the Commonwealth's transportation regulations because it provides for the regulation of both TNCs and dual motor carriers and likewise provides the PUC with tools to quickly modernize taxi and limousine regulations to ensure incumbent transportation service providers are equipped with reduced regulatory footing and can compete with the new TNC entrants into the market. Given the fact that SB984 is still being negotiated and the roles and responsibilities of the PUC to properly regulate TNCs and dual motor carriers are not finalized, it is premature for the Commission to advance the proposed rulemaking which further upsets the Commonwealth's regulated motor carrier industry at a time of immense industry change. Rather, we believe and respectfully request the PUC withdraw the proposed rulemaking and take the time to hold hearings and fully investigate the issue of transportation deregulation in light of the impending enactment of legislation which will modernize Pennsylvania's transportation statutes and regulations.

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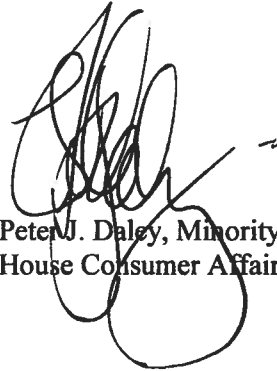
The Commonwealth's motor carrier industry has invested millions of dollars in building their various operating infrastructures on the framework provided by the existing regulations of the PUC to provide safe, affordable and reliable transportation services. There must be integration of the PUC's Proposed Rulemaking (PUC Docket# 1-2015-2507592) with the provisions of SB984 pending before the General Assembly. The proposed regulation's continued deliberation would further destabilize the Commonwealth's motor carrier industry, resulting in harm to consumers.

Thank you for considering this request to withdraw PUC Docket# 1-2015-2507592.

Sincerely,



Robert W. Godshall, Majority Chairman
House Consumer Affairs Committee



Peter J. Daley, Minority Chairman
House Consumer Affairs Committee

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