

**Testimony of
The Curtin Transportation Group
Before the Legislature's Insurance & Real Estate Committee
Tuesday, March 15, 2016
1:00 PM, Room 2D**

RE: HB 5523 AAC Insurance Requirements For Transportation Network Companies

Good afternoon. My name is Joseph Miller. I am the General manager for the Curtin Transportation Group, which includes the Yellow Cab Company of New London & Groton, the Waterbury Yellow Cab & Service Company, Curtin Motor Livery Service and Lasse's Livery Service. Our company has been safely providing rides for hire services in Connecticut for more than 86 years.

I am here today to ask that you **please amend HB 5523 AAC Insurance Requirements For Transportation Network Companies.**

Transportation Network Companies have been operating in Connecticut for the past 2 years, without any regulations guiding how they provide transportation for hire services in the state.

The state has embraced the TNC model as a transportation for hire service provider.

If the Connecticut State Legislature decides that the TNC business model protects the public then we ask that you amend HB 5523 to allow all providers, including the taxi and livery industry, to take advantage of the same cost saving efficiencies enjoyed by the TNCs.

We ask that all providers be able to insure their vehicles as the TNCs would be allowed to under this bill.

We ask that HB 5523 be amended to allow all providers to use the same pricing options and rate calculation equipment as TNCs and not be required to use meters. On New Year's Eve TNCs and taxis provided the same transportation for hire services. What would have been a \$31 taxi trip in New Britain cost a customer \$153.20, with UBER's 8.9 surge pricing because it was a peak travel time. Taxi companies have asked the Department of Transportation Regulatory Unit permission to allow discounts to senior citizens and other groups, but were denied because of the current taxi regulations.

We ask that HB 5523 be amended to help all providers put drivers to work as quickly as a TNC does by allowing the issuance of a temporary endorsement. This would be faster than the current 8 weeks that it takes to issue an endorsement while the required fingerprint based background check is completed. The fingerprint background check is essential to ensure public safety and should include TNCs

We also ask that drivers performing transportation for hire services through any provider be allowed to use their personal vehicles just as a TNC and TNC driver does today. But in order to protect the public and to avoid another tragedy that allegedly occurred in New Haven, when a women got into a vehicle she believed was an UBER car and was assaulted, all vehicles must use removable signage with company identifiers and include an identifying roof light to identify the vehicle as a transportation for hire vehicle. Anyone can purchase UBER decals on the internet and falsely identify their vehicle as a transportation for hire vehicle through the use of a window decal.

Unless HB 5523 is amended as we have requested, the public safety will be jeopardized and TNCs will have an unfair competitive advantage over existing small businesses such as ours. We are willing to compete with TNC's such as Uber, but we must be allowed to take advantage of the same economies as they can, such as: insurance, pricing, background checks, signage and use of private vehicles. Please don't legislate us out of business. Let us compete while you protect the public.

This completes my testimony. Thank you for your consideration.

Joseph Miller
General Manager
Curtin Transportation Group