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# DAN KNODL

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STATE REPRESENTATIVE • 24<sup>TH</sup> ASSEMBLY DISTRICT

## **Assembly Bill 918**

Public Testimony

Assembly Committee on Regulatory Licensing Reform

February 8, 2018

Thank you Chairman Horlacher and members of the committee for holding this hearing on Assembly Bill 918.

Last session, we passed legislation creating uniform regulations on Transportation Networking Companies (TNCs) like Uber and Lyft across the state. This new technology gives individuals more options when choosing their mode of transportation. It was important to ensure a statewide standard and avoid burdensome regulations that could vary from community to community.

I spoke with individuals who operate a transportation company in the Germantown area about the changes we made to TNCs. They had their concerns, and thought we should be putting more regulations on them like we do with taxicabs. It was this conversation that helped me decide to eventually introduce AB 918. Instead of putting more government regulations on companies, let's figure out a common sense approach. Let's balance the need for some regulation while ensuring businesses have room to innovate and grow.

AB 918 provides taxicab companies and dispatch services with a standard statewide regulation similar to TNCs. Both types of transportation companies are competing for a similar pool of customers and both should be regulated in a similar fashion.

This legislation creates a statewide licensing standard that allows a taxicab company or dispatch service to operate anywhere in the state. It deregulates the taxicab industry by eliminating the necessity to get a separate license and deal with varying regulations and fees for each community in which the company operates. The goal of this legislation is to decrease government regulation and increase competition by allowing taxi companies to compete on a level playing statewide. Additionally, it lets them compete with TNCs like Uber and Lyft by regulating them more evenly.

Whether you like Uber and Lyft or not, they are heavily used on a daily basis. Across the country, local and state governments are looking at ways to reform taxicab licensing to allow for more equitable competition between the two. Here are some headlines:

Texas: “Austin Transportation Department looks to loosen taxi, limo regulations”

Colorado: “Colorado Springs Clerk recommends giving taxi drivers a break”

Iowa: “Burlington to finalize taxi cab changes”

California: “A California lawmaker wants to make it easier for taxis to compete with Uber. But is it too little too late?”

California: “Palo Alto looks to loosen rules for taxi fares”

Indiana: “Can’t regulate Uber, so Indy commission looks to deregulate taxis”

Alaska: “As taxis struggle to compete with Uber, Assembly will consider surge pricing for cab rides”

Chicago: “Emanuel: Allow taxis to charge surge prices, require same background checks as Uber, Lyft”

Under this bill:

- Definition of taxicab does not include the following: personal vehicle used as an Uber or Lyft, funeral car, vehicle of a car pool or van pool operated by private individuals, nonprofit organizations or city, state, or federal governments, an ambulance, vehicle used to transport property, vehicle not designated for use as a taxicab or for public transportation.
- There are no changes to the statutes regulating TNCs. They will still operate under the regulations outlined in the law passed last session.
- Permits and fees regulating taxicab operation at Airports are kept in place.
- Companies are required to conduct local and national background checks and driving history report.
- Taxicab drivers would need to be at least 18, have a valid driver’s license, and vehicle insurance.
- Taxicab drivers could not: have 3 or more moving violations in the past 3 years, or be a habitual traffic offender; have committed an offense in the last 7 years which resulted in a driver’s license suspension or revocation; have been convicted of a sex offense or crime involving fraud, theft, damage to property, violence, acts of terror, or use of a motor vehicle in the commission of a felony; or be listed on the sex offender registry.

- Does not prevent taxicab companies or dispatch services from conducting additional vetting of their drivers, requiring more training, or carrying additional insurance for their operations.
- Does not prevent taxicab companies from entering into service contracts with other entities like schools, hospitals, or other organizations that need transportation.
- Only makes changes to regulations on taxicab companies and dispatch services. It does not make changes to any other industry or require they make any changes in the future. If someone wants to change regulations to other industries, they are free to do so in a separate bill.
- Companies must adopt a policy of non-discrimination for: trip origin or destination, race, color, national origin, religion, sex, disability, age, sexual orientation, or gender identity. Drivers must permit service animals to accompany their passengers. Licensed companies cannot impose additional fees or charges for passengers with disabilities and must give each passenger the opportunity to indicate if they require a wheelchair-accessible vehicle. If the company can't provide it, they must refer the passenger to a company that can provide it (if available).
- DSPS would oversee the licensing process and establish licensing fees on a sliding scale based on the size of the company. The Department would also be tasked with enforcing regulations required under this bill.
- DSPS can reprimand a company for violations. It can also deny, limit, or a revoke a license if a licensed company has done any of the following things: Intentionally lied on an application False or misleading advertising Tried to make money through fraud or deceitful practices Violated rules or laws that govern taxicab companies and dispatch services Failed to cooperate with DSPS in regard to an investigation. The fine can be up to \$1,000 for each offense.

This legislation seeks to strike a balance of government regulation and autonomy for the taxicab industry. Some legislators have circulated bills to try and put more regulation back onto TNCs, but that is counter-productive and helps stifle innovation and progress.

Instead of creating more burdens on one industry, this legislation seeks parity between TNCs and taxicabs. The reforms proposed here are modeled after the ones we implemented last session for TNCs but are not necessarily identical. The goal is to preserve the identity and business models of TNCs and taxicabs, while allowing them to compete with one another on a more level playing field.

As we move through this public hearing and the legislative process, I look forward to getting more input on this bill. If there are ways to improve the legislation or tweaks that can be made to get a better result I am certainly open to discussion. Thank you.



**Stephen L. Nass**  
Wisconsin State Senator

**AB 918 Streamlining Regulation of Taxicab Companies**

Testimony of Senator Steve Nass

Assembly Committee on Regulatory Licensing Reform

February 8, 2018 • 417 North (GAR), State Capitol

Thank you Chairman Horlacher for holding a hearing on Assembly Bill 918. This legislation will streamline and simplify the regulation of taxicab companies and dispatch services in Wisconsin. Last session, we passed legislation creating uniform regulations on Transportation Network Companies (TNC), like Uber and Lyft, across the state. Creating a statewide regulatory standard avoids the confusion of a patchwork of different and contradictory local ordinances from community to community.

AB 918 provides taxicab companies and dispatch services with a standard statewide regulatory structure similar to TNCs. The bill helps create a level playing field for taxi companies. These two types of transportation companies are competing for a similar pool of customers and should be regulated in a similar manner.

This legislation creates a statewide licensing standard that allows a taxicab company or dispatch service to operate anywhere in the state. It streamlines regulation in the taxicab industry by eliminating the requirement of obtaining a separate license and complying with different rules in every community in which the company operates. The bill also requires background checks of drivers, similar to TNCs.

The Department of Safety and Professional Services (DPS) will administer the licensing process under the bill. DPS is required to issue licenses and establish a licensure fee on a sliding scale, based on the size of the company. A license entitles the license holder to operate the taxicab company or dispatch service and provide trips to passengers throughout the state, without geographic limitation.

Under the bill, no person may own or operate a taxicab company or taxicab dispatch service unless the company is licensed by DPS. The bill also prohibits any individual from operating a motor vehicle as a taxicab unless it is affiliated with a licensed taxicab company or dispatch service. The bill exempts from the licensure requirements individuals who operate taxis as employees of or independent contractors for taxicab

*“In God We Trust”*

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11th Senate District

P.O. Box 7882 • Madison, WI 53707-7882 • (608) 266-2635  
Toll Free: (800) 578-1457 • E-mail: Sen.Nass@legis.wi.gov

companies, as well as individuals who are independent owner-operators of taxicabs affiliated with licensed taxicab dispatch services.

AB 918 requires each vehicle used as a taxicab to satisfy certain requirements, including being marked as a taxi and marked with the name of the taxicab company or dispatch service with which it is affiliated. The bill also specifies that the owner of a vehicle used as a taxicab is required to comply with the minimum requirements for automobile insurance that apply to vehicle owners generally.

Thank you for the opportunity to provide testimony in support of this legislation to streamline and standardize regulation of the taxi industry. If committee members have further questions, please do not hesitate to contact my office.



**WISCONSIN LIMOUSINE ASSOCIATION, INC.**

**Mike Hartmann - President**

**17023 County F Kiel, Wisconsin 53042**

**Office: 920-773-2270 Mobile: 920-901-3327**

**E-Mail: [stardust@stardustlimousine.com](mailto:stardust@stardustlimousine.com)**

**Web: [www.wisconsinlimo.org](http://www.wisconsinlimo.org)**

**02-08-2018**

**To those of interest.**

*RE SB759 + AB918*

**I am President of the Wisconsin Limousine Association (WLA) and I own and operate Stardust Limousine in the Kiel area since 1992. SAFETY is the #1 priority of the association.**

**The WLA would like to see a level playing field between TNC's and all passenger-carrying transportation companies. Currently, limousines face a 5% Rental Fee (RV-012) which no other transportation company typefaces, which puts us at a disadvantage. The WLA encourages all ground passenger-carrying vehicles, like TNC's Taxis, Limo, and etc., be put under one State agency or one local entity with state oversight, like the DOT which currently regulates limousine companies. The agency must have some type of enforcement arm. All should have to have 3<sup>rd</sup> party background checks with fingerprints, CDL's where needed, DOT inspections once per year and company registration with the state.**

**The WLA wishes the term "chauffeur" be kept separate from TNC and taxi driver titles.**

**Thank you for your time in this matter and please feel free to contact me anytime.**

**Sincerely;**

**Mike Hartmann**

# AMERICAN UNITED TRANSPORTATION GROUP



646 South 2nd Street ▪ Milwaukee, WI 53204 ▪ Phone: (414) 223-4030 ▪ Fax: (414) 270-2850

February 8, 2018

Good Afternoon Chairman Horlacher and Committee Members, thank you for holding this public hearing today on AB918 and allowing me to testify in support of the bill.

My name is Jonathan Liegeois, I am the Business Development Director for American United Transportation Group in Milwaukee. American United is a taxicab dispatch company. We do not own or operate any taxicabs, we sell radio dispatch service to self-employed independent contractors who own and operate their own small taxicab businesses. American United links riders looking for transportation services to drivers willing to offer those services.

The introduction of Transportation Network Companies and rideshare vehicles has caused profound changes for the taxicab industry by reshaping the market demands and expectations of riders.

Although rideshare drivers and taxicab drivers compete to serve the same customer base, taxicab drivers are at a serious disadvantage when it comes to competing in this newly transformed, modern marketplace. Outdated local regulations inflate costs for taxicab drivers making it hard to compete with the rideshare drivers. In addition, taxi drivers are hampered by local regulations that restrict where they can work, what they can charge and how they must operate. In contrast, rideshare drivers are free from bureaucratic red tape, can operate anywhere in the state and can charge rates set by the free market as opposed to some government agency.

Taxi drivers are small business owners who work hard every day to provide for their families. The heavy regulatory burden in place today has depression era roots and was intended "to protect a taxi driver's ability to earn a living wage". The explosive growth of the rideshare industry in just a few short years has proven that the market has changed. The antiquated laws of yester-year are now prohibiting taxi drivers from earning a living wage rather than protecting them. Modernization is needed now before it is too late.

Recognizing the hardship overregulation places on taxi drivers, many states around the country have or are in the process of modernizing their laws by making taxi regulations less restrictive. California, Colorado, Alaska, and Indiana are just a few examples. Michigan's Act 345 of 2016, the Limousine Taxicab and Transportation Network Company Act, created a level playing field for drivers of all three of these vehicle types. The proposal before you today is similar to Michigan's law.

AB918 would create fair treatment for taxi drivers by giving them an even playing field on which to compete for customers. I urge you to vote in support of this bill and thank you for your consideration.

I support SB759, the Fair Treatment for Taxi Driver bill.

|                      |               |            |
|----------------------|---------------|------------|
| <u>GURDEEP Singh</u> | <u>2-5-18</u> | <u>944</u> |
| Name                 | Date          | Cab#       |

|                       |                 |           |
|-----------------------|-----------------|-----------|
| <u>Charter Hayden</u> | <u>2-5-2018</u> | <u>20</u> |
| Name                  | Date            | Cab#      |

|                |                 |            |
|----------------|-----------------|------------|
| <u>HUMAYUN</u> | <u>02/06/18</u> | <u>828</u> |
| Name           | Date            | Cab#       |

|                        |               |           |
|------------------------|---------------|-----------|
| <u>SEAFREY BAROZAL</u> | <u>2-5-18</u> | <u>87</u> |
| Name                   | Date          | Cab#      |

|                    |                 |           |
|--------------------|-----------------|-----------|
| <u>Romeal LOVE</u> | <u>2-5-2018</u> | <u>78</u> |
| Name               | Date            | Cab#      |

|                       |               |            |
|-----------------------|---------------|------------|
| <u>JATINDR SIAHND</u> | <u>2-5-18</u> | <u>632</u> |
| Name                  | Date          | Cab#       |

|                   |                 |            |
|-------------------|-----------------|------------|
| <u>KWITS IBOR</u> | <u>02-05-18</u> | <u>563</u> |
| Name              | Date            | Cab#       |

|                       |               |          |
|-----------------------|---------------|----------|
| <u>MORIARITY, TIM</u> | <u>2/5/18</u> | <u>8</u> |
| Name                  | Date          | Cab#     |

|                          |               |            |
|--------------------------|---------------|------------|
| <u>Kistemariam Haile</u> | <u>2/5-18</u> | <u>260</u> |
| Name                     | Date          | Cab#       |



I support SB759, the Fair Treatment for Taxi Driver bill.

Hiedi Hoover                      2-5-18                      4  
Name                                      Date                                      Cab#

Jermaine Kazez                      2-05-18                      124  
Name                                      Date                                      Cab#

Randy Kantankah                      2-5-18                      47  
Name                                      Date                                      Cab#

Myron Monroe                      2-5-18                      46  
Name                                      Date                                      Cab#

~~FORN~~ ROOSEVELT THOMAS                      2-5-18                      71  
Name                                      Date                                      Cab#

ASHWANI SHARMA                      02/05/2018                      923.  
Name                                      Date                                      Cab#

Kimmy L. Chesser                      2/5/2018                      10  
Name                                      Date                                      Cab#

Gilem Lawrence                      2/5/2018                      142  
Name                                      Date                                      Cab#

James Khan                      2/5/18                      5  
Name                                      Date                                      Cab#

I support SB759, the Fair Treatment for Taxi Driver bill.

Michael Kablem 2-5-18 163  
Name Date Cab#

M. Lopez 2-5-18 85  
Name Date Cab#

Chunwanan 2-5-18 177  
Name Date Cab#

Pochoy King 2-5-2018 225  
Name Date Cab#

Grace English 2/5/18 75  
Name Date Cab#

Julie Cort 2-5-18 1  
Name Date Cab#

Rivon Hubkat 2-5-18 2005  
Name Date Cab#

Home Mission 2-3-18 57  
Name Date Cab#

A.C. Walker 2/5/18 74  
Name Date Cab#

I support SB759, the Fair Treatment for Taxi Driver bill.

|                   |        |      |
|-------------------|--------|------|
| Jennifer Williams | 2-5-18 | 52   |
| Name              | Date   | Cab# |

|                  |          |      |
|------------------|----------|------|
| Jonathan Hoggans | 2-5-2018 | 16   |
| Name             | Date     | Cab# |

|            |        |      |
|------------|--------|------|
| Musa Mousa | 2-5-18 | 174  |
| Name       | Date   | Cab# |

|               |        |      |
|---------------|--------|------|
| Zefeng Satson | 2-5-18 | 291  |
| Name          | Date   | Cab# |

|              |        |      |
|--------------|--------|------|
| Ayman Baduan | 2-5-18 | 194  |
| Name         | Date   | Cab# |

|             |      |      |
|-------------|------|------|
| Bobby Smith |      | 2101 |
| Name        | Date | Cab# |

|             |        |      |
|-------------|--------|------|
| Salman Khan | 2-5-18 | 169  |
| Name        | Date   | Cab# |

|             |        |      |
|-------------|--------|------|
| Gett Suleuf | 2-5-18 | 144  |
| Name        | Date   | Cab# |

|              |        |      |
|--------------|--------|------|
| Beljel Scott | 2/5/18 | 270  |
| Name         | Date   | Cab# |

I support SB759, the Fair Treatment for Taxi Driver bill.

|                        |                 |              |
|------------------------|-----------------|--------------|
| <u>TOKEER A. BASWA</u> | <u>2/5/18</u>   | <u># 927</u> |
| Name                   | Date            | Cab#         |
| <u>Amandeep Simbs</u>  | <u>2/5/18</u>   | <u># 431</u> |
| Name                   | Date            | Cab#         |
| <u>Modar ALdakkak</u>  | <u>2/5/18</u>   | <u>4</u>     |
| Name                   | Date            | Cab#         |
| <u>Larry Red</u>       | <u>2/5/18</u>   | <u>187</u>   |
| Name                   | Date            | Cab#         |
| <u>Abbas. Raja</u>     | <u>2-5-18</u>   | <u>920</u>   |
| Name                   | Date            | Cab#         |
| <u>Reel Semen</u>      | <u>2-5-18</u>   | <u>103</u>   |
| Name                   | Date            | Cab#         |
| <u>D'ANDRE GRIFFIN</u> | <u>02-05-18</u> | <u>51</u>    |
| Name                   | Date            | Cab#         |
| <u>Daniel Weston</u>   | <u>02-05-18</u> | <u>88</u>    |
| Name                   | Date            | Cab#         |
| <u>Burdeep Singh</u>   | <u>2-5-18</u>   | <u>944</u>   |
| Name                   | Date            | Cab#         |

I support SB759, the Fair Treatment for Taxi Driver bill.

| Name         | Date     | Cab# |
|--------------|----------|------|
| Hussam Fudeh | 02/05/18 | 757  |

| Name     | Date   | Cab# |
|----------|--------|------|
| Sulaiman | 2-5-18 | 113  |

| Name         | Date   | Cab# |
|--------------|--------|------|
| Rakesh Kumar | 2-5-18 | 453  |

| Name        | Date     | Cab# |
|-------------|----------|------|
| Alan Warden | 02-05-18 | 759  |

| Name           | Date    | Cab# |
|----------------|---------|------|
| Anthony Austin | 02-5-18 | 940  |

| Name           | Date     | Cab# |
|----------------|----------|------|
| IMADUDDIN SYED | 02/05/18 | 350  |

| Name          | Date    | Cab# |
|---------------|---------|------|
| ABDULHAQ Dony | 02/5/18 |      |

| Name            | Date     | Cab# |
|-----------------|----------|------|
| Kiros Wehappari | 02/05/18 |      |

| Name | Date | Cab# |
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I support SB759, the Fair Treatment for Taxi Driver bill.

G SIMAN 01/03/18 885  
Name Date Cab#

venket - P 01/05/18 ~~674~~ 674  
Name Date Cab#

Rasem Bawel 2-5-18 396  
Name Date Cab#

Balaleh 2/5/18 436  
Name Date Cab#

S. Younas 2-5-18 787  
Name Date Cab#

Adnan Shana 2-5-18 798  
Name Date Cab#

ALI HAZEY 2-5-18 925  
Name Date Cab#

Rag Wad 2-5-18 727  
Name Date Cab#

Noof Saif 2/5/ 714  
Name Date Cab#

I support SB759, the Fair Treatment for Taxi Driver bill.

|            |        |      |
|------------|--------|------|
| Emad Emwan | 2/5/18 | 799  |
| Name       | Date   | Cab# |

|             |        |      |
|-------------|--------|------|
| TAHIR JAVED | 2-5/18 | 421  |
| Name        | Date   | Cab# |

|            |        |      |
|------------|--------|------|
| FRED YOUNG | 2/5/18 | 597  |
| Name       | Date   | Cab# |

|               |        |      |
|---------------|--------|------|
| Abdulahim Bah | 2-5-18 | 804  |
| Name          | Date   | Cab# |

|              |        |      |
|--------------|--------|------|
| Colenn Brown | 2-5-18 | 929  |
| Name         | Date   | Cab# |

|             |        |      |
|-------------|--------|------|
| Shadeen Mub | 2-5-18 | 416  |
| Name        | Date   | Cab# |

|                      |        |      |
|----------------------|--------|------|
| Olawale Akindele-Obe | 2/5/18 | 61   |
| Name                 | Date   | Cab# |

|               |        |      |
|---------------|--------|------|
| Alex Nyeponny | 2/5/18 | 709  |
| Name          | Date   | Cab# |

|                  |        |      |
|------------------|--------|------|
| ADENIYI ADESANTA | 2/5/18 | 640  |
| Name             | Date   | Cab# |

I support SB759, the Fair Treatment for Taxi Driver bill.

Ronald Tyson                      2/5/18                      89  
Name                                      Date                                      Cab#

Wm Pugh                              2/5/18                      120  
Name                                      Date                                      Cab#

Leon Williams                      2/5/18                      7  
Name                                      Date                                      Cab#

SINGHI JASMEET                      2/05/18                      613  
Name                                      Date                                      Cab#

Magnus Chinedu                      2/5/18                      746  
Name                                      Date                                      Cab#

Okachukwu Igweghu                      2-5-18                      590  
Name                                      Date                                      Cab#

Dalveer Singh                      2.5.18                      904  
Name                                      Date                                      Cab#

AI GAVEN                              2-5-18                      67  
Name                                      Date                                      Cab#

[Signature]                              2.05-18                      476  
Name                                      Date                                      Cab#



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I support SB759, the Fair Treatment for Taxi Driver bill.

Yasser Hanstafa Taxik 02/05/18 877  
Name Date Cab#

MIAN S CHANANA 2/6/18 756  
Name Date Cab#

Romeal LOVE 2-6-18 78  
Name Date Cab#

Mustaf Sabir 2-6-18 21  
Name Date Cab#

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Name Date Cab#

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Name Date Cab#

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Name Date Cab#

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Name Date Cab#

I support SB759, the Fair Treatment for Taxi Driver bill.

Rajan Shrestha 2/7/2018 415  
Name Date Cab#

Reda S Nouber 2/7/2018 336  
Name Date Cab#

YADWINDER SINGH 2/7/2018 303  
Name Date Cab#

JATINDER PAL 2/7/2018 861  
Name Date Cab#

Jehad NAT 2/7/2018 764  
Name Date Cab#

Maxim Kishor 2/7/18 42  
Name Date Cab#

Baljit Singh 2-7-18 532  
Name Date Cab#

Saiwan Asad 2-7-18 894  
Name Date Cab#

Abdulkhaleq Estyky 2/7/18 414  
Name Date Cab#

Name Date Cab#



Karl Schulte, General Manager  
Brown Cab Service, Inc  
Fort Atkinson, Wisconsin

Karl@browncab.net

February 8, 2018

Regarding Efforts to Deregulate Taxicab Companies in Wisconsin

Brown Cab was established in Fort Atkinson shortly after World War II ended. It was founded by Alvin Brown and his wife, Lucille. The business has expanded, and it has been bought and sold twice, but it has remained in continuous operation as a local taxicab company since that time.

Currently the company acts a vendor, supplying taxicab services in eleven small Wisconsin cities, as directed by the local governments. This service is partially funded by the local city, and also by Wisconsin (Statute 85.20) and the United States Federal Transit Administration (Section 5311).

Senate Bill 759 and Assembly Bill 918:

Of grave importance is the likelihood that SB-759 and AB-918 would apply to taxicabs operating under Wisconsin DOT guidance. These taxicabs are subsidized with funds from Wisconsin Statute 85.20. Much discretion is given to the Department of Safety and Professional Services under this proposal, and DSPS wouldn't be required to work with Wisconsin DOT to take care not to harm the DOT's Shared-Ride Taxi programs (funded under Statute 85.20). About 35 small cities (mostly in rural counties) operate share-ride taxicab services with similar state/federal/local funding.

If DSPS interprets the language of SB-759 to mean what it says, then cities which currently operate taxicab companies under Statute 85.20 would no longer be allowed to regulate their own taxicab companies, and might run afoul of US-FTA regulations. Cab service would be lost in about 35 small Wisconsin cities.

Even if SB-759 was amended to exempt city-sponsored shared-ride taxicab companies, Brown Cab and other 85.20 program taxicab companies would still have concerns with this legislation. Our programs serve the elderly and disabled in our small communities, and we help generate local funds by also serving others in the community. This legislation, if adopted, would invite non-local companies to "cherry-pick" the easy money during the easy times of the day, and leave the local company with a smaller revenue stream to cover expenses.

While SB-759 and AB-918 are intriguing, and might address some suburban issues, please send them to committee and invite all stakeholders, rural and urban, and use the committee process to identify and resolve all the issues.

## Ride Safe presentation to Wisconsin Legislators

Justin La Plante  
Chief Administrator of Ride Safe International  
[www.ridesafeworld.com](http://www.ridesafeworld.com)  
Phone: 608-886-5302  
Email: colitisscope@gmail.com



### **Ride Safe DOES NOT support the deregulation of the Taxi industry as proposed in SB-759 and AB-918**

Ride Safe International is a 501c3 Non-profit formed in 2018 for the purpose of research, charity, protecting ethics and safety in commercial transportation.

Because of the increase in assaults on customers, uninsured operations and fraud caused as a direct result of Rideshare/TNC operations and deregulation, Ride Safe was formed to address the issue. The business model of Rideshare/TNC companies such as Uber and Lyft establishes an incentive in the transportation market to operate without proper insurance, basic safety considerations or accountability for the service provided. This method of business is nothing more than profit for suffering.

Safe, Insured and accountable transportation is a right of the consumer and providing transportation with proper vetting and insurance should be a requirement of ALL providers. Lowering the regulatory standards the Taxi and Limo industry to those of Rideshare/TNCs would only compound an already out of control epidemic of assaults.

### **Rideshare/TNCs are the most statistically unsafe form of commercial transportation in the United States.**

#### **The primary objectives of Ride Safe:**

- Transportation safety
- Consumer protections
- Prevention of Drunk Driving
- Universal Para-transit availability
- Fair wages and work for all providers
- Assistance to victims of assault by providers
- Assistance to victims of commercial transportation fraud
- Assistance to victims of uninsured operations

### **The legislation proposed by SB-759 and AB-918 directly conflicts with these objectives.**

A report on the effect of this proposed legislation has been published on [www.ridesafeworld.com](http://www.ridesafeworld.com) and has been shared with your offices.

Evidence of fraud, uninsured operations and increased assaults on customers by Rideshare/TNC companies and their drivers is available on [www.ridesafeworld.com](http://www.ridesafeworld.com).

A petition in objection to this legislation and its signature record are available at [www.ridesafeworld.com](http://www.ridesafeworld.com) and has been shared with your offices.

If you have not received these materials, please contact me through the contact information provided above or visit [www.ridesafeworld.com](http://www.ridesafeworld.com)

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**Negligence of DSPS to properly regulate**

On May 5<sup>th</sup> 2016 I submitted two complaints to DSPS, one for Uber technologies and one for Rasier LLC, the company Uber uses for it's insurance and driver contracting liability scheme.

The reference numbers for the records regarding these complaints at DSPS records are:

**16-UNL090 and 16-TNC001**

The documents pertaining to these complaints, investigation materials and investigation videos can be found at [www.ridesafeworld.com](http://www.ridesafeworld.com) under the article:

“Uber allows driver to register with fake insurance/registration documents \*video\*”

In March of 2016, Ride Safe had completed an investigation proving that Uber had accepted an application and approved the person applying after the person applying submitted SEVERAL falsified documents including a falsified Insurance policy and a falsified Wisconsin state vehicle registration. Uber did not verify the documents against publicly available state records or with the falsified insurance company named in the documents.

Uber and Uber's background checking service Checkr.com BOTH cleared the falsified driver to be an Uber driver.

We then tested the Uber application on the phone of the person who applied with the falsified documents to see if we would be available on the app to customers.

The falsified driver WAS made available on the Uber app and we were able to demonstrate this LIVE on the Tony Casteneda 'Morning Buzz' radio program on WORT and another test which appears on a Youtube.com video attached to the article on [www.ridesafeworld.com](http://www.ridesafeworld.com).

I then submitted a formal complaint on the matter to DSPS. DSPS informed me that the complaint would take THREE MONTHS to process. After FOUR MONTHS had passed DSPS stated the complaints had been processed and no action would be taken as DSPS saw no violation of the law.

If DSPS does not deem a clear violation of the state law regulating Rideshare/TNC companies then how can DSPS also be expected to properly regulate the entire state's taxi industry as well?

If just ONE complaint of a clear violation of the states current Rideshare/TNC law takes FOUR MONTHS to process with DSPS, how can DSPS be expected to properly regulate any business or industry in the state of Wisconsin?

**Open record plate reports on Uber and Lyft drivers operating in Wisconsin, insurance fraud schemes and the ILLEGAL cash hail sting in Green bay on December 23<sup>rd</sup>.**

Both Uber and Lyft claim that Drivers with violent felon, DUI/OWI and dangerous traffic violation records can not be drivers on their platforms. However, Ride Safe has logged several drivers with criminal violent felon, DUI/OWI and dangerous traffic violation records operating for Uber and Lyft since 2015 in the state of Wisconsin.

<http://ridesafeworld.com/ride-safe-psa-wisconsin-state-senate-and-assembly-regulation-of-ridesharetnc-companies/>

<http://ridesafeworld.com/uninsured-uber-with-a-revoked-license-impersonating-police-in-green-bay/>  
<http://ridesafeworld.com/madison-rideshare-uber-lyft-drivers-behaving-badly-part-1/>

Both Uber and Lyft maintain contracting with drivers which clearly indicates that not arranging proper notification of commercial operations to a driver's own insurance provider invalidates any and all coverage offered by the rideshare company.

However it is not mandated in current Rideshare/TNC regulations for Rideshare drivers to properly communicate the commercial use of their own vehicles to the DOT or their own insurance provider.

Insurance companies offering so-called "rideshare" insurance to Rideshare/TNC drivers, such as Erie insurance, are not properly arranging these policies for proper coverage.

<http://ridesafeworld.com/eries-so-called-rideshare-insurance-fails-to-validate-comprehensive-coverage-video/>

Uber claims to have comprehensive insurance coverage for all passengers. However after Uber technologies lost a lawsuit in 2015 over a falsified fee listed as a "safe rides" fee, the company quickly switched the "safe rides" fee to a "booking" fee for the same exact amount.

Several terms in the customer usage agreements for both Uber and Lyft clearly indicate that both companies are not liable for safety, property damage, personal injury, bodily injury, insurance coverage shortfalls or otherwise invalidation with the services provided to the customer.

<http://www.businessinsider.com/uber-449-million-safe-rides-fees-2016-8>

<https://www.sandiegocan.org/2015/09/18/lyft-trust-safety-fee-is-not-trustworthy/>

It is clearly defined in Sb-106 and AB-143 (2015 Wisconsin legislature), the current Rideshare/TNC regulations for Wisconsin that no Rideshare/TNC driver can take a hail or flag for cash without arrangement of the ride through the app being used by the Rideshare/TNC driver.

However Ride Safe was able to log several drivers with Uber and Lyft accepting illegal cash hails outside of the apps during the December 23<sup>rd</sup> Packer game in Green bay.

<http://ridesafeworld.com/results-of-ride-safe-green-bay-sting-part-1-illegal-cash-hails-by-uber-and-lyft-drivers-during-packer-game/>

The proposed legislation in SB-759 and AB-918 would deregulate the Taxi industry to the same standards as Rideshare/TNCs and would allow Taxi operators state wide to operate in the same manner as Rideshare/TNC companies and their drivers.

Proper insurance, fingerprint background checks and provisions for customer safety and proper execution of the service are not to be trusted exclusively to the service provider without oversight.

They are requirements that should be mandated by law to prevent crime and fraud.

**Segment of complaint to DSPS prepared by Justin La Plante concerning fraud, uninsured operations and falsified documents accepted by Uber to allow driver on Uber platform.**

This complaint and the time taken to process it by DSPS indicate a clear inability on the part of DSPS to properly or effectively regulate Rideshare/TNCs or add additional departments or services for properly regulating Taxi operations state wide.

Additional segments of this document provided in full to Wisconsin legislators and the public indicate a clear case of fraudulent business practices on the part of Rasier LLC, the company representing legal, contracting and insurance services for Uber as well as Uber Technologys itself.

The full DSPS complaint document can be downloaded from the following link:

<http://ridesafeworld.com/presentation-for-wisconsin-state-legislature-on-proposed-bills-sb-759-ab-918-deregulation-of-taxis/>

**INITIAL COMPLAINT SUBMITTED TO DSPS 5-21-2016**

**After a driver was allowed onto the UBER app after submitting falsified documents.**



**Wisconsin Department of Safety and Professional Services**  
**DIVISION OF LEGAL SERVICES AND COMPLIANCE**

Mail To: P.O. Box 7190  
 Madison, WI 53707-7190  
 FAX #: (608) 266-2264  
 Phone #: (608) 266-2112

Ship To: 1400 E. Washington Avenue  
 Madison, WI 53703  
 Email: [dspd@wisconsin.gov](mailto:dspd@wisconsin.gov)  
 Website: <http://dspd.wi.gov>

**COMPLAINT FORM**

|  |  |
|--|--|
| Complaint filed by: Mr./Ms./Mrs. (First, Middle, Last)<br><b>Justin Thomas La Plante</b> |  |
| Address: <b>374 Raven Ln</b>   |  |
| City: <b>Madison</b>   | State: <b>WI</b> Zip: <b>53704</b>   |
| County: <b>Dane</b>  | Phone # with area code:<br><b>(608) 886-5302</b>   |
| Email address:<br><b>colitisscope@gmail.com</b>  |  |
| Patient name (if applicable): Mr./Ms./Mrs.<br>(First, Middle, Last)<br><b>NA</b>         | Patient date of birth:<br><b>NA</b>  |
| Patient contact information (if applicable):<br><br><b>NA</b>                            | Is patient deceased?<br><br><input checked="" type="checkbox"/> <b>NA</b> <sup>No</sup> <sub>Yes</sub><br>Date of Death: _____ |

|   |   |
|---|---|
| People and/or Entities the complaint is against:<br><b>Uber Technologies (TNC)</b>  | Profession/Trade<br><b>Rideshare/TNC</b>                                    |
| Address: <b>Madison, WI Office: 601 N. Whitney Way Madison, WI 53703</b><br><b>California HQ Office: 182 Howard Street Suite 8</b><br><b>San Francisco, CA 94105</b>                          |   |
| City: <b>Madison, WI Office: 601 N. Whitney Way Madison, WI 53703</b><br><b>California HQ Office: 182 Howard Street Suite 8</b><br><b>San Francisco, CA 94105</b>                             | State: _____ Zip: _____   |
| County: <b>Dane co Wisconsin</b><br>&<br><b>San Francisco co California</b>   | Phone # with area code:<br>( ) Phone: 1-415-986-2104<br>Fax: 1-877-986-2104 |
| Email address <b>info@uber.com</b><br><b>partnersmadison@uber.com</b>   |   |
| If your complaint involves a trade has this project been submitted for review/approval?<br><br><input type="checkbox"/> <b>No</b><br><input type="checkbox"/> <b>Yes</b> _____ Transaction ID |   |
| If your complaint involves a building, when was the building constructed?   |   |

1. When did the incident occur (If you do not know the exact date, make as close an estimate as possible)?

Occurring regularly on a daily basis from the commencement (5-4-2015) of WI Senate bill 106 and WI Assembly bill 143 assigning TNC/Rideshare regulation to DSPS.

2. Where did the incident occur (include town/city/village/county)?

All Wisconsin cities and counties where Uber operates.

3. Have you tried to resolve this matter? If so, please provide details.

Numerous attempts to contact and report discrepancies and fraud to Uber which have gone Unresolved and ignored by Uber Technologies (details in attached reports).

4. If your complaint is, or has been, under consideration by another agency or court please provide that information.

Single and joint complaints Complaint filed with FTC (Federal Trade Commission).

5. Who else has information related to this incident? Provide names, addresses, email addresses and phone numbers for those persons.

Numerous Uber customers, drivers, Cab/Taxi drivers and members of the general public both in Wisconsin and outside of Wisconsin. Contact information, additional reports, testimonies and additional complaints attached.

6. Describe the incident. Include as much specific information as possible. Attach additional pages if needed. Attach copies of any relevant documents or evidence such as contracts, photographs, medical records, billing statements, personal notes, pill bottles, etc. It is very important that you do not dispose of any information or evidence even after you have filed a complaint.

1- Before and since the assignment of Rideshare/TNC companies to the regulation of DSPS, Uber technologies has continued to openly allow drivers who have registered false documentation for vehicle insurance and registration as TNC drivers registered on the Uber platform through out the state of Wisconsin.

2- Uber technologies has knowingly allowed drivers to operate on the Uber platform without proper notifications between the driver And the driver's own insurance and vehicle lein (lease/service plan provider) holders that the driver's own vehicle is being operated As a commercial transportation.

\*\*Failure to notify commercial activity to the driver's own insurance and lein holders, invalidates the driver's policies, lease and service plan providers for the vehicle. Subsequently because of the contractual relationship between Uber and an Uber driver, If the driver has not properly contacted their own insurance and lein holders, the insurance advertised by Uber is invalidated for The coverage of any incident including but not limited too bodily harm, public damages and death.

3- Uber technologies has advised drivers operating on the Uber platform to not properly inform their own insurance and lein holders Of commerial use of their own vehicles (reports and recorded testimony attached).

\*\*\*It should be noted that Uber technologies's failure to properly screen driver documentation and applications is fraud.\*\*

\*\*\*It should be noted that Uber technologies's failure to properly advise and verify that a driver's insurance and lein holders are properly informed of commercial activity with a driver's own vehicle is fraud.\*\*\*

\*\*\*It should be noted that it is DSPS's duty to protect consumer confidence as well as the safety and security of the general public With regard to the business practices of any business or service under the regulation of DSPS. It is the duty of DSPS to make sure That Rideshare/TNC drivers have properly reported the commerial use of their own vehicles to their own insurance and lein holders.\*

Justin T. La Plante

SIGNATURE

5-21-2016

DATE

**Initial Complaint documents and case summery revealing a  
FOUR MONTH PROCESS from 5-23-1016 to 9-06-2016**

Complaint # 16 TNCOOL

Screening panel date(s): 9.2.16 DLSC Staff screener: Norberg

Screening panel members: \_\_\_\_\_

Screening panel date(s): \_\_\_\_\_ DLSC Staff screener: \_\_\_\_\_

Screening panel members: \_\_\_\_\_

Screening decision code OI NV NJ AC SD

Not opened for investigation on: 9.2.16 Opened for investigation on: \_\_\_\_\_

Team: BUS HTH MED NUR Case advisor: \_\_\_\_\_

Direct to Paralegal: Yes \_\_\_\_\_ No \_\_\_\_\_

Notification sent to case advisor on: \_\_\_\_\_ Mailed Retained E-Mailed

Priority: D (death) 1 (highest) 2 3 (lowest) Track: Simple Complex

Category:

- Advertising
- Caregiver
- Discrimination
- Earnest Money/Trust Acct
- Fraud/deceptive practice
- Inappropriate contact
- Miscellaneous
- Negligence/Incompetence
- Prescriptive practice
- Related law
- Substance Abuse
- Unlicensed activity
- Unprofessional conduct

Citation(s): \_\_\_\_\_

Notes:

Complaint # 16 UNL 090 (TMC)

Screening panel date(s): 6.29.16 DLSC Staff screener: Norberg

Screening panel members: \_\_\_\_\_

Screening panel date(s): \_\_\_\_\_ DLSC Staff screener: \_\_\_\_\_

Screening panel members: \_\_\_\_\_

Screening decision code ~~OI~~ ~~NV~~ ~~NJ~~ (AC) ~~SD~~

Not opened for investigation on: \_\_\_\_\_ Opened for investigation on: \_\_\_\_\_

Team: BUS HTH MED NUR Case advisor: \_\_\_\_\_

Direct to Paralegal: Yes \_\_\_\_\_ No \_\_\_\_\_

Notification sent to case advisor on: \_\_\_\_\_ Mailed \_\_\_\_\_ Retained \_\_\_\_\_ E-Mailed \_\_\_\_\_

Priority: D (death) 1 (highest) 2 3 (lowest) Track: Simple Complex

- Category:
- Advertising
  - Caregiver
  - Discrimination
  - Earnest Money/Trust Acct
  - Fraud/deceptive practice
  - Inappropriate contact
  - Miscellaneous
  - Negligence/Incompetence
  - Prescriptive practice
  - Related law
  - Substance Abuse
  - Unlicensed activity
  - Unprofessional conduct

Citation(s): \_\_\_\_\_

Notes:

6.29.16 10-day letter to R. SN  
8/3/16 - No Response

184-1  
Raiser LLC

Actually licensed - 184-1

## Case Summary

| Case Number | Status | Track | Priority | Team |
|-------------|--------|-------|----------|------|
| 16 TNC 001  | Closed |       |          |      |

| Screening Code | Screening Description   | Bypass Code | Bypass Description |
|----------------|---|-------------|--------------------|
| SD             | Screening Decision. The screening panel (or screener) determined that the file does not warrant investigation. Do not open for investigation. |             |                    |

| Complainant(s)           | Source  | Attorney(s) |
|--------------------------|---------|-------------|
| La Plante, Justin Thomas | UNKNOWN |             |

| Respondent(s) | Credential Number                                 | Attorney(s) | XRef Cases ? |
|---------------|---|-------------|--------------|
| Rasier LLC    | 1-184 (Active) (Transportation Network Companies) |             | No           |

| Case Associate(s) | Role |
|-------------------|------|
|                   |      |

| Legacy Case Violation | Citation | Alleged | Prosecuted | Final Hearing | Violation Type | Auth | Comment |
|-----------------------|----------|---------|------------|---------------|----------------|------|---------|
|                       |          |         |            |               |                |      |         |

| Case Event | Description                           |
|------------|---------------------------------------|
| 05/23/2016 | DOE Received Complaint on             |
| 08/05/2016 | Scrng Resp Req                        |
| 08/05/2016 | Case Number Assigned on               |
| 08/26/2016 | Sent to Attorney Screener on          |
| 09/02/2016 | Case closed w/o Investigation on      |
| 09/02/2016 | Closed w/o Investigation on           |
| 09/02/2016 | Received from Attorney Screener on    |
| 09/06/2016 | Close out Letter to Complainant(s) on |
| 09/06/2016 | Close out Letter to Respondent(s)     |

| Case Note(s)                       | Text   |
|------------------------------------|--|
| Intake Description<br>08/05/2016   | Respondent is not having their drivers properly Inform their insurance of the use of their vehicle. Respondent is not accurately screening their drivers.                          |
| General Note<br>08/05/2016         | The complaint was originally tracked in as an UNL-TNC. Just recently was it discovered that they are licensed. Just under a different name than the name given by the Complainant. |
| Screening Panel Note<br>09/02/2016 | SA closed complaint SD.  |

## Case Summary

| Case Number | Status             | Track | Priority | Team |
|-------------|--------------------|-------|----------|------|
| 16 UNL 090  | Complaint Received |       |          |      |

| Screening Code | Screening Description | Bypass Code | Bypass Description |
|----------------|-----------------------|-------------|--------------------|
|                |                       |             |                    |

| Complainant(s)           | Source  | Attorney(s) |
|--------------------------|---------|-------------|
| La Plante, Justin Thomas | UNKNOWN |             |

| Respondent(s)     | Credential Number | Attorney(s) | XRef Cases ? |
|-------------------|-------------------|-------------|--------------|
| Uber Technologies |                   |             | No           |

| Case Associate(s) | Role |
|-------------------|------|
|                   |      |

| Legacy Case Violation | Citation | Alleged | Prosecuted | Final Hearing | Violation Type | Auth | Comment |
|-----------------------|----------|---------|------------|---------------|----------------|------|---------|
|                       |          |         |            |               |                |      |         |

| Case Event | Description                  |
|------------|------------------------------|
| 05/23/2016 | DOE Received Complaint on    |
| 06/13/2016 | Sent to Attorney Screener on |
| 06/13/2016 | Case Number Assigned on      |

| Case Note(s)                     | Text  |
|----------------------------------|---|
| Intake Description<br>06/13/2016 | UNL-TNC Respondent is not having their drivers properly inform their insurance of the use of their vehicle. Respondent is not accurately screening their drivers. |

# Case Summary

16 TNC 001

| Case Number | Status | Track | Priority | Team |
|-------------|--------|-------|----------|------|
| 16 UNL 090  | Closed |       |          |      |

| Screening Code | Screening Description   | Bypass Code | Bypass Description |
|----------------|---|-------------|--------------------|
| AC             | Administrative Closure. Duplicate file, logged in error or incorrect respondent. Do not open for investigation. |             |                    |

| Complainant(s)           | Source  | Attorney(s) |
|--------------------------|---------|-------------|
| La Plante, Justin Thomas | UNKNOWN |             |

| Respondent(s)     | Credential Number | Attorney(s) | XRef Cases ? |
|-------------------|-------------------|-------------|--------------|
| Uber Technologies |                   |             | No           |

| Case Associate(s) | Role |
|-------------------|------|
|                   |      |

| Legacy Case Violation | Citation | Alleged | Prosecuted | Final Hearing | Violation Type | Auth | Comment |
|-----------------------|----------|---------|------------|---------------|----------------|------|---------|
|                       |          |         |            |               |                |      |         |

| Case Event | Description                        |
|------------|------------------------------------|
| 05/23/2016 | DOE Received Complaint on          |
| 06/13/2016 | Sent to Attorney Screener on       |
| 06/13/2016 | Case Number Assigned on            |
| 06/30/2016 | Received from Attorney Screener on |
| 07/08/2016 | Scrng Resp Req                     |
| 08/03/2016 | Sent to Attorney Screener on       |
| 08/05/2016 | Case closed w/o Investigation on   |
| 08/05/2016 | Closed w/o Investigation on        |
| 08/05/2016 | Received from Attorney Screener on |

| Case Note(s)                     | Text   |
|----------------------------------|--|
| Intake Description<br>06/13/2016 | UNL-TNC Respondent is not having their drivers properly inform their insurance of the use of their vehicle. Respondent is not accurately screening their drivers.  |
| General Note<br>07/21/2016       | Mr. Scott Binnings of Uber Technologies called. He had just received our letter dated July 8, 2016 requesting a response. Mr. Binnings has requested an extension in which to reply. A 2 week extension has been granted and the new due date for materials is now August 5, 2016. |
| General Note<br>08/05/2016       | This case is being closed AC. Uber Technologies is actually licensed under Raiser LLC, 184-1. New TNC complaint will be opened.  |



**Communication between DSPS Marlene K. Meyer and Rasier LLC (representing Uber) G. Scott Binnings**

Wisconsin Department of Safety and Professional Services  
Division of Legal Services and Compliance  
1400 E Washington Ave  
PO Box 7190  
Madison WI 53708-7190  
RETURN SERVICE REQUESTED



Phone: 608-266-2112  
Web: <http://dps.wi.gov>  
Email: [dps@wisconsin.gov](mailto:dps@wisconsin.gov)

Scott Walker, Governor  
Dave Ross, Secretary

July 8, 2016

UBER TECHNOLOGIES  
601 N WHITNEY WAY  
MADISON WI 53703

Re: 16 UNL 090 (TNC)

To Whom It May Concern:

The purpose of this letter is to inform you that we recently received a complaint against you from Justin La Plante. The details of the complaint were reviewed and evaluated by a screening attorney.

The screening attorney has requested additional information from you to determine whether the complaint should be opened for investigation. Please provide a detailed written response to this complaint no later than July 22, 2016. Under Wis. Stat. 440.03(4) the Department has the authority to issue subpoenas for the production of documents.

Your prompt cooperation is appreciated.

Sincerely,

Marlene K. Meyer  
Division of Legal Services & Compliance  
608-261-4490

Enclosure

COPY

G. SCOTT BINNINGS  
Senior Counsel, Regulatory  
binnhgs@uber.com

RASIER, LLC  
1455 Market Street, 4th Floor  
San Francisco, CA 94103

*Via Email and Overnight Courier*

August 5, 2016

Marlene K. Meyer  
Division of Legal Services and Compliance  
Wisconsin Department of Safety and Professional Services  
1400 E. Washington Ave  
Madison, WI 53703

***RE: Response to Complaint of Justin Thomas La Plante, File No. 16 UNL 090 (TNC)***

Dear Ms. Meyer:

I am writing in response to your July 8, 2016 correspondence, in which you described a complaint submitted to your office by Justin Thomas La Plante (File No. 16 UNL 090).

Please note that future inquiries related to transportation network company ("TNC") services should be directed to Rasier, LLC ("Rasier"), rather than Uber Technologies, Inc. Rasier is a TNC that contracts with independent driver partners ("participating drivers") who use a digital network, the "Uber App," to receive trip requests from riders. Rasier holds a TNC permit from the Department of Safety and Professional Services, which authorizes Rasier to provide TNC services throughout Wisconsin. As indicated on the TNC permit, Rasier's business address is 1455 Market Street, 4<sup>th</sup> Floor, San Francisco, CA 94103 (ATTN: Legal/Regulatory).

We have reviewed Mr. La Plante's allegations. While not entirely clear, it appears the allegations broadly speaking are as follows: (1) Rasier allows participating drivers to access the Uber App without verifying required documents; (2) Rasier allows participating drivers to access the Uber App without notifications between the driver and driver's insurance carrier and lien holder; and (3) Rasier tells participating drivers not to notify insurance and lien holders of TNC activity. We address each of these allegations below. For the reasons described, each is without merit.

- 1. Rasier does not allow prospective drivers to access the Uber App without required documents.*

Mr. La Plante alleges that Rasier allows participating drivers to access the Uber App without providing required documents, such as insurance and vehicle registration. In order to be approved to accept trip requests through the Uber App, prospective drivers must complete several registration steps, including providing Rasier with information necessary to meet local onboarding requirements. In Wisconsin, participating drivers are required pursuant to Section 440.445 of the Wisconsin Statutes to provide a copy of their driver's license, vehicle registration, and proof of individual automobile liability insurance (among other things). Rasier reviews

G. SCOTT BINNINGS  
Senior Counsel, Regulatory  
blinnings@uber.com

RASIER, LLC  
1455 Market Street, 4th Floor  
San Francisco, CA 94103

these documents prior to allowing the partner access to the platform. Moreover, Rasier administers internal processes designed to detect incorrect, false, or expired documents. Rasier also uses additional tracking procedures to ensure that when documents (e.g., driver's license) expire or are not renewed, the partner will be prevented from accessing the network until the issue is resolved. Taken together, these measures are designed to ensure that required documents are accurate and maintained at all times while the partner has access to the Uber App.

2. *Rasier maintains insurance policies that cover activity on the Uber App in the amounts required by state law; these coverages are not premised on participating drivers' obligations on their personal insurance policies or under liens.*

Mr. La Plante makes a variety of statements regarding Rasier's alleged obligation to require participating drivers to notify their *personal* insurance carrier or lien holder of intent to provide TNC services. Mr. La Plante does not identify any legal obligation of Rasier, as the TNC, to notify these parties. For good reason - Rasier does not possess any such obligation under the state TNC law or the private insurance contracts that drivers obtain for coverage pertaining to their personal use of their vehicles.

Mr. La Plante's reference to "commercial transportation vehicle" also indicates a fundamental misunderstanding of the TNC model. Contrary to his assertion, transportation network company drivers do not operate commercial transportation vehicles. Rather, participating drivers (like Rasier participating drivers) provide service using their own, personal vehicles. Indeed, Wisconsin law specifically defines TNC vehicles as "personal vehicles" that do not fit within any other category of commercial vehicle defined by state law. This is in fact the reason the Wisconsin Legislature adopted the TNC statute in the first place: to empower private individuals to earn money by providing transportation services using the personal vehicles they already owned.

To accommodate a new business model that relies on private individuals operating their personal vehicles, the Wisconsin Legislature established separate rules requiring *TNC companies* to maintain insurance coverage in specified amounts. When an individual is using his or her vehicle in a personal capacity, personal insurance coverage continues to apply. When a participating driver logs into a TNC's digital network, and continuing through all times the driver remains logged in, the TNC is required to maintain separate liability coverage. The TNC's automobile coverage is primary, and so the TNC's coverage takes precedence over the driver's own personal automobile liability coverage. In short, the terms of a participating driver's personal insurance policies or lien documents are not relevant to the liability coverage that exists while the individual is logged into a TNC's digital network.

Rasier maintains all liability coverage required pursuant to the Wisconsin TNC statute. The Department received and reviewed Rasier's certificates of insurance during the TNC permit application process, and we enclose them again here.

G. SCOTT BINNINGS  
Senior Counsel, Regulatory  
binnings@uber.com

RASIER, LLC  
1455 Market Street, 4th Floor  
San Francisco, CA 94103

3. *Rasier does not advise drivers not to notify insurance and lien providers.*

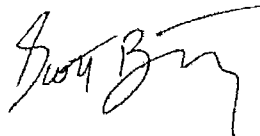
Mr. La Plante further alleges that Rasier advises participating drivers not to notify insurance and lien providers of intent to provide TNC services through an approved digital platform. Again, Mr. La Plante's reference to "commercial transportation vehicles" misunderstands Wisconsin's legal framework for TNC services, which covers "personal vehicles"; this distinction undermines Mr. La Plante's assumption that any notice would invalidate these agreements. Further, Mr. La Plante points to no obligation of individuals to notify insurance and lien providers of intended TNC service. As noted, Wisconsin law ensures that *the TNC itself* must maintain all necessary liability coverage associated with participating drivers' activities while logged into the TNC's digital network.

Wisconsin law does require Rasier (and other TNCs) to disclose insurance coverage, including the types of coverage and the limits for each coverage, that the TNC provides while the participating driver uses a personal vehicle in connection with a TNC's digital network, and further requires disclosure that "the participating driver's own automobile insurance policy might not provide any coverage while the participating driver is logged on to the transportation network company's digital network and is available to receive transportation requests or is engaged in transportation network services depending on its terms." Rasier discloses these items in an addendum to the partner agreement that all individuals must execute prior to gaining access to the platform as a participating driver. A copy of this addendum is enclosed.

As described, Mr. La Plante's complaint reflects a misunderstanding of Wisconsin's legal framework for TNCs, and his allegations are without merit. We note that in several places Mr. La Plante indicated that he provided the Department with documents and other evidence supporting his allegations. We have not been provided copies of these items and reserve the right to supplement this response if given an opportunity to review this additional information.

Please let me know if I can be of further assistance as you complete your review.

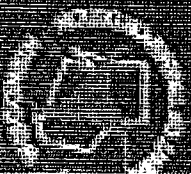
Sincerely,



G. Scott Binnings

Encl.

**Falsified Documents that were accepted by Uber to establish driver account on Uber app**



State of Wisconsin  
Department of Transportation

## License Plate Search Results

Plate Number: 

Expiration Date: 06-29-2016

Year: 1994

Make: FORD

Color: 

RRN: 

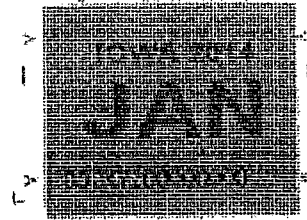
Second

fake plate  
Submitted.

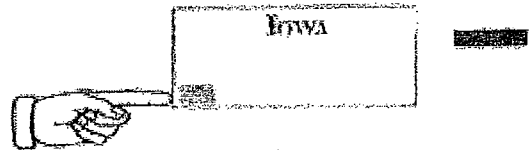
Does not match make  
or model of vehicle  
on insurance form or  
registration form.

Online example registration we used to create second fake registration that Uber accepted. Note: we used the same fake county treasurer name on the one we created.

Carowner, Joe  
777 Main Street  
Anytown IA 50020



\*\*Valid for one month after expiration



Registration Renewal Receipt

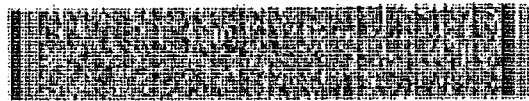
\*\*Expiration Date 01/31/2014

County Polk  
Usage Regular  
Title No. 772123456

Issue Date 12/11/2012  
Tonnage 0

Validation No. 000XY700000000  
Plate No. 123ABC

Carowner, Joe  
777 Main Street  
Anytown IA 50020



VIN ZZZ123ZZZ12345678

Type Automobile

|       |      |      |              |        |           |         |    |
|-------|------|------|--------------|--------|-----------|---------|----|
| Year  | 2003 | Make | Chevrolet    | Model  | Impala TR | Style   | 4D |
| Cyl.  | 6    | Fuel | Flexibk Fuel | Weight | 3,600     | GVWR    |    |
| Color | Gray |      |              | LP.    | \$23,000  | Sq. Ft. |    |

Plate Type County Std  
Designation  
Cumulative Damage  
Annual Fee \$263

Title No. 1234567

Mary Maloney  
County Treasurer

|                   | Fee      | Penalty |
|-------------------|----------|---------|
| Registration Fees | \$263.00 | \$0.00  |
| Plate Fees        | \$0.00   |         |
| Other Fees        | \$0.20   |         |
| Taxes             | \$263.20 | \$0.00  |
| Grand Total       | \$263.20 |         |

DO NOT DETACH

If the vehicle being sold is a regular or semi trailer weighing 2,000 lbs. or less and not titled in this state, complete the information below and give to the buyer.

Date of Sale \_\_\_\_\_

Buyer's Name \_\_\_\_\_

Buyer's Address \_\_\_\_\_

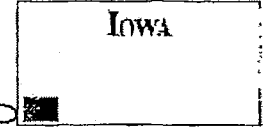
Buyer's Signature \_\_\_\_\_



First registration Uploaded. Vehicle's VIN is out of registration. Expiration date was changed to 2017.



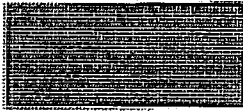
\*\*Valid for one month after expiration



**\*\*Keep this receipt with vehicle**  
**Registration Renewal Receipt**

\*\*Expiration Date 06/03/2016

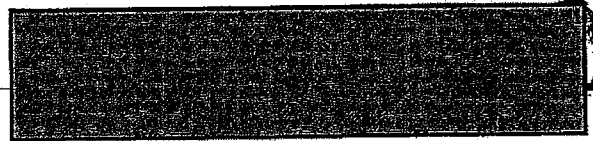
County  
Usage  
Title No.



Issue Date  
Tonnage



Validation No.  
Plate No.



VIN



Type Automobile

Year  
Cyl  
Color



Plate Type County Std  
Designation  
Cumulative Damage  
Annual Fee \$50

Car  
Assess No.



County Treasurer

|                   | Fee     | Penalty |
|-------------------|---------|---------|
| Registration Fees | \$50.00 | \$0.00  |
| Plate Fees        | \$0.00  |         |
| Other Fees        | \$0.00  |         |
| Totals            | \$50.00 | \$0.00  |
| Grand Total       | \$50.00 |         |

Applicable to a regular or special trailer weighing 2,000 lbs. or less and not issued a title. complete the information below and give to the buyer.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Second fake vehicle registration that was uploaded and accepted

Added print is either darker than the rest of the document or pixelated.

**Registration Renewal Receipt**

County Usage Title No. Polk Regular 7

Issue Date Tonnage 2016

Expiration Date 2017

Validation No. Plate No.

**Plate Type County Std**  
**Designation**  
**Cumulative Damage**  
**Annual Fee \$255**

VIN  
 Year  
 Cyl.  
 Color

County Treasurer

|                    | Fee             | Penalty       |
|--------------------|-----------------|---------------|
| Registration Fees  | \$255.00        | \$0.00        |
| Plate Fees         | \$0.00          |               |
| Other Fees         | \$0.00          |               |
| <b>Totals</b>      | <b>\$255.00</b> | <b>\$0.00</b> |
| <b>Grand Total</b> | <b>\$255.00</b> |               |

**DO NOT DETACH**  
 If the vehicle to be sold is a regular or semi-trailer weighing 2,000 lbs. or less and registered as a passenger vehicle, the purchaser must pay the sales tax on the purchase price of the vehicle.  
 Date of Sale \_\_\_\_\_  
 Buyer \_\_\_\_\_  
 Buyer's Address \_\_\_\_\_  
 Seller's Signature \_\_\_\_\_

EZA Progress

9952 Cilezot PKWY  
Rio, WI 53988

State: **WI**

WI

Policy Number

**1077460927**

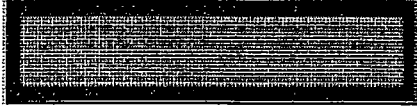
Exp

EXP: 4-15-2013 to 4-15-2017

Policy

Effective Operator

Insured name and address



**Fake address**

**Fake**

Description of Vehicle(s)

**company**

NON-USE\*

| VEH | YEAR | MAKE | MODEL | BODY TYPE | WEIGHT | IDENTIFICATION NUMBER | DRM | DRIVE | SEATS |
|-----|------|------|-------|-----------|--------|-----------------------|-----|-------|-------|
| 01  | 01   |      |       |           |        |                       | 8   | 15    | 15    |

This location where the vehicle(s) is garaged is:

\*B=Business, W=Work, F=Farm, R=Recreation, S=School

(VEH 01)

This policy provides ONLY the following coverages with related pricing noted

|   | VEH<br>D-DED Amount | VEH<br>Premium | VEH<br>D-DED Amount | VEH<br>Premium | VEH<br>D-DED Amount | VEH<br>Premium |
|---|---------------------|----------------|---------------------|----------------|---------------------|----------------|
| <b>Part I - Liability</b>                 |                     |                |                     |                |                     |                |
| Injury Option 1 \$ 100,000                |                     | 135.25         |                     |                |                     |                |
| Option 2 \$ 300,000                       |                     | 275.45         |                     |                |                     |                |
| Option 3 \$ 25,000                        |                     | 89.95          |                     |                |                     |                |
| <b>Part III - Uninsured Motorist</b>      |                     |                |                     |                |                     |                |
| Option 1/w deductible \$100,000           |                     | 28.92          |                     |                |                     |                |
| Option 2/w/o deductible \$300,000         |                     | 13.55          |                     |                |                     |                |
| Option 3 \$500,000                        |                     | 45.95          |                     |                |                     |                |
| <b>Part IV - Physical Damage Coverage</b> |                     |                |                     |                |                     |                |
| Comprehensive loss                        | 1,000               | 22.00          |                     |                |                     |                |
| Collision loss                            | 1,000               | 128.55         |                     |                |                     |                |
| Rental reimbursement                      | 500                 | 8.45           |                     |                |                     |                |
| Towing & Labor                            | 25                  | 5.00           |                     |                |                     |                |
| <b>Total premium per vehicle</b>          |                     | <b>752.47</b>  |                     |                |                     |                |

(For more detailed information, see the attached pages)

Discounts per vehicle:

Anti-Theft discount

\$ 8.25

Good Driver

\$ 60.25

Air Bags

\$ 10.45



**Win! at the bottom never matched the top!**



# ONSIN of Vehicle Registration

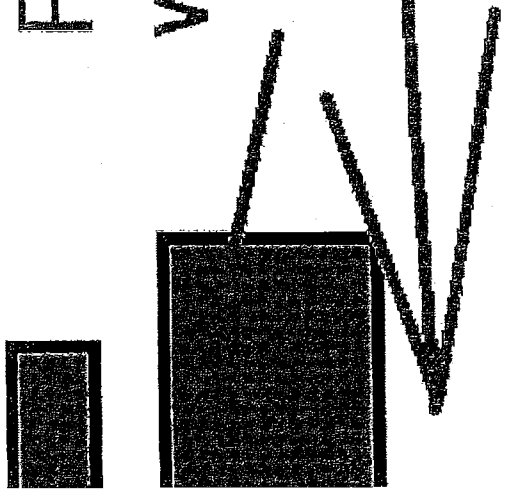
Plate # from registered vehicle that does not match Vin# or model on fake insurance or registration.

|       |       |      |       |
|-------|-------|------|-------|
| Class | Model | Year | Color |
| AUTO  |       |      |       |
|       |       |      | 20    |

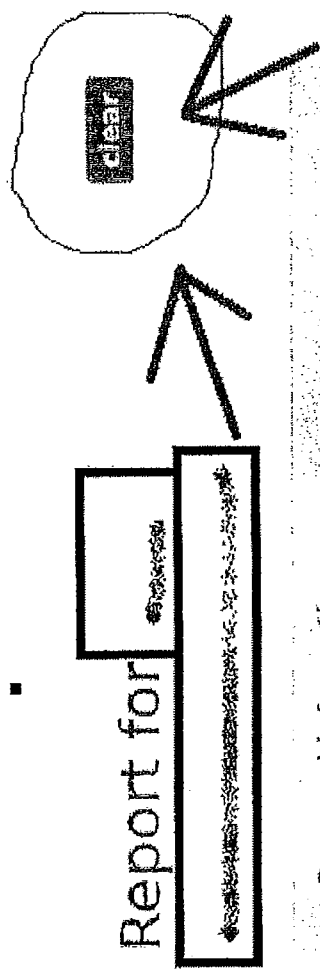
## Registration that was approved.

Print is either to dark or pixelated and does not match print on the rest of the registration.

|       |           |
|-------|-----------|
| Print | Color     |
|       | Dark      |
|       | Pixelated |
|       | Match     |



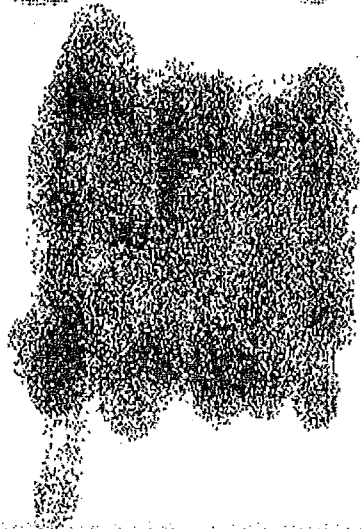
# Checkr.com background check approved ("clear").



## Personal information

First Name [redacted]  
Middle Name [redacted]  
Last Name [redacted]  
Date of Birth [redacted]  
Social Security # [redacted]  
Geo [redacted]  
Zipcode [redacted]  
Driver License [redacted]  
Prior Driver License [redacted]  
Email [redacted]

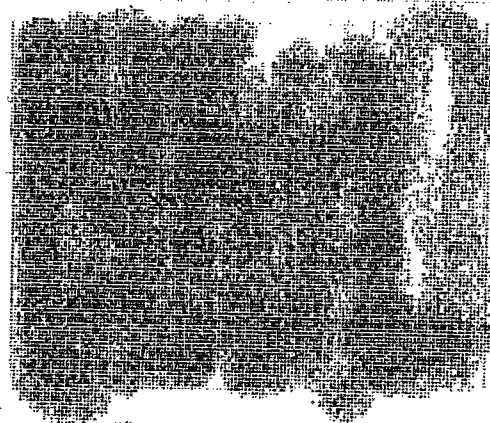
DOCUMENTS



VEHICLE REGISTRATION

Status: active

Edit



PROOF OF INSURANCE

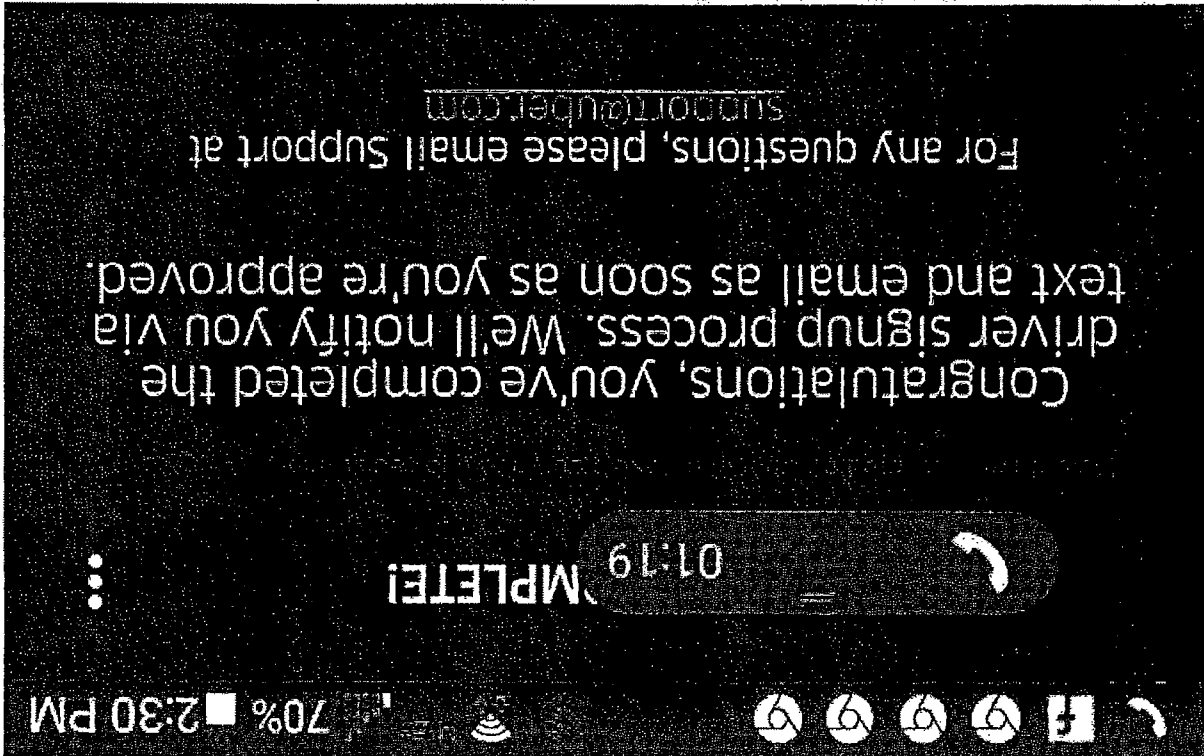
Status: active

Edit

Fake documents accepted ("active")



Uber accepts drivers with fake documents



WATCH GETTING STARTED VIDEO

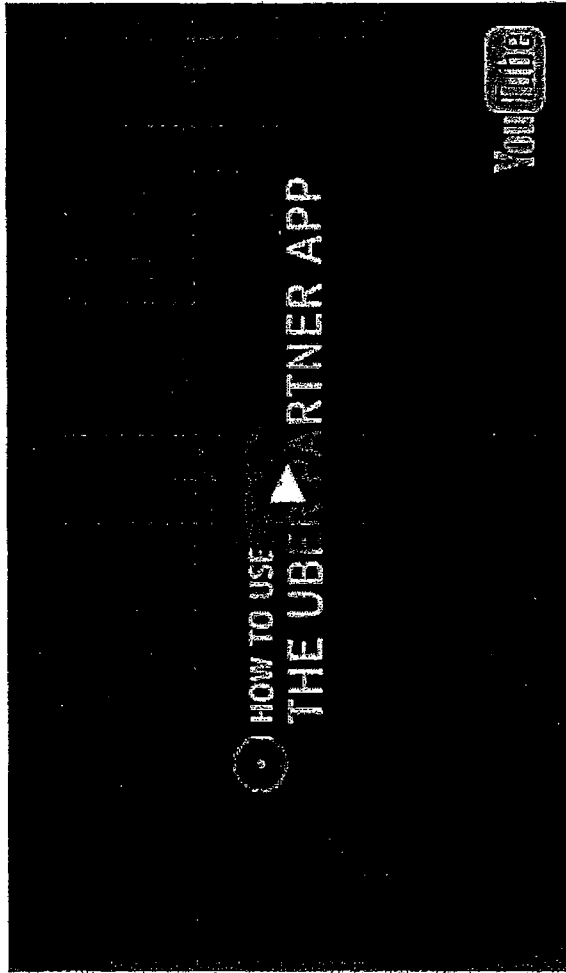
real time over chat with Uber  
t after they accepted fake

arsation the teck asks for more



# Congrats! You're all done.

You'll be notified by text and email once you're approved to drive.  
Watch the video below for the basics of driving with Uber.



[DOWNLOAD THE APP](#) →



**UBER** **LIV**  
 ChrisPaul VJ  
 CUSTOMER SERVICE

If you want to submit it I  
 chat, please click on "of  
 of the chat window and t  
 a file"

ChrisPaul VJ  
 Yes

Please try it.

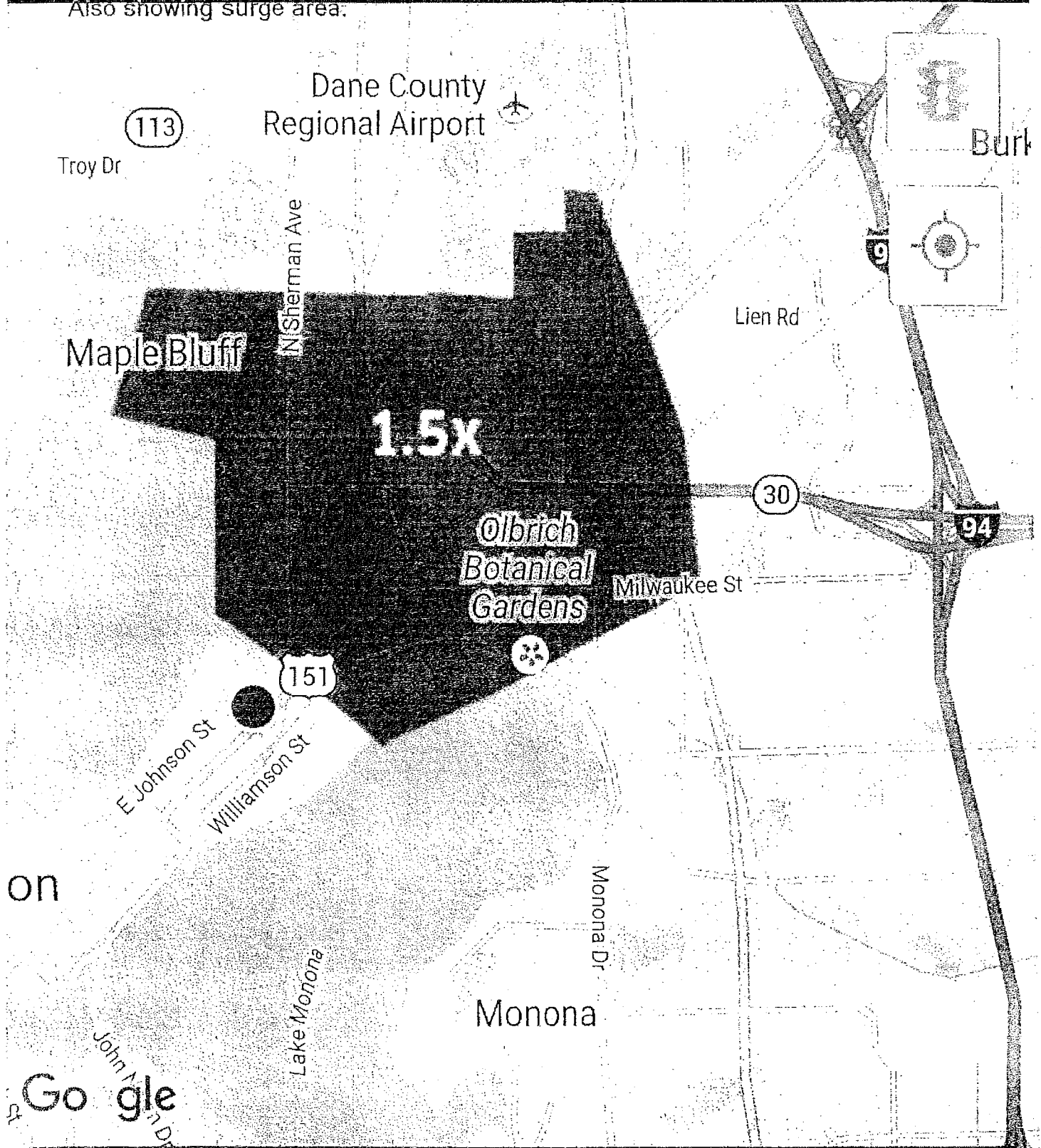
Type your message here

Options Hi





More Uber driver activated on app with take documents on main app screen.  
Also showing surge area:



New message from support



Moto driver using fake documents available to 'go online' with Uber app.



THIS WEEK



You have not driven this week

ESTIMATED PAYOUT

\$0.00 >

INVITE FRIENDS NOW

 Invites

Earn an extra \$200 for every

**Complaint Dismissal letters sent to Binnings and La Plante from DSPS Marlene K. Meyer**

Wisconsin Department of Safety and Professional Services  
Division of Legal Services and Compliance  
1400 E Washington Ave  
PO Box 7190  
Madison WI 53707-7190  
RETURN SERVICE REQUESTED



Phone: 608-266-2112  
Web: <http://dsps.wi.gov>  
Email: [dsps@wisconsin.gov](mailto:dsps@wisconsin.gov)

Scott Walker, Governor  
Dave Ross, Secretary

September 6, 2016

G SCOTT BINNINGS  
RASIER LLC  
1455 MARKET ST 4<sup>TH</sup> FL  
SAN FRANCISCO CA 94103

RE: 16 TNC 001

Dear Mr. Binnings:

The purpose of this letter is to inform you of the results of the review of a complaint we received against your professional license by Justin La Plante.

The complaint was evaluated by a screening attorney. Based on the review, a decision has been made by the screening attorney not to take any action on this complaint.

Thank you for your patience as we considered this matter.

Sincerely,

Marlene K. Meyer  
Division of Legal Services & Compliance  
(608) 261-4490

COPY

Wisconsin Department of Safety and Professional Services  
Division of Legal Services and Compliance  
1400 E Washington Ave  
PO Box 7190  
Madison WI 53707-7190  
**RETURN SERVICE REQUESTED**



Phone: 608-266-2112  
Web: <http://dps.wi.gov>  
Email: [dps@wisconsin.gov](mailto:dps@wisconsin.gov)

**Scott Walker, Governor**  
**Dave Ross, Secretary**

---

September 6, 2016

JUSTIN T LA PLANTE  
374 RAVEN LN  
MADISON WI 53701

RE: 16 TNC 001

Dear Mr. La Plante:

The purpose of this letter is to inform you of the results of the review of a complaint we received from you concerning Rasier LLC (Uber Technologies).

The details of the complaint, including information which may have been obtained by us, were reviewed and evaluated by an attorney.

Based on the review and evaluation of the complaint, a decision has been made by the screening attorney not to take any action based on this complaint.

The process of evaluating complaints is often difficult and complex, involving legal issues and professional or technical evaluation. While it may be disappointing to learn a decision has been made that your complaint will not be pursued further, we want to assure you that the decision was made only after serious consideration of the issues you raised. Your complaint will be retained on file in the Division of Legal Services and Compliance for future reference.

Thank you for bringing this matter to our attention.

Sincerely,

Marlene K. Meyer  
Division of Legal Services & Compliance  
(608) 261-4490

COPY

Concerning AB-918 and SB-759, deregulation of Taxis

Julie Arnoldi, driver, Yellow Cab Green bay

The fact that this deregulation has been done before and doesn't work and isn't working for TNC Companies should be telling enough by now. Right now crime committed by rideshare drivers is an epidemic and people trust the government to protect them.

Rideshare/TNCs are deregulated and as a result throughout the world, crimes of sexual assault, insurance fraud, terrorist attacks, murder, theft and stalking occur week to week.

Now tavern leagues are even offering Rideshare/TNC vehicles as a Safe Ride option to intoxicated patrons because of the incentive they are given by legislators who can not protect the public despite clear evidence of the danger.

We are putting intoxicated people with strangers and hoping there is no issue. Teens are using it to get to school, parents are using to get children to school. As a result the victims of Uber and Lyft assaults are getting younger and younger.

TNCs were started because taxis were supposedly, dirty, and expensive.

I drive cab. It is a 2012 model with 144,609 miles on it. It is cleaned every couple hours if it needs it. I have a meter and the rates are posted on my dash. The vehicle is serviced and inspected regularly. TNCs have no inspection requirements and it shows in their vehicles. I take the fastest way. That makes me less expensive than Uber or Lyft in many cases. We have event rates for games but we DO NOT discriminate so-called surge rates to small areas of Green Bay on a Game night to only service Lambeau Field while the rest of the city is left out in the cold as Uber and Lyft do.

TNCs were charging \$60.00 a mile to trapped tourists at the last packer game.

I was glad to give a ride to A group of Australians who were visiting Green bay at the last game and being snubbed by Uber and Lyft drivers proposing outrageous rates for a short trip to their hotel. The regulations proposed in this legislation would have me and my company snubbing customers and discriminating against the people of Green bay just to compete in the same way Uber and Lyft do while I make nothing doing it.

At my company we have medical providers driving with us. I myself obtained an insurance license. We have a local singer. Our drivers are a part of and invested in our community. Knowing the Taxi drivers that are regulated in Green Bay, I would say they are professional and I trust every one of them with my family at their most vulnerable state.

Taxis have a company name written on them. A fleet has numbers easily readable. Even while driving we have to maintain a certain standard. The companies name and reputation is at stake. TNCs have no accountability. I have taken of numerous video and pictures of Uber and Lyft drivers in Green bay violating traffic rules and even endangering their own customers just to run pick ups and drops while they do them by blocking lanes and unloading passengers right into active traffic on busy nights. TNCs

are not paying taxes and there is no documentation of the ride. Now they have begun ignoring the apps and taking cash hails, which the current regulations claim SHOULD be illegal.

Taxis are marked for a reason. If I slow down, you know I am looking for an address. If you're looking for me I am easy to spot. If I am in front of your house at 3 am the police already verified I am not going to hurt you or burglarize your home. I am not going to give out your information to another person unless it's an officer coming into our office. I will keep your information to protect you.

TNC drivers are constantly on the web bragging about fares, the location of customers, personal details about customers, how they gave a customer a bad review and got them kicked off the app because they didn't tip enough. TNC drivers have no actual training. They have no one to answer to.

The laws that establish and protect my trade are GOOD laws. They work and I work well abiding them.

I want to be accountable.

I do not need or want to be anything like a rideshare/tnc driver or given an incentive to be like one for fast cash at a cost to the public, my community and my customers.

Julie Arnoldi

February 8, 2018

Jim Brown  
2320 Kingston Road  
Wisconsin Rapids, WI 54494  
715-423-7818  
woi\_rcc@wctc.net

Fiscal Manager for Wheels of Independence, Inc. and River City Cab companies in Wisconsin Rapids, WI

- Wheels of Independence, Inc. is an NEMT and SMV certified provider.
- River City Cab is a shared-ride public taxi company for the City of Wisconsin Rapids

President of the Specialized Medical Vehicle Association of Wisconsin (SMVAW)

Treasurer of the Wisconsin Association of Taxicab Owners (WATO)

Secretary of the Wisconsin Coordinated Transportation Cooperative (WCTC)

Member of the Wisconsin Association of Mobility Managers (WAMM)

Member of the Advisory Council for the DHS transportation management program, operated by MTM

re: Senate Bill 759, Assembly Bill 918

Transportation in Wisconsin involves many interwoven systems. When you change one system, it can affect them all. A major concern with this bill is the affect it may have on physically disabled accessibility throughout both urban and rural communities.

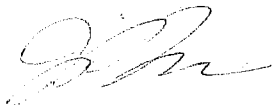
Removing local enforcement of taxis may create a more open, competitive market among taxis, but, in the end, may result in a reduction of providers and services. Larger companies will drive out smaller companies, and the remaining companies will pick and chose where and when they wish to provide service. Fewer providers may mean some areas will not be able to access service, and this will include those that need specialized accessibility. Taxis have been a consistent provider of accessible services. TNC's do not provide this service at all.

Each municipality requires specific transportation needs, perhaps different from their neighbors. Local municipalities may have a better awareness for how these services need to be regulated.

It is important to take a closer look at the effect of eliminating local authority, the effect it will have on accessibility services, and should TNC's fall under the same regulations.

Respectfully,

Jim Brown





# WISCONSIN ASSOCIATION OF TAXICAB OWNERS

Since 1939

Mark Jones, WATO President  
1115 West 4<sup>th</sup> Street  
Neillsville, WI 54456  
Phone: 715-743-3364  
Fax: 715-743-7545  
Email: mark@abbyvans.com



My name is Mark Jones, Owner and President of Abby Vans Inc., and also President of the Wisconsin Association of Taxi Operators. I'm here today speaking neither in support of, or against, this bill. This bill may be helpful, but only if it clearly recognizes the different Taxi systems that currently operate in the State of Wisconsin.

Abby Vans has provided non-emergency, accessible transportation since 1988. We currently have 160 vehicles in our fleet and are stationed in 36 of Wisconsin's 72 counties. We provide between 1200 and 1500 trips per day for a wide range of funding programs, including two 5311 Shared Ride Taxi contracts in Clark and Door Counties, and three Paratransit contracts in Eau Claire, La Crosse and Madison.

In my 30 years of providing service, I've seen many legislative proposals that were intended to help provide more access and improve public safety, but instead ended up limiting transportation options to those who needed it. It is my hope this bill would not cause that unintended result. It is very important this bill recognizes the fact that there are three different types of Taxis currently operating in Wisconsin:

- 1) Transportation Network Company, which uses a digital network to connect passengers to participating drivers.
- 2) Taxicab, which utilizes motor vehicles having a passenger carrying capacity of fewer than 15 persons and are held for public hire.
- 3) Municipal, Tribal and County, Federal and State funded Public Transit Systems, which includes 5311 Shared Ride Taxi, Paratransit and County Elderly and Disabled transit systems operating across the State.

The bill currently appears to exclude Public Transit systems, though the language is vague and unclear regarding that topic. Federal and State funded transit systems are already monitored by the Federal Transit Administration and the Wisconsin DOT. Each Municipality, Tribal Agency and County operating Public Transit Systems is responsible to create and adhere to a local service delivery plan. Each of these systems is required to contribute a local match in order to be eligible to receive that State and Federal funding. It is imperative that local control continues to be allowed for the Federal and State funded systems for the Municipalities, Tribal Agencies and Counties currently operating them. Having no geographical borders would not benefit these systems, because the funding is designated for a specific purpose.

I strongly believe that adding clear language that would exclude Municipal, Tribal and County, and Federal and State funded Public Transit Systems must happen if this bill continues to move forward. Not doing so could cause unintended, detrimental consequences on each of those systems and reduce transit options for those that need them.

Sincerely  
Mark Jones

Bill Carter  
Business Manager  
Union Cab Cooperative  
Committee on Regulatory Licensing Reform  
February 8, 2018

I appreciate the legislature's attempt to give the Taxi industry a level playing field with Transportation Network Companies or TNC's, but I don't think this is the way to do it. I think everyone would agree that public safety is paramount in this discussion. I am sure all the employees at Department of Safety and Professional Services or DSPS are very hardworking and diligent, but a small number of people have a broad regulatory responsibility over a variety of industries. DSPS licenses Accountants, Architects, Barbers, Cosmetologists, Dentists, Electricians, Pharmacists, Plumbers, Nurses and many other professions. DSPS is extremely busy and it will be difficult for them to effectively enforce regulations in the transportation industry. Department of Transportation handles car drivers, bus drivers and truck drivers. Why not Taxi and TNC drivers?

Nearly 125 years ago, there were seismic changes in the makeup of the economy. The economy rapidly turned from agrarian to industrial. Unrestricted work hours, lack of age limits for employees and poor or non-existent sanitary regulations threatened public health and safety. Wisconsin's legislators were the nation's leaders in recognizing these problems and trying to solve them. Those courageous legislators were pro-business but recognized the need to have common sense regulation and enforcement to protect the public. The issues involving public transportation are no different. New technology was introduced to the transportation industry (and there will be more such as driverless cars) and there is a need to protect the public from consequences of this new technology. The public's need requires common sense regulation. Effective enforcement will be needed to make those regulations work.

We've seen the safety issues brought up with the TNC's, and you could point toward the Taxi industry as well. The same issue is there. How well can DSPS enforce background, insurance and driving record checks for the drivers? The question is whether DSPS can effectively enforce regulation over the taxi/transport industry.