

Uber

Senator Latz and members of the Senate Judiciary and Public Safety Committee:

We write today to express frustration with both the process and content of SF 2319, which seeks to regulate the requirements and compensation for drivers that choose to provide transportation to the public via transportation network companies (TNC's).

This legislation has profound impacts on public safety and the viability of TNC service in Minnesota. It's an extreme measure unlike any legislation in the country.

The bill places the burden on companies to prove an incident "more likely than not," which unavoidably places a greater burden on victims. As a result, we would be put in a situation where if a driver is deactivated for physical or sexual assault or harassment, we have to either reach out to the victim to get them to testify, or risk letting the driver back onto the platform, if we choose to respect a survivor's privacy and avoid unnecessary retraumatization. In the sexual assault context, this type of legal burden superimposed from civil proceedings can place an unfair burden on survivors and threatens our victim-centric approach developed with industry experts.

Further, the bill would require TNC's to reinstate any driver that has been deactivated for cause in the past four years, unless victims come forward meeting the burden of proof. Failure to reinstate a previously terminated driver gives rise to a civil action with attorney fees and treble damages. No TNC can, or should, operate under that onerous provision.

The legislation requires a compensation and work model that seriously undermines the independent contractor relationship between TNCs and drivers. It deliberately avoids clarity on the issue. Drivers value their independence yet SF 2319 moves in the opposite direction.

The compensation requirements in SF 2319 are substantially higher than anywhere in the county, including locations with significantly higher costs of living and fuel. A ride between Minneapolis and St. Paul would average \$50 - a price few are willing or able to pay. The unrealistic expectations in this legislation will reduce or eliminate rides, leading to less opportunity for drivers, rather than the intended increased compensation.

The costs and requirements of the bill will increase unsafe driving and eliminate rides for the low-income Minnesotans that depend on TNCs for transportation. It has been well documented that TNC's reduce driving under the influence, another example of how this bill reduces public safety.

Despite the known problems and outcomes with this proposal - and the services it will eliminate in Minnesota - we have been informed that this legislation must pass. There has been no negotiation of substance and no critical review of the implications of this bill. Hundreds of drivers have been seeking a different alternative than SF 2319, and their voices have too been ignored.

We respect your right to approve legislation but you need to be aware that this bill has serious flaws that impact public safety and upend the lives of thousands of drivers - and over a million riders.

Sincerely,

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