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Thank you for all of the hard work this commission has undertaken. I am a 23-year veteran of Union Cab. I will try to confine my comments to my concerns about non-Madison TNC drivers entering the Madison market. This is but one of many issues that has been lost in the glare of a huge PR campaign which touts TNC's as ride-sharing companies. As we know, these companies are sharing rides like McDonald's is sharing hamburgers.

These companies are international networks for connecting passengers with unlicensed taxi drivers using their personal vehicles, which means that, unlike taxis, the driver pool consists of anyone who can drive to Madison...and they have.

As night drivers, we have witnessed how the glut of TNC drivers in Milwaukee has pushed out-of-town drivers into Madison, especially on nights where there are surge events in Madison. For those of you unfamiliar with surge pricing, it is a technique used by Lyft and Uber to meet market demand by inflating prices. Since driver compensation is tied to revenue, a driver is encouraged to be driving when and where demand (and hence prices) are highest. Surge events occur with great frequency in Madison, and what driver could resist the lure of making up to 8 times the normal fare? Certainly not a driver 75 miles down the highway. Perhaps not even a driver three stools down the bar.

I have personally spoken with Uber drivers who have come here seeking quick money. I have also read numerous first-person accounts on social networking sites. You see, there is a whole sub-culture of strategy-sharing among the TNC driver community. Drivers exchange tips on how to maximize earnings by turning off the app or driving away from an area until a surge situation exists. Then they "go live" and cash in. Passengers have told me of taking Lyft rides during the Kentucky Derby and getting a driver who drove in from Cincinnati for the day.

I have seen TNC drivers picking up and dropping off customers on State St. many times. Once with police within 100'. We taxi drivers have all

seen numerous incidents wherein TNC drivers stop in illegal and unsafe spots, because all they see is the GPS blip that tells them where to go. They are unmarked vehicles, but it is not difficult to spot them with a trained eye. Look for the iPhone mounted in the left corner of the windshield. It will have an app with a blue or red bar. There will be a driver looking around hopefully for that fare.

As things stand now, the MPD can count on the local cab companies to provide highly detailed information in real time about any complaint, criminal activity or suspected inappropriate behavior. Local drivers are well-trained by their companies. The pool of local taxi drivers is known to the MPD. If TNC's enter this market, we can expect to have more and more part-time non-local, unaccountable drivers coming in for the ripest fruit. They will have no connection to the local community, and enforcement will approach impossibility.

This practice also affects the quality of life in Madison in other ways. If more out-of-town, part-time drivers continue to enter our market to cherry-pick the most affluent customers, full-time jobs in an established industry will be destroyed. The other effect will be the destruction of an infrastructure that provides affordable, predictably-priced transportation in all parts of the city 24 hours a day. The janitor trying to get to work at 4am on New Year's morning should not be expected to pay 8x their usual fare.

All drivers providing for-hire transportation in Madison should be locally licensed, locally background-checked, driving well-marked vehicles at posted rates.

Everyone is enjoying riding with TNC's now, because the social costs will only fall on us, as a community, later.

I will also guess that none of the TNC drivers in this room have informed their insurer that they are using their car for commercial purposes. That means that they are all willing to commit insurance fraud.

- Against background checks – why
- Don't want full port-to-port insurance – why
- Can't survive without the surge – where is the commitment to equity. Roses on Vday are not a basic need. Transport is.
- No 24 hour – say they will, but cannot commit.