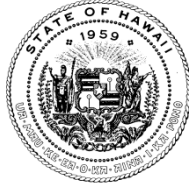


DAVID Y. IGE  
GOVERNOR



**TESTIMONY BY:**

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
ROSS M. HIGASHI  
EDUARDO P. MANGLALLAN  
PATRICK H. MCCAIN  
EDWIN H. SNIFFEN

**LATE**

**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

April 1, 2022  
10:00 A.M.

State Capitol, Conference Room 221/Teleconference

**H.B. 1681, H.D. 2, S.D. 1**  
**RELATING TO TRANSPORTATION NETWORK COMPANIES**

Senate Committee(s) on Commerce and Consumer Protection & Ways and Means

The Department of Transportation (DOT) **supports** H.B 1681, H.D. 2, S.D. 1, which establishes requirements and permitting procedures for transportation network companies operating in the state. The proposed legislation makes permanent insurance requirements for transportation network companies and transportation network drivers.

We believe the permitting program will increase public safety by ensuring the companies and employees are properly regulated.

Thank you for the opportunity to provide testimony.

## TESTIMONY OF ALISON UEOKA

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### COMMITTEE ON COMMERCE AND CONSUMER PROTECTION

Senator Rosalyn H. Baker, Chair  
Senator Stanley Chang, Vice Chair

### COMMITTEE ON WAYS AND MEANS

Senator Donovan M. Dela Cruz, Chair  
Senator Gilbert S.C. Keith-Agaran, Vice Chair

Friday, April 1, 2022  
10:00 a.m.

### **HB 1681, HD2, SD1**

Chair Baker, Vice Chair Chang, and members of the Committee on Commerce and Consumer Protection, and Chair Dela Cruz, Vice Chair Keith-Agaran, and members of the Committee on Ways and Means, my name is Alison Ueoka, President of the Hawaii Insurers Council. The Hawaii Insurers Council is a non-profit trade association of property and casualty insurance companies licensed to do business in Hawaii. Member companies underwrite approximately forty percent of all property and casualty insurance premiums in the state.

Hawaii Insurers Council **supports** Section 4 (page 12) of this bill. We note that insurance requirements have been in the law for Transportation Network Companies (TNCs) since 2016 and we believe making these provisions permanent is appropriate and a continuation of protection for consumers.

Thank you for the opportunity to submit our testimony.

## WRITTEN TESTIMONY OF MEGAN SIRJANE-SAMPLES OF LYFT

HB 1681

Relating to Transportation Network Companies Senate Committee on Commerce and  
Consumer Protection April 1, 2022 10:00am.

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Chair Baker, Vice Chair Chang, and Committee Members,

My name is Megan Sirjane-Samples, and I am the Director of Government Relations for Lyft. Lyft supports House Bill 1681, which creates a statewide regulatory and insurance framework for rideshare companies that will allow Lyft to expand throughout the state and will permanently remove the sunset provision from the TNC insurance statute.

Lyft was founded in 2012 with the mission of reconnecting communities through better transportation and making our cities more livable. Lyft is an online platform that connects people with efficient, friendly and reliable drivers in their community. At a basic level, Lyft was created as an alternative to personal car ownership, and we make it easier for people to offer their neighbors a ride and carpool more efficiently.

In Oahu, Lyft has been operating since June 2014, and on Big Island, Maui, and Kauai since March 2017. Lyft's availability enhances transportation options for locals and tourists alike as we operate at airports and harbors across the four islands. As of this year, 45 states across the country have passed statewide rideshare legislation, like HB 1681, that regulates transportation network companies ("TNCs") through a uniform framework. Vermont and Louisiana were the 44th and 45th states, respectively, to pass such legislation. We support HB 1681 in hopes that Hawaii can become the 46th state to pass comprehensive TNC legislation. Similarly, House Bill 1596 would take the current insurance provisions and make them permanent across the state.

During the Covid-19 pandemic, Lyft has been instrumental in helping locals access work, medical appointments, and other essential services. Across the islands, Lyft has partnered with with a dozen organizations, such as Hawaii Food Bank, U.S. Vets Hawaii, Hale Kipa, Lunalilo Home and Hauoli Homecare on Oahu, Kauai Adult Health Center, and Na Hoaloha on Maui, to support essential travel, including rides for survivors seeking shelter, kūpuna accessing grocery stores and medical appointments, and individuals looking for work opportunities.

We are proud that Lyft is more than just a transportation network company-- during a challenging year when workplaces have shuttered or scaled back employee hours, Lyft has provided a unique and flexible economic opportunity that allows anyone with a car to be an entrepreneur who can set a schedule according to their terms. In fact, 97% of drivers on the Lyft platform in Hawaii drive fewer than 20 hours per week. The Lyft driver community is made up of retirees, single parents, students, folks trying to get around, and families looking to earn extra income. In Hawaii, drivers span a diverse cross-section of the community-- 42% of drivers are over the age of 50, 17% are veterans, 16% identify as female, 15% are retired, and 26% speak a language other than English at home. Further, Lyft supports first/last mile solutions to help fill

transit gaps -- 46% of rides start or end in low-income areas and 23% of riders have used the Lyft platform to access healthcare services.

Along with these community and economic benefits, we believe that Lyft is contributing to a more sustainable Hawaii. In fact, 42% of riders have used a Lyft service to get to or from public transit, and 43% of riders who have access to a personal car use that car less because of Lyft. By taking a Lyft instead of driving their cars, Hawaiians are not just saving time, they are reducing congestion, freeing up parking, making more efficient use of existing roads, and supporting sustainable transportation infrastructure.

Statewide legislation is a path towards providing consumers, drivers and visitors a consistent experience with Lyft across islands. Through HB 1681, we urge this committee to support establishing this comprehensive regulatory and insurance structure that can be applied to all ridesharing companies regardless of size and cities of operation to ensure that responsible, reliable, and affordable rides are available for all in Hawaii.

Thank you for your consideration of Lyft's testimony in support of HB 1681.

**TESTIMONY OF ROBERT TOYOFUKU ON BEHALF OF UBER TECHNOLOGIES,  
INC. IN SUPPORT OF HB 1681, HD 2 SD 1 RELATING TO TRANSPORTATION  
NETWORK COMPANIES**

April 1, 2022

To: Chairperson Rosalyn Baker and Chairman Donovan Dela Cruz and Members of the Senate Committee on Commerce and Consumer Protection and the Senate Committee on Ways and Means:

My name is Bob Toyofuku and I am the Government Affairs Consultant for Uber Technologies, Inc. (“Uber”) in Hawaii. I am submitting this testimony on behalf of Uber in support of the provisions of H.B. 1681, HD 2 SD 1 Relating to Transportation Network Companies.

The CPC committee in the House made some substantive and technical changes which were approved unanimously by the House. Uber had no objections to these amendments and the Senate Transportation Committee made no changes to the bill except providing for an effective date of January 1, 2023. Uber strongly supports the SD 1 of this bill.

The purpose of this bill is to provide uniform regulations for TNC companies in Hawaii. The Uber app facilitates Transportation Network Company (TNC) services. This provides flexible work opportunities for thousands of small business owners across Oahu, Maui, Hawaii (Big) Island, and Kauai. Uber’s technology platform connects local, independent drivers, with Hawaii residents and visitors. Before the pandemic began in early 2020 these independent drivers completed millions of trips every year throughout Hawaii via the Uber platform. This bill basically would create uniform regulations for TNC operations throughout all of Hawaii. TNC driver screening and other operating requirements are currently only mandated for the City and County of Honolulu, under ROH Chapter 12. TNC insurance regulations are mandated by HRS 431:10C-703 and TNC airport operations are subject to HAR Title 19, Chapter 20.1.

H.B. 1681, HD 2 SD 1 would ensure TNC driver screening and other operating requirements are mandated for all islands throughout Hawaii and not just for the City and County of Honolulu. Most of the provisions of this bill are similar to the current requirements of Honolulu ROH Chapter 12 and mandate background screenings for all drivers. These screenings include criminal background checks on all potential drivers. These checks must search federal, state, and local databases as well as the Sex Offender Public Registry Website. Driver Motor Vehicle Record (MVR) checks are also included. Various other TNC operating requirements are also addressed, including fare transparency, driver and vehicle identification, receipt requirements, non-discrimination and accessibility policies, record retention, and audit provisions. This version of the bill also contains the provisions which were discussed with key staff persons at the Department of Transportation (DOT). The primary role of the DOT is to issue permits and to do an annual audit and it has said that they are capable of doing so.

Uber is of the opinion that a statewide regulatory framework as set forth in this bill will benefit all of our residents as well as tourists and provide necessary uniform regulation throughout the state.

Our request is for your committees to pass this version of the bill as is. Thank you for the opportunity to present this testimony and I will be available for any questions which you may have.