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**SB 63: WRITTEN TESTIMONY OF JONATHAN BUCKNER OF LYFT
SENATE COMMITTEE ON TRANSPORTATION
FEBRUARY 13, 2019**

Chair Petersen and Committee Members,

My name is Jonathan Buckner, and I am a Public Policy Manager for Lyft, responsible for Lyft's policy and government relations in Kansas. This testimony is to express Lyft's support for Senate Bill 63, which would allow Lyft drivers to use the Amp.

Lyft was founded in 2012 to improve people's lives with the world's best transportation and make our cities more livable. Lyft is an online ride-sharing application that connects people with efficient, friendly and safe 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 help people carpool more efficiently.

In Kansas, Lyft has been a transportation option since November 2016. Lyft service enhances transportation options for locals and tourists alike while also acting as a complement to existing transportation infrastructure investments. In addition to providing safe rides home for those who want to responsibly enjoy a night on the town, we have partnered with different transportation agencies and municipalities throughout the U.S. to make it easier for people to use public transit by serving as first-mile and last-mile connectors, or by being a guaranteed ride home from work thereby incentivizing carpooling and use of public transit in at least one direction.

In fact, at Lyft, safety is our top priority. Our goal is to make every ride safe, comfortable, and reliable. Our riders use Lyft because they feel safe with our drivers, which is a product of this commitment. One way that Lyft ensures that the riders are safe is through the use of the Amp. The Amp ensures that riders are only entering approved Lyft vehicles and only the exact vehicle to which a rider has been matched.

The Amp is a connected device that sits on a driver's dashboard, syncs with a driver's phone, and lights up with a specific color when matched with a rider. The Amp uses LED lights of less than 5 candlepower and changes color to match the specific color displayed on the rider's app, thus helping to ensure that a passenger enters the correct vehicle.

Lyft supports the Committee's desire to make the necessary changes in SB 63 to the Kansas Statutes Annotated that would allow Lyft drivers in Kansas to use the Amp. However, SB 63, as introduced, would not make use of the Amp available to Kansas Lyft drivers statewide. Instead, SB 63, as introduced, would allow each city in Kansas to determine whether or not to enact an ordinance allowing for the use of a device like the Amp, potentially creating confusion for Lyft drivers about the legality of the Amp as they pick up and drop off passengers across city lines. To ensure that the use of the Amp is available to all Lyft drivers throughout Kansas and prevent a confusing patchwork of city regulations, Lyft respectfully requests an amendment (attached to this testimony) that would clarify that all Lyft drivers throughout the state can use the Amp.

Thank you for the opportunity to testify and your consideration. We look forward to continuing to work with the Committee on SB 63.

Sincerely,

Jonathan Buckner
Lyft Public Policy Manager, Central Region

LYFT SUGGESTED AMENDMENTS TO SB 63

To allow Lyft drivers throughout Kansas to use the Amp, Lyft requests the following amendments in red (and highlighted) to Section 1(a) of SB 63.

New Section 1. ~~(a) The governing body of a city may adopt an ordinance that allows~~ Notwithstanding any other provision of law, a driver for a transportation network company, who is logged on to the transportation network company's digital network, ~~to~~ may equip the vehicle with a lighting device capable of displaying light visible from directly in front of the center of the vehicle. Such lighting device may display: (1) Steady light; and (2) light of any color, except red.

(b) The words and phrases used in this section have the meanings respectively ascribed thereto by K.S.A. 2018 Supp. 8-2702, and amendments thereto, unless a different meaning is plainly required by the context.

(c) This section shall be a part of and supplemental to the uniform act regulating traffic on highways.