

**Opening Statement of Kenneth Chan
Nominee for the Taxi and Limousine Commission
Before The Committee on Rules, Privileges and Elections
May 8, 2023**

Good Afternoon, Chair Powers, Speaker Adams, and members of the Committee on Rules, Privileges and Elections. My name is Kenneth Chan and I come before you today seeking your confirmation and consent to serve as a member of the Taxi and Limousine Commission. Thank you in advance for your consideration and for the opportunity to tell you about myself and why I wish to serve on the Commission.

I am a resident of Brooklyn. Having arrived in New York City as an eight-year-old immigrant, I am a proud product of New York City's public educational system. After graduating from The Bronx High School of Science, I attended Cornell University as a chemistry major and then Syracuse University College of Law for my juris doctorate degree.

New York City has been great to me and my family. While we experienced firsthand the challenges of being immigrants with modest means, through perseverance and entrepreneurship we were able to get by and later achieve a comfortable living.

I have three children. The older two are graduating college this month, and our youngest is a junior in high school.

Currently, I am the owner of a small business named Navistone LLC. Its primary business activities are property management and development. I have successfully developed and managed under-used and under-invested properties and transformed them into high-functioning facilities, which have housed business operations such as manufacturing, commercial kitchens, logistics, art studios, and sound stages.

Prior to Navistone, I worked at three large US high-tech companies. I served as Asia Regional Intellectual Property Counsel and then as Director of Intellectual Property Strategy for Corning Incorporated. As regional counsel, my primary

duties were to support the company's growth in Asia, build a group to provide sustained intellectual property support for the company's innovations, and help resolve disputes over the company's intellectual property rights. In doing so, I helped to conclude significant corporate development projects and several high-tech manufacturing investments in Asia. I also led company efforts to analyze new policies and regulations in the region to identify potential impact on the company and developed plans to address these potential impacts. While in Asia, I engaged actively with other MNCs as well as NGOs to nurture relationships, share knowledge, and advance advocacy efforts. I also interacted regularly with US government agencies, such as USPTO, USTR and US Consulate, to share observations and ideas.

As Director of Intellectual Property Strategy, my primary focus was to help revamp and improve communication and processes among groups in research, intellectual property protection, and technology commercialization, and doing so among the different product divisions. This effort required that I work with multiple functional groups within multiple product divisions in order to strengthen the company's intellectual property rights, protect its innovations, and enhance the commercial potential of research results.

Before joining Corning, I served as Intellectual Property Counsel and Director of Trademark and Copyright at Avaya Inc. Avaya was a spin-off of Lucent Technologies Inc. that focused on telecommunication applications and devices. As a member of this newly formed entity's intellectual property department, I helped shape the company's intellectual property focus and practices and collaborated with product managers to develop business models for many of the company's innovations. At Avaya, I supported research and development efforts as well as led and successfully concluded numerous technology and M&A transactions and strategic agreements with telecommunications service providers and other key business partners.

Prior to Avaya, I served as corporate counsel at the Pratt & Whitney Division of United Technologies Corporation. Pratt & Whitney is an aircraft engine manufacturer for both commercial aircraft and military aircraft. At Pratt & Whitney, I gained extensive experience in supply management, commercial transactions, and technology development and implementation. In addition to leading first-of-its-kind corporation-wide supply management initiatives, including

B-2-B e-commerce initiatives, I also helped ensure compliance with applicable regulations such as FCPA, OFAC, US Export Control, and ITAR.

Working at these three large companies has given me insight into complex organizations and systems, including working within complex regulatory frameworks. It also helped me to develop collaboration skills to work with multiple stakeholders in order to complete projects.

As I stated earlier, New York City has been great to me and my family. As a passionate and committed lifelong resident, I am eager to give back to the community that has provided me with countless opportunities. It is this desire to contribute that has drawn me to the opportunity to serve as a commissioner for the Taxi and Limousine Commission.

I am also passionate about serving on the TLC because I believe, in conjunction with fellow commissioners, that we can create a positive impact on the lives of New Yorkers by guaranteeing access to safe, reliable, and affordable transportation options. I hope to help usher in a new era of innovations in a way that protects and uplifts drivers and consumers. If confirmed as commissioner, I hope to lean on my professional, small business, and personal experience to work collaboratively with fellow commissioners to continuously improve transportation for all New Yorkers.

Thank you again for your consideration of my nomination to the Taxi and Limousine Commission and I look forward to answering your questions.

New York City Council
Committee of Rules
May 8, 2023

Statement by Paul Bader
Regarding his appointment as a Commissioner, Taxi and Limousine Commission

Speaker Adams, Chair Powers, and Members of the Rules Committee.

I would like to express my gratitude and appreciation to the Queens County delegation, many of whom I have know for years, for selecting me as the Queens representative for the Taxi and Limousine. This selection represents their recognition of my many years of community service, working to maintain and improve our wonderful city, and of my work experiences in various jobs related to the taxi industry and the movement of vehicles along our roads and streets.

I have been involved in transportation issues in NYC much of my life, including membership on the Transportation committees of community boards in both Manhattan (Chair) and Brooklyn. Increasingly, the For Hire Vehicle (FHV) industry is a larger part of our transportation system(s) and this is a way of being involved in creating a better transportation structure.

Professionally, I have been a taxi driver (medallion), a truck driver, and a driving instructor in this city, where I have lived my whole life. Additionally, having worked in city government in a variety of positions dealing with its communities and neighborhoods, I am extremely knowledgeable regarding the streets and byways and most importantly, the flow and rhythm of how people move around this city.

I am aware of the some of the many initiatives the Taxi and Limousine Commission is working on to protect and assist the drivers as well as insuring they are receiving their fair share of the fare, while also improving the riding experiences for the customers, and i look forward to working with them on these and other issues affecting the FHV industry in our city. Supporting the livelihood of our drivers is a crucial and vital part of promoting the health and welfare of our drivers across the spectrum.

**Opening Statement of Sarah Kaufman
Nominee for the Taxi and Limousine Commission
Before The Committee on Rules, Privileges and Elections
May 8, 2023**

Good afternoon, Speaker Adams, Chair Powers and members of the Committee on Rules, Privileges and Elections. My name is Sarah Kaufman and I come before you today seeking your confirmation and consent to serve as a member of the Taxi and Limousine Commission. Thank you in advance for your consideration and for the opportunity to tell you about myself and why I wish to serve on the TLC.

I currently serve as the Interim Director of the Rudin Center for Transportation at the NYU Wagner School of Public Service. In that role, I conduct research and hold gatherings to discuss policy and planning issues around mobility.

I am presently working on two research projects: first, assessing the city of Buffalo's response to the blizzard in December of 2022, which I hope will be instructive for all cities' responses to extreme weather, as it is inevitable everywhere. Secondly, I am working on a project applying urbanism principles to the future introduction of autonomous vehicles in American cities. I also host panel discussions and keynote lectures, on topics like flooding and transportation; new technologies in accessibility; and the future of micromobility in New York City.

I have worked at the Rudin Center since December 2011, and have, throughout that time, worked a great deal to lift up the voices of women and other underrepresented communities in transportation leadership. I have a longstanding interest in gender-based travel, and how cities can improve women's safety and caregiving needs. I have developed research and workshops around women's challenges in transportation. The concept under the term "Pink Tax on Transportation" is that women in New York and other cities tend to pay a premium for their personal safety, when possible, by turning down off-hours

employment and opting for more expensive transportation modes, such as choosing taxis or rideshare over public transportation, in the name of safety.

I have also tried to bring light to other challenges for New Yorkers. This year, I worked with a graduate student to develop a project around language access in the subways - offering suggestions to improve mobility for New York's 1.8 million residents who are considered having limited English proficiency.

And in the Emerging Leaders program that I have run for eight years, I train early career transportation professionals to apply innovative projects and processes to their workplaces. I have designed the program to prioritize admission to individuals who would not otherwise have such an opportunity.

Before working at the Rudin Center, I worked at MTA New York City Transit for nearly five years. I worked in the Strategic Improvements and Best Practices group, where we looked at comparable transit systems abroad and considered lessons learned. Primarily, I am proudest of two accomplishments during that tenure: first, I launched the MTA's Open Data program, which supplied subway data to the back-end of apps, and organized the developer feedback forum. Secondly, I created a social media plan for New York City Transit, getting information like subway delays and weekend construction changes out to the public. I am proud of developing such useful tools for New Yorkers.

Prior to the MTA, I worked at DoITT, between 2006 and 2007. There, I worked on the NYCWiN network - the private emergency responder wireless network that would ensure communication between first responders during a crisis.

I had taken that job right after graduate school at NYU, where I got my graduate degree in Urban Planning in 2005. During that time, I interned at both the Economic Development Corporation and DoITT, and worked on campus with Mitchell Moss at the Taub Urban Research Center.

I am a native of New Rochelle, New York, and attended college in St. Louis, Missouri, at Washington University. I have lived in New York City since August 2001, and have lived in seven different apartments in Manhattan and Brooklyn. I now am settled in East Harlem with my family - my husband, who is in his 22nd year of teaching Middle School English, and my two children, who are both in middle school.

Growing up in the suburbs, I always yearned for the city - the vibrancy, the way everyone fits in somewhere, and the chaotic order of things. I always felt that the city just worked.

As I learned throughout my career, some things are not as orderly as they seem. I have constantly worked to improve the city I love through both low-hanging fruit and ambitious goals. I have called upon my background in technology to solve some of those issues.

This effort has often included collaborating with the Taxi and Limousine Commission, where helping to solve the organization's challenges has been a through line in the last ten years.

Together with the previous Commissioner Meera Joshi, I hosted a hackathon around taxi driver shift changes, where we looked into how to better organize the 4pm turnover for more taxi availability in Manhattan and more localized driver transfers. I served on the data committee, assessing what information should be required from ridehail providers and how to protect drivers' and riders' identities. In addition, Commissioner Joshi and I convened a public forum about accessibility and for-hire vehicles in the fall of 2019, especially concerning the timeline of regulating wheelchair-accessible vehicles. Finally, under Commissioner Joshi, the TLC staff provided input on my work, "Bringing Innovation to Paratransit," encouraging the use of taxis and for-hire vehicles to augment Access-A-Ride services.

With previous Commissioner Aloysee Heredia Jarmoszuk, I served on the Black Car and Livery Task Force, working to get more drivers back on the streets.

Throughout 2020, I assisted on the TLC-led Surface Transportation Recovery Committee.

I believe that this work has had at least a somewhat positive impact on New Yorkers' lives and the economic opportunities of drivers.

Still, while it has been rewarding to help the Taxi and Limousine Commission think through pressing problems on the sidelines, I am eager to have a stronger voice on policy. I believe I can be helpful by putting ideas into practice when grappling with the TLC's most pressing challenges.

I am eager to learn from my colleagues on the Commission and work closely with the TLC staff. It will be an honor to serve on this Commission and help to usher the organization through the next few years.

Mostly, though, I want to help the greatest city in the world move its people more efficiently, comfortably, equitably and sustainably. I hope you'll see my candidacy as valuable to the TLC, and I look forward to answering any questions. Thank you for your time and consideration.

Good afternoon, Council Members

My name is Thomas Sorrentino and I want to thank you for the opportunity to be here today to speak with you all.

I currently serve as a Commissioner on the Taxi and Limousine Commission, having been previously appointed by Mayor Bill de Blasio in August 2017. I have served our City in that capacity over the past six years with commitment and devotedness and have tried my best to address the issues at hand with care, objectivity, and thoughtfulness. I would very much like to continue being of service to our City and using my experience and background to work and collaborate with the members of the Commission, including the TLC staff and colleague Commissioners, along with the various stakeholders to address the challenges and issues facing the industry, to formulate policies and regulations that take into account the concerns and considerations of the parties who provide such an important part of our City's transportation system, as well as ensuring that the riding public is well-served throughout all parts of our City in a safe, accessible and economical way.

I am enthusiastic and humbled to be considered for reappointment to a full term on the Commission. During the time that I have served on the Commission, I have had the privilege of having worked with several TLC Chairs and Acting Chairs (including, Meera Joshi (now a Deputy Mayor in the current Mayoral Administration); Bill Heinzen (Interim Acting Chair); Aloysee Heredia Jarmoszuk ; Ryan Wanttaja (Interim Acting Chair) and current Chair, David Do) , along with the talented members of the TLC staff, to help address the many issues, challenges and the changing landscape that the industry and its stakeholders have faced.

Over the past years I have sat through many TLC public hearings and have listened first-hand to the testimony of many individuals, including: drivers, medallion owners, FHV licensees, coalition groups, elected

officials, TLC policy makers, industry experts, and members of the riding public, and have heard their views and opinions on a variety of topics and issues, relating to: accessibility; diminished medallion values; medallion-owner loan and debt concerns; FHV licensing policies; driver pay, safety and well-being considerations; industry economic and environmental impact concerns, as well as matters that impact the riding-public in providing safe and reliable transportation for all sectors of the City. I am proud to have worked and dialogued with the professional staff members of the TLC and with colleague Commissioners, to help formulate policy, and to pass rules and regulations to address the many issues that have challenged the industry and its participants, and in trying to make things better for everyone. Some of the positive achievements and results that I have seen and have been part of include passing broader accessibility regulations; placing limits and caps on FHV licenses considering the over-saturation of such licenses at the time; the medallion relief program; and driver pay enhancements. I believe that the time that I have spent serving on the Commission, the experience garnered therefrom, my professional background, and my ability to work and collaborate with colleagues, policymakers and industry participants, are attributes that will allow me to continue to provide service that is meaningful and that has value to the Commission, as it leads the charge in regulating the industry and ensuring that medallion owners, licensees, drivers and the riding public are all well-served.

One of the focal points that we must always keep in mind is the health and well-being of the drivers. This must always be a paramount consideration in setting policy. The drivers are essential in making the entire system work and are the backbone in providing transportation to the riding public. To ensure their well-being, it is important to be mindful of both quality of life and economic considerations, including both driver pay and expenses (i.e., vehicle leasing costs, insurance, and other related costs). These considerations should be factored in while setting overall policy to ensure a proper balance for the drivers and all industry stakeholders.

Lastly, as a lifelong NYC resident, I have the desire to continue to serve our City and I am committed to dedicating the time and energy needed to fulfill the responsibilities of the position and to perform the work that needs to be done, as we move forward as a City and work through the challenges that lie ahead. I want you to know that I have taken the responsibility of being a member of the Commission seriously and dutifully and have not missed a Commission hearing or vote during my tenure.

Thank you for this time.

Respectfully,
Thomas Sorrentino

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 5/08/23

(PLEASE PRINT)

Name: Paul Bader

Address: [redacted] 73 St [redacted] NY 11378

I represent: Myself

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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Date: 5/8/23

(PLEASE PRINT)

Name: Sarah Kaufman

Address: [redacted] E. 100th St. [redacted] NY NY 10009

I represent: _____

Address: _____

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THE CITY OF NEW YORK**

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Name: THOMAS SORRENTINO

Address: [redacted] No X, Bayside, NY

I represent: TLC

Address: 33 Beach St

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Date: 5/8/2023

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Name: KENNETH CHAN

Address: KENT STREET, BROOKLYN, NY 11222

I represent: SELF

Address: _____

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Date: _____

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Name: Christopher Leon Johnson

Address: Buffalo Avenue

I represent: Self

Address: _____

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in favor in opposition

Date: 5/8/2023

(PLEASE PRINT)

Name: Raul Rivers

Address: M/C Driver unite

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms