

DRAFT
Testimony of Meera Joshi
Commissioner and Chair, New York City Taxi & Limousine Commission
Intros. No. 144, 634, 838, 854, 855, 856, and Preconsidered Intro. 2018-1808
For-Hire Vehicle Committee

April 30, 2018

Good morning Chair Diaz and members of the For-Hire Vehicle Committee. I am Meera Joshi, Commissioner and Chair of the New York City Taxi and Limousine Commission. Thank you for the opportunity to share the TLC's views today on Intros. 144, 634, 838, 854, 855, 856 and Pre-considered Intro. T2018-1808.

At their core each of today's proposals represent Council's dedication to improving the current regulatory system that governs for-hire vehicles, ranging from your local car service to high volume app-based dispatch services. These are the laws that govern many of the standards for entry and they control the size of the market.

As you know the TLC encountered considerable resistance when app-based companies first came to the City, including fierce lobbying, traditional and social media campaigns and even litigation, but we ultimately prevailed and the City has licensed and regulated these companies since their appearance in 2011, something that sets New York apart from every other city in the country. By holding these companies to the standards applied to other for-hire vehicles and drivers, the City was able to ensure that these new businesses operated through a base system, making them accountable for following TLC regulations concerning consumer protections, driver protection and street safety. So unlike anywhere else in the country, all app-based drivers in New York City must undergo fingerprinting, a background check and must complete driver education, and the vehicles must undergo the 200 point TLC safety and emissions inspection.

Since then, the TLC has continuously fought for and achieved important regulatory reforms in the for-hire sector and passengers, drivers and the public have benefitted. Strong results include, for the first time in the history of for-hire regulation, the agency mandated trip by trip accountability for the over 600,000 trips completed every day. These trip records are vital well beyond the agency, for example they are the foundation of recent congestion studies that illuminate the source of declining traffic speeds. Without them we would be in the dark and unable to understand what is happening on our streets. Likewise, the TLC is leading the way in accessibility in the for-hire sector. Last year we passed the first of its kind mandate which will mean that passengers who use wheelchairs will, in the not too distant future, be able to consistently get for-hire service – something they have been deprived of for decades. We are now in the midst of a regulatory initiative to protect for-hire driver income in the same way the TLC of the nineties enacted regulation to protect taxi driver income. These changes could not and cannot happen without agency resilience to overcome considerable pushback and sophisticated data analysis which results in fact-based solutions. So we know firsthand the challenges that lie before you.

Those challenges all require you to address the enormous and unchecked growth in the number of drivers and vehicles in the for-hire sector. There are a multitude of ways to do this and one immutable truth, only this City Council and this Committee have the jurisdiction and authority to make this change. Since 2011, the number of licensed drivers has grown from about 90,000 to 180,000, and we know that drivers who receive trips from app-based dispatchers account for the overwhelming majority of that growth. Similarly, the number of TLC-licensed vehicles has grown from around 50,000 to 130,000. Each month, for the last four years, we have licensed and continue to license about 3000 new drivers and 2000 new vehicles who join the tens of thousands already on our crowded streets. Under local law we must give a license to anyone

who meets the standards. Without limits from the Council, we have every reason to believe this steady growth will continue. The challenges associated with this growth will likewise get larger and more consequential.

All the bills I will testify about today recognize the need for drastic change in the local law that governs the for-hire sector for the good of drivers, passengers and our city as a whole. I applaud the Council's tenacity in taking up this difficult, complex, and controversial topic.

Intro. 838

Intro. 838 proposes a framework that would re-shape existing industry conditions by establishing a new regulatory category for the app-based for-hire industry. As part of that framework, Intro. 838 would create new licensing categories of "App-based for-hire" services, bases and vehicles; create new licensing requirements for app-based for-hire services, and it would impose an annual licensing fee of \$20,000 for each separate service. Licenses would expire annually and every license renewal would require the TLC to determine that a business need exists for the service and conduct an environmental review. The applicant would also be required to provide a detailed description of all commissions and fees it would charge drivers, and an estimate of drivers' hourly annual earnings. TLC would review and approve these. Intro. 838 would also establish a \$2,000 annual license fee on vehicles affiliated with app-based for-hire services. Such vehicles would only be allowed to affiliate with one app-based for-hire service, which would not be allowed to dispatch trips to other than app-based for-hire vehicles. Again, drivers would be limited to only accepting trips from one app-based for-hire service and bases not falling under this category would be unable to dispatch trips to drivers of vehicles affiliated with app-based for-hire services.

Generally, we agree that there needs to be separate framework that would allow for different regulation of the app-based services that operate in New York City today, providing over 600,000 trips daily. Like the yellow cab industry, the ability to transport so many people comes with additional responsibility and Intro. 838 recognizes this. There are however a multitude of significant operational considerations with this level of overhaul that cannot be overlooked. For example, annual renewals are an extreme administrative burden and the definition of the class as written may unintentionally include very small bases and some green car operators.

A substantive concern that I do want to address is more than an operational matter. There are two provisions in the proposed bill that would be very detrimental to drivers. First, as drafted, the bill provides that each driver who wants to work with one of the apps and who owns a vehicle will have to pay \$2,000 annually for a vehicle license. This would place another financial burden on drivers, who are already shouldering almost each and every cost of the car service business, the car, maintenance, commercial insurance, gas, car washes, etc. And many of those who cannot afford the upfront costs are entering into onerous agreements to pay these expenses off over time, including vehicle lease and loan payments, often at subprime rates.

The requirement that vehicles may only be affiliated with one service, and that services may only dispatch to affiliated vehicles could also cause economic harm to drivers and smaller bases by limiting the drivers' flexibility that the current overcrowded market has rendered necessary. For example today over fifty percent of for-hire drivers receive trips from more than one base. Similarly many smaller bases especially in Northern Manhattan and the Bronx pool resources and dispatch each other's cars to better service their community. So we oppose these restrictions in Intro. 838, as companies and drivers should be allowed to follow market incentives as to whether to work for one app or several, rather than being subject to a strict law taking this

flexibility away. Additionally, it is unclear whether app-based for-hire drivers would continue to enjoy the protections of the workers compensation funds in the black car and livery sectors.

In sum, we generally support the spirit of Intro. 838 to revise the current regulatory system that governs the large app-based market that currently operates in this city, and we commend the Council for reviewing the current local law to evaluate how to better address the needs of our City. But we ask you consider the negative impacts that a \$2,000 annual fee and a limitation on sources of work will have on drivers.

Turning now to Intro. 634, which would waive licensing fees for accessible taxi-cabs and for-hire vehicles. Over the last five years, the City has made great strides in bringing accessible service to the people who need it. Five years ago there were about 200 accessible taxis, and today there are over 2000. We also have a citywide system to connect passengers with accessible taxi service.

But significant work remains in the FHV sector, which for decades has failed to meet its mandate of providing equivalent service. The disparity has become more apparent as app-based services have increased in popularity and the number of black cars has increased by tens of thousands with no commensurate increase in wheelchair accessible service. For this reason, the TLC recently passed rules that will require for-hire vehicles to dispatch an increasing percentage of trips to wheelchair-accessible vehicles.

The FHV accessibility mandate takes effect July 1, and despite litigation (initiated by Uber, Lyft and Via and joined by a number of livery and black car bases and trade organizations) that seeks to annul the accessibility mandate and further delay and effectively deny accessible service for people with disabilities, once the accessibility mandate is implemented it will greatly

increase the number of wheelchair accessible vehicles in circulation so that all New Yorkers can have safe and reliable transportation within an equitable timeframe.

Intro. 634 would waive the current vehicle license fee “for any for-hire vehicle that shall be used with wheelchair accessible vehicle or a taxi-cab license used with an accessible vehicle.” TLC of course supports measures to help vehicle owners reduce costs that might stand in the way of providing accessible service to passengers in wheelchairs. Additionally, we assume the amounts saved here, \$550 and \$275, are intended to help individual owners reduce expenses. However, the largest group to benefit from this legislation may not be individuals but rather large corporations, as the waiver could have the unintended effect of a taxpayer funded vehicle subsidy for the largest app-based market participants.

We do also feel compelled to note, from experience, that while waiving licensing fees may provide immediate relief, it is not a long term solution. Instead we think that continuing to work to improve income opportunities for drivers, and to further develop new ones, such as increasing the partnership with MTA’s Access-A-Ride, are the best approaches to improve accessible for-hire vehicle transportation in the City and protect driver income.

Additional Intros.

Turning to the five other proposals, which were not added to this hearing agenda until Thursday afternoon, allowing minimal time for review. Again I want to reiterate our support for the Council taking up the challenge of evaluating what changes to local law are necessary for the betterment of our city. I know the Council started this work several years ago but the industry and our City streets have only gotten more crowded so it is time to finish it. The TLC stands ready to assist.

Three of the bills, Intros 144, 854 and 856, create much needed growth control mechanisms through different formulations, and as such are at times conflicting. Since the intention of Council is unified we suggest working to establish one uniformed approach.

Another bill, Intro. 855, would increase accessibility requirements for the black car sector, seven years from now, in 2025. We of course do not object to increased access, but we would like to discuss mechanics further with the Council as the accessibility requirement, the cap requirements, and the creation of a new category as written cannot coexist.

Preconsidered Intro. 2018-1808T demonstrates Council support for an initiative, as I mentioned earlier, we are already undertaking, establishing income protection for drivers. We fully support the spirit and mission of this proposal as well.

Thank you very much for giving me the opportunity to speak this morning, and we are willing to further discuss these bills with the Council following additional review. We are at a very important juncture: the City can now make needed change, most of which can only be made at the City Council level, and there is an historic level of unity among drivers from all sectors in support of real action, and they cannot and must not be ignored.



tech:nyc

FOR THE RECORD

Testimony Before the New York City Council

Committee on For-Hire Vehicles

April 30, 2018

Tech:NYC is a nonprofit trade group with the mission of supporting the technology industry in New York through increased engagement between our more than 600 members, New York government, and the community at large. We believe that New York's unique business ecosystem as a global center for so many industries including finance, media, fashion, art, and real estate serves to strengthen the technology businesses that call New York home; and in turn, technology further strengthens those incumbent industries and our communities.

The constant legislative and regulatory hand wringing over e-hail services obscures that new technologies have already transformed a transit ecosystem that poorly served riders. Only a decade ago, it was incredibly difficult to hail a car outside of Manhattan or above 110th Street, leaving out the vast majority of New Yorkers and the parts of the city with less consistent subway access. You often couldn't even hail a car below 110th because the 12-hour rules put shift change during the afternoon commute. And individuals from many communities found it hard to hail a cab, regardless of where they were.

Today, cars for hire are available throughout the city at all hours, with services like Uber, Lyft, and Via completing more trips outside of Manhattan than within Manhattan. E-hail drivers can drive whenever works best of their schedules and are incentivized to be available when passengers need rides most. These drivers retain more flexibility to pursue education or other career aspirations, and staggered "shifts" help distribute car availability more evenly.

Together, this has proven invaluable for New Yorkers who rely on these services to get to and from work, to connect to transit that's not close to their homes, to take their children to school, to get to appointments, and countless other reasons. Even more, by inserting competition into the marketplace, these services have caused traditional taxis to better serve their customers by implementing e-hail services and allowing for credit

card payments via phone. Until a decade ago, for-hire-vehicle drivers were often targeted for robberies or worse because criminals knew they were likely to be carrying significant amounts of cash. Because e-hail rides are paid for digitally, driver safety has increased.

This should come as no surprise: earlier this year, the Pew Foundation reported that 77 percent of Americans own a smartphone.¹ Additionally, four out of ten seniors now own smartphones.² As these numbers continue to grow, it stands to reason that more individuals will also have access to e-hail technology. And that is a good thing. As a recent report from NYU's Rudin Center for Transportation Policy and Management found:

In both New York and San Francisco, 30 percent of paratransit users own mobile phones. According to a [New York] City survey, 60 percent of New Yorkers over the age of 60 have smartphones and 7.5 percent regularly make smartphone-based payments; 74 percent of unbanked New Yorkers have smartphones. With training and assistance, adoption of a reservations app and text message-based reservations and payments will grow quickly.³

As adoption among this community continues to increase, so too does the potential for better tailored service for the parts of our population who most need it. Indeed, e-hail cars, and the technology they have engendered, have given New Yorkers better access to more transportation. Any policymaking should necessarily start from that premise.

It is also important to take into account the impact that any regulation limiting the number of cars on the road or the ability of drivers to affiliate with e-hail companies will have on the underlying companies themselves. At least one of these companies, Via, was founded and continues to be based here in NYC. It employs New Yorkers, both as drivers and in its corporate offices. It has been a leader in the pooled ride movement, creating the kinds of efficiencies that actually take cars off of the road and ease congestion. This is just the kind of company, and service, that we should be incentivizing to grow here in New York.

¹ See <http://www.pewresearch.org/fact-tank/2017/01/12/evolution-of-technology/>.

² See <http://www.pewinternet.org/2017/05/17/technology-use-among-seniors/>.

³ See https://wagner.nyu.edu/files/faculty/publications/INTELLIGENT_PARATRANSIT.pdf at 8 (internal citations omitted).

New York has always been a city where forward thinking and pragmatism have gone hand in hand. With that in mind, it is important we continue to foster an environment that both enhances and strengthens New York's innovative spirit, and at the same time, encourages practical solutions to inevitable challenges. This includes today's discussion around ensuring that all New Yorkers have access to safe and reliable transportation and that industrious New Yorkers can find work in that sector.

Technology has helped New York City evolve and grow, and in many cases it has served the public good. For that reason, Tech:NYC urges the Council to exercise caution before passing any legislation that makes it harder for New Yorkers to get around or find jobs, or—even worse—that disincentivizes the kind of smart innovation that can be used to better serve New Yorkers.

Sincerely,

A handwritten signature in black ink, appearing to read "Julie Samuels". The signature is written in a cursive, flowing style.

Julie Samuels
Executive Director
Tech:NYC

April 30th, 2018

For Hire Vehicle Committee Hearing

Chairman Ruben Diaz, Sr.

Good morning.

My name is David Beier. I am the president of the Committee for Taxi Safety, a trade organization that represents licensed agents managing more than 2500 taxi medallions and vehicles.

We thank Councilmember Diaz and the for hire committee for holding this hearing and for recognizing and attempting to deal with the consequences of this city's prior inaction to have all parts of the for hire industry operate by the same regulations.

We are at a natural inflection point to have real working rules that will help the public drivers as well as the city to have control of its streets, rides, and a fair economic shot to compete.

The current circumstance where there is now extra congestion from a limitless growth of apps (TNC's), was forseen. There was also a forseen consequence where wheelchair users were not going to be served by TNCs. It was also forseen that the disruption being characterized as competing was not competition when one segment of the industry had an accessibility requirement and was restricted to one type of vehicle.

We now see the circumstances changing with the passage of the Clean Air Taxi bill, which will allow for more environmentally friendly choices than currently available. Now the city has an opportunity to act, with the hindsight of the last 3.5 years, to actually regulate all of the forseen problems the last time the city considered regulations.

In regards to pending legislation, Intro 144 as well as other introductions need to be the avoidance of unintended consequences for regulation that can be used to hamper fair competition with neighborhood based transportation businesses. Many of the neighborhood bases would needlessly be caught up in regulation of app services, potentially by an unfair reading for some of the language in the current bill. We would respectfully suggest eliminating the word "continuous" from Intro... as well as adding a small neighborhood exception to allow for entrepreneurs economic opportunities as well as for the community and drivers and to communities as drivers. We would recommend a limitation of any bases that have 300 or fewer cars associated with them.

By having failed to deal with congestion, and allowing the unfettered growth of vehicles affiliated with these TNC's, the city has not only caused both the loss of value in the medallion, but it has also hurt all other city businesses as well. Traffic is now at a standstill. Driving in Manhattan has become nearly impossible. TNC's clog our city streets, take up all available

parking, double park, and have deterred visitors and residents from wanting to come into the city to do their shopping or to use NYC as a venue for conferences.

As important, with now almost 100,000 TNC vehicles clogging our city streets, and no check or limitation on the growth of the TNC's, all for hire vehicle drivers divide up an even smaller slice of the same number of fares, thereby reducing driver income to a point where there is not enough income to put food on the table, to pay rent, and to earn a living.

TNC's have no price restrictions on what they charge drivers, or on what they can charge passengers, when TNC vehicles are needed most they double and triple and quadruple fares through surge pricing. TNC drivers are able to cheat the system by failing to answer calls thereby creating temporary and fabricated vehicle shortages so that surge pricing becomes effective.

The cost to the city is not only a loss of business, but also an environmental concern with the pollution caused by the additional 100,000 cars cruising the streets, is also the cost of lost time and being stuck in never ending traffic, but the cost is also the truly horrific loss of lives we have seen as a result of taking away hope from medallion owners because of the failure of this City to protect the medallion licenses it sold.

We welcome these proposals as a start in the leveling of the regulatory playing field which will allow us to compete.

Thank you.

David Beier
Committee for Taxi Safety

FOR THE RECORD

THE NEW YORK CITY COUNCIL COMMITTEE ON FOR-HIRE VEHICLES

Monday, April 30, 2018

*Int 0144-2018, Int 0634-2018, Int 0838-2018,
Int 0854-2018, Int 0855-2018, Int 0856-2018, and T2018-1808*

Written Testimony for FHV bases that use the Uber app¹

The for-hire vehicle bases that use the Uber app welcome a conversation with the New York City Council on ways to better regulate the for-hire vehicle (FHV) industry while ensuring that any ensuing legislation does not threaten the affordable and reliable transportation options that millions of riders outside of Manhattan rely on.

Unfortunately, the process leading up to the legislation being heard today has been rushed, and there has not been adequate consideration of the significant harm these bills would cause to tens of thousands of drivers.

Rather than establishing a level playing field, or modernizing the rules of the road for the FHV sector, this legislation seeks to identify segments of the industry that will be rewarded and others that will be punished, without regard for what is the best policy for drivers, consumers and all New Yorkers.

These policies will, unfortunately, most harm those New Yorkers whom the Council should be working hardest to protect. In fact, the majority of Uber trips begin outside of Manhattan and Uber is growing the fastest in the Bronx, Staten Island, Queens and Brooklyn. Uber is serving a need in communities outside Manhattan such as Brownsville and Parkchester that are underserved by public transit and where taxis refuse to go. If these policies were enacted as written, these are the very communities that would be the hardest hit by the resulting reduction in service.

We welcome the opportunity to inform the Committee about our operations in New York City and to discuss alternative regulations that would accomplish the Committee's goals while protecting drivers and riders from underserved communities.

I. The majority of Uber trips in New York City begin outside Manhattan

Legislation designed to attack Uber will end up only attacking hard-working Uber drivers and their riders, who are predominantly trying to get around the Bronx, Staten Island, Queens and Brooklyn.

¹ Abatar, LLC; Acht-NY, LLC; Achtzehn-NY, LLC; Danach-NY, LLC; Dreist-NY, LLC; Dreizehn-NY, LLC; Drinnen-NY, LLC; Eins-NY, LLC; Einundzwanzig-NY, LLC; Elf-NY, LLC; Fünf-NY, LLC; Funfzehn-NY, LLC; Grun, LLC; Kuchen, LLC; Neun-NY, LLC; Neunzehn-NY, LLC; Schmecken, LLC; Sechs-NY, LLC; Sechzehn-NY, LLC; Sieben-NY, LLC; Siebzehn-NY, LLC; Unter LLC, Vier-NY, LLC; Vierzehn-NY, LLC; Weiter, LLC; Zehn-NY, LLC; Zwanzig-NY, LLC; Zwei-NY, LLC; and Zwolf-NY LLC.

Uber has worked hard to grow the transportation pie, ensuring that all New Yorkers can get a ride in minutes, particularly in neighborhoods long ignored by yellow taxis and underserved by public transit. For example, while the taxi industry completes more than 90% of trips in Manhattan, the majority of Uber trips are happening in the outer boroughs, where Uber is seeing the fastest growth.

II. This legislation will hurt the very drivers and small businesses the Council purports to help

The various provisions under consideration will drive up costs for drivers who already work hard to make ends meet. By imposing an additional \$2,000 license fee on drivers, the Council will make it harder for drivers to earn a living. This, in turn, will force many drivers to lose their licenses and will result in many more unlicensed operators performing illegal street hail trips.

This bill also aims to take away the ability for drivers to use multiple apps to earn money. Currently, drivers are able to partner with various bases and choose the best earning opportunity. Stripping drivers of this choice suggests a deep misunderstanding of how the FHV industry operates.

By requiring bases to pay an annual \$20,000 fee, the Council will ensure that only the largest businesses will be able to afford to continue operations. Smaller community car bases that will be swept up in this ill-conceived legislation will not be able to afford the new, higher, annual fee, and it will hit areas outside Manhattan the hardest.

III. Uber is already a regulated entity

In recent Council hearings and in statements, Chair Diaz has raised questions about the extent to which app-based FHV businesses like Uber, Lyft and Via are regulated in the City as compared to more traditional FHV businesses that reach their customers through a mix of apps, websites and phone calls.

At a March 8 hearing of the FHV Committee, Chairman Diaz claimed that Uber and Lyft were “running wild with no one to control them, and no one to regulate them.” In fact, TLC Chair Joshi corrected Chair Diaz at that hearing, explaining that these app-based businesses are regulated as black cars—stating that “we regulate Uber and the black car sector as a black car base.... There’s no distinction. They’re all black cars.”

It is this same confusion that may be animating the legislation sponsored by Chair Diaz that is being heard today. Uber, Lyft and Via are already subject to every single regulation that other black car businesses are subject to in New York City. Since 2011, Uber has held multiple black car and livery base licenses; every driver who partners with Uber in New York City holds a TLC driver’s license; and the vehicles they drive are all TLC-licensed vehicles. To quote Chair Joshi again, “Please tell me the regulation that’s not applicable to Uber that’s applicable to the black cars.”

IV. The TLC requires all FHV drivers to maintain commercial insurance, including drivers who partner with Uber

The TLC requires all FHV drivers to maintain commercial insurance. Therefore, all Uber rides in New York City are insured consistent with TLC Rule 59A-12, which require coverage for each vehicle in amounts not less than \$200,000 in personal injury protection, as well as \$100,000 minimum liability and \$300,000 maximum liability for bodily injury and death.

In 2017 the State legislature created a new category at the state level called Transportation Network Companies (TNCs), which are permitted to operate outside New York City and forbidden from making pickups within it. Uber and its competitors do hold TNC permits, but those TNC vehicles are expressly forbidden from making pickups in the five boroughs. As a result, they do not compete with TLC-licensed FHV's and would not be affected by any of the legislation being contemplated by the Council today.

V. Conclusion

Many provisions of the legislation under consideration today suggest a fundamental misunderstanding of both the regulations that currently exist governing the FHV industry as well as the economic implications of upending those regulations. We urge the Committee to engage with Uber and other members of the FHV industry in an open and transparent manner and to engage the TLC and impartial economists to gauge the impact on drivers, small businesses and riders in underserved areas of these proposed policies.

We would be happy to discuss these policies with any member of the FHV Committee and to answer any questions they may have about Uber's existing TLC licenses and business operations in New York City.

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FOR THE RECORD

**Testimony of Mary Rosario
SEIU 32BJ**

Good morning. My name is Mary Rosario, and I am a member of SEIU 32BJ. I would like to thank the Committee Chair Diaz, members of the Committee, the Speaker, and other members of the Council who are taking action to address the economic distress faced by my brothers and sisters who are working as drivers. 32BJ urges you to pass legislation that will ensure that all drivers – whether they are driving a traditional taxi, or picking up rides through an app – have access to full-time work and are able to make a livable income.

As a union, we are 163,000 strong. Here in New York City, we represent 85,000 building service workers, security guards, and airport workers who keep our City's residential buildings clean and safe. We proudly stand up for the rights of all of our members, many of whom are immigrants and people of color, to live safe and healthy lives with dignity and respect. We are proud to stand with drivers as they fight for good jobs.

As app-based companies like Uber, Lyft, Juno and Via have entered the scene, regulation has not kept up with industry changes. As the recent, tragic driver suicides have made clear, this has made it harder and harder for drivers to make a living. There is no regulation in place to protect all drivers. With some changes, these bills could improve the lives of thousands of drivers.

Here is what needs to happen.

The app based sector should be regulated. But regulation should not cost drivers more: a \$2000 annual fee to drivers is unacceptable. And drivers should not be bound to work for only one App, especially since they can't earn enough from one company alone.

All fares, in all sectors should have the same minimum fare so there is a real wage floor and companies can't keep lowering rates. And all drivers in all sectors should get a raise.

Drivers who are working for companies that take out a percentage of the fare should be guaranteed no less than 80% of the higher of the App company's

metered rate or the amount the company takes from the passenger.

There needs to be a cap on the number of cars on the road competing for fares, so each driver can get the 10 fares daily that would be needed for a livable income.

There needs to be regulation of car financing so drivers are not stuck in predatory loan agreements.

Thank you again for addressing this important issue. 32BJ is committed to standing with the drivers to fight for strong standards for all workers.

TAXIS FOR ALL CAMPAIGN

For wheelchair-accessible taxis and liveries in New York City, based upon universal design principles

Members include: Bronx Independent Living Services • Brooklyn Center for Independence of the Disabled • Center for Independence of the Disabled, New York • Disabled In Action of Metropolitan New York • Disabilities Network of New York City • Harlem Independent Living Center • United Spinal Association • VetsFirst • 504 Democratic Club

Testimony of Taxis For All Campaign before the For-Hire Vehicle Committee of the New York City Council Public Hearing, April 30, 2018

I'm Edith Prentiss, Chair, Taxis All Campaign: Thank you for the opportunity to testify today. We represent the Taxis For All Campaign, a coalition of the City's leading disability groups with the explicit goal of getting all taxi vehicles – yellow taxis, car services, black cars – accessible to ALL New Yorkers, whether or not they use wheelchairs. We welcome the Council's new interest in accessibility.

Taxis For All has made real progress since we started in 1996. In 2011, we worked with Gov. Cuomo, who enacted the first accessibility requirement – for green cabs – in 2011. Then, in 2013, we reached a landmark settlement in our federal lawsuit against the City over the lack of accessible yellow taxis, which mandated that 50% be accessible by 2020. Judge Daniels called the agreement “one of the most significant acts of inclusion in this city since Jackie Robinson joined the Brooklyn Dodgers. It is an act of a city that equally values all of its residents and visitors.”

But, for two decades, car services, black cars and, most recently, services like Uber and Lyft have done everything in their power to avoid including people like me. *Testified* against standards at hearings like this. *Sued*, as Uber, Lyft and Via are doing right now and Carmel and other companies were doing until a week or two ago. *Lobbied and bullied* elected officials to prevent us from getting rides.

They've done everything but actually get people like me to where they want to go. Perhaps, like the president said last week about Paralympic athletes, we make them uncomfortable.

I myself would benefit greatly from an increase in accessible FHV's. I live in Council Member Rodriguez's district. Washington Heights is in its own way a transportation desert. The only 24/7 transit options are inaccessible subways; inaccessible car services; or just wheeling. The only east-west transportation is wheeling up and down hills until you get to the Bronx, where the buses are heading. Over the years, I have wheeled the mile-plus from my apartment to the hospital way too many times in early morning medical emergencies when neither the M100 or Bx7 run.

So we welcome the proposals put forward by the Council. Our view is that all – that is, every single – for hire vehicles should be accessible, to the standard required by the Americans with Disabilities Act. These proposals, if polished, would get us closer that goal.

I'm Jean Ryan, Vice President for Public Affairs, Disabled In Action, a core member of the Taxis For All Campaign. I live in Bay Ridge, Brooklyn, which is car service heaven, but I can't get a ride! My guests and children can call or use an app for a prompt vehicle, but I can't get a wheelchair-accessible ride, and that's what I need for family emergencies, unplanned errands, fun, or going anywhere on short notice.

Before I started using a wheelchair in 2006, I had an account at a car service company. I used it often, and I would today, if I could. It makes no business sense that an industry would shun potential passengers and then complain how bad business is. I'm hardly the only one who would benefit from more accessibility. We have a member who wasn't able to get to the hospital to see her dying mother, members who couldn't get home when their wheelchair died, even a member who couldn't get to her husband's funeral – all for the lack of accessible FHV's. It's wrong, and it's time the Council changes it.

I'm **Joe Rappaport, Executive Director of the Brooklyn Center for Independence of the Disabled (BCID)**, also a core member of the Taxis For All Campaign. BCID is the lead plaintiff in a lawsuit filed last July against Uber for its lack of accessible service. We support the call by the Taxi Workers Alliance for a living wage and other improvements to protect the livelihoods of drivers and others in the industry. TWA has supported the right of all New Yorkers to get a ride when they need one, and we support their campaign for the right of the industry's 100,000 workers to survive and thrive.

We have several specific points and questions about the legislation:

INTRO. 855

- The current draft of this bill requires 50% of "black cars" to be accessible by 2025. We believe all FHV categories must provide accessible service, as is already done in the more limited TLC rules, passed last December. An earlier Council draft bill covered all FHV vehicles. ***Is it the Council's intention to let some carriers evade accessibility requirements? Will all FHV categories be covered?***
- We support other ways of measuring accessibility, including the TLC's current formula -- which is based on the number of rides in accessible vehicles rather than the number of vehicles. ***Has the Council consulted with the TLC about how best to make Intro. 855 work?***
- The seven-year time frame in Intro. 855, without any other requirements, is too long. As you know, the TLC passed rules last December to require 25% accessibility by 2022. That should be the floor, not the ceiling. ***Will the Council amend Intro. 855 to reflect the TLC's rule and require at least 25% accessibility in FHV's by 2022?***

INTRO. 144: We support a cap on the number of vehicles. When the City considered this several years ago, we called for an exemption for new wheelchair-accessible vehicles. ***We urge the Council to pass legislation that would require all new FHV purchases to be only of accessible vehicles.***

INTRO. 634: We support the elimination of fees for wheelchair-accessible vehicles.

I'm **Valerie Joseph, BCID's Access-A-Ride Advocate**. I wanted to mention another reason Intro. 855 must be revised. Right now, the legislation doesn't call for an immediate increase in the number of accessible FHV vehicles, or even one within a few years.

But accessible vehicles in my neighborhood, Queens Village, and around the city are desperately needed. One reason is NYC Transit's Access-A-Ride on-demand pilot, which allows me and other Access-A-Ride users to call for a ride and get one right away, instead of calling a day in advance. This has the potential to truly change my life and the lives of all Access-A-Ride users, who now must deal with horrendous service. On-demand service also could provide a regular stream of revenue for FHV drivers, since there are 6.4 million Access-A-Ride rides annually. But right now, we have little chance of getting an accessible ride. More accessible FHV's, on the road soon, are essential if this program is to succeed.

TESTIMONY BEFORE NYC CITY COUNCIL FHV COMMITTEE

Good morning, I'm Debra Monte. I'm a professional TLC For Hire Vehicle driver and a member of the Independent Drivers Guild (IDG). Thank you for the opportunity to testify today. I respectfully request that the City Council not pass Council member Diaz's bill, Intro 838-2018.

I was born in, reside and worked in NYC all my life. I reside in the North Shore of Staten Island. I have been driving professionally all of my adult life, first ambulances, as I'm a retired FDNY EMS Paramedic Captain, and now for the past two years as an FHV driver. I drive because I need to supplement my small pension, which only covers my mortgage and property taxes.

Two years ago, I made the choice to become a licensed TLC FHV driver in a free market and I made an investment of my time, effort and money. I went through the application process, the background checks, the mandatory TLC training and exam, and paid all the fees required. The cost of owning a proper vehicle, having it registered with TLC plates, gas, which keeps rising, regular maintenance, inspections three times a year as mandated by TLC, repairs, tires, car washing, cost me about \$12,000 a year, of which \$7,000 was spent on commercial car insurance alone. Because we're independent contractors, who don't receive benefits, we have to pay taxes from our earnings. My family and I rely on my earnings from driving professionally, so imposing a \$2,000 annual fee will undoubtedly make it difficult, if not impossible to earn a living wage. I would be working to just pay the driving expenses and taxes.

I currently drive for at least two for hire ride apps, Uber and Juno. This is necessary to keep moving through the City with regular back to back fares. If this bill is passed, not only would FHV drivers be penalized with a \$2,000 annual fee, limiting us to drive for only one app company would surely decrease my earnings further.

This City is the biggest and most dynamic in the world. There is room for all drivers to transport riders safely. I drive primarily in the evening and overnight on 12 hour shifts and I believe that FHV drivers have helped to make this City safer because we provide a transportation option for many people, especially those who have consumed alcohol, have disabilities. We are dedicated, hard working and honest. We are unofficial Ambassadors for the

\$31,000
Purchase

City, we pick up people at the airports, train stations and Port Authority and offer the best impression of our City to visitors and tourists. This app-based driving is no longer a new concept, it is worldwide, it is accepted, it is needed and wanted by people worldwide. Imposing this \$2,000 and limiting to only one app, will force many drivers to stop driving, but people want to have a choice of transportation.

I have a great respect for all professional drivers; whether yellow or green taxis, black car or FHV. But we should all be treated equally and with mutual respect from TLC and the City Council as I implore the Council to "SAY NO TO Mr. Diaz's BILL" *as it stands. Intro 838*

There are currently 180,000 drivers licensed by the TLC. Each driver pays \$84 per year (in addition to all the initial and ongoing driving expenses. Most administrative work for processing a new TLC license application is done digitally, by computer. $\$84 \times 180,000$ totals \$15,120,000. So before Mr. Diaz tacks on an enormous fee of \$2,000, or any extra fee, I request that at the City conduct an audit to find out how the \$15,120,000 they receive already is being used. As far as environmental impact, we already know that most of the carbon emissions comes from buildings, not vehicles. And many drivers use hybrids.

We are not employees of the City or of these app companies, as independent contractors, we receive no benefits, no health insurance, no vacation pay, only what we make for driving and then we must keep money aside to pay our income taxes. I simply will not be able to afford this fee and I cannot make enough money if I can only drive for one app. I will be forced to work more hours and still may not make ends meet. The drivers don't make as much money as the companies do, so maybe Mr. Diaz should focus on charging companies these fees instead. If drivers are forced to drive for one app only, then a company like Uber will likely create a monopoly that lowers payments to drivers and increases fares.

Regulate and charge app companies (Uber, Lyft, etc)
Please do not penalize us, one category of driver, or any drivers with a burdensome fee and limiting driving for one app, this City is big enough for all to make an honest living wage and keep the City moving. Please vote No to this bill.



New York Taxi Workers Alliance

National TWA, AFL-CIO, Intl. Transport Workers' Federation

31-10 37th Avenue, Suite 300 LIC, New York 11101

Phone: 718-70-NYTWA (718-706-9892) MEDIA@NYTWA.org www.nytwa.org

April 30, 2018

TESTIMONY BY INDER PARMAR, UBER DRIVER

My name is Inder Parmar; I am an Uber driver since 2013 and I am a member of the New York Taxi Workers Alliance.

When I first started working for Uber, I was able to provide a good living for my family, but since then, Uber has continued to increase the amount it takes from each fare while reducing fares lower and lower.

Without any regulation over black car rates, drivers' income has dropped 50% in the last 3 years. When Uber started in New York, it took a 10% commission from UberX drivers and charged passengers \$3.00 per mile.

But since then, prices kept dropping and Uber's commission went up. By 2016, the commission rate was 25% and the mileage rate was only \$1.75 per mile.

Then Uber changed its rates again so they don't even stop at 25% commission of each trip anymore. They use something called Upfront Pricing to charge the passenger whatever they want but pay us drivers the same low rates so sometimes Uber keeps 30, 40 or even 50 percent or more of what the passenger paid.

Each time, these changes were made overnight—we either had to accept the new terms or quit. Nothing was stopping Uber from cutting our pay.

And each year, the number of cars on the streets grew. And grew. Because there are so many cars on the road all competing for the same fares, and the rates were low with every app company --we have had no way out. Our yellow, green, livery and corporate black car drivers are also suffering because they lose long-distance fares and deal with even Wall Street customers haggling for lower fares. App, yellow, green, livery and black --

none of us are making a decent living anymore. Some weeks working for Uber, I have earned less than the minimum wage.

Councilmembers, we urge you to take real steps to fix the crisis in our industry that has caused so many drivers to feel hopeless.

First, please do not add to our burden in this moment when I believe you are trying to help us: the proposed \$2,000 per vehicle is a cost that will hurt drivers. The Council should also not make us work with only one app. With so many cars on the road; drivers have to rely on working with more than one app, just to get enough fares to keep our heads above water.

Second, please fix the bills so all of us drivers can earn a living wage. Right now in New York, there are zero laws regulating FHV driver income and expenses.

This exploitation will only stop if the City limits the number of FHV's on the road, does not add more vehicles when diamonds expire or are turned in because part-timers are choosing to leave, and you must require that Uber cannot charge less than taximeter rates, so when the meter goes up, all drivers can benefit.

And the App companies must be required to pay drivers no less than 80% of whatever fare is higher - the Upfront Pricing rate the passenger is quoted in the beginning, or the metered fare at the end of the trip.

With any one of these protections missing, app-based drivers cannot be ensured a living wage. And our brothers and sisters who drive yellow cab, greencab, livery or corporate black car will also not be protected if the meter is not used as the minimum across the industry.

We need real labor protections and regulation of the for-hire vehicle industry and we need them now; drivers cannot wait for justice while every day more cars are being added to the streets.

I urge you to support the New York Taxi Workers Alliance's proposals for economic justice and make sure that driving in New York can once again provide a family-supporting income. Lastly, let me say again, I am a proud member of the only union that is uniting ALL of the drivers – yellow, green, Uber – the New York Taxi Workers Alliance.

New York City Council Committee on For Hire Vehicles
April, 30, 2018 at 9:30 a.m.

Dear Committee Chair Diaz, Sr., and Members of the City Council:

Good morning. My name is Jose Altamirano, and I am President of the Livery Base Owners, which represents over 150 livery bases in New York City. Our member bases serve approximately 150,000 New Yorkers each day in every borough across the city except for Staten Island. Our members are striving, working-class immigrants for whom English is a second language. Our bases empower approximately 12,000 drivers throughout the City who are hard-working immigrants themselves. Many of our base owners are also drivers, who have scrimped and saved to invest with friends and family to open a small business and serve their community. We serve a population that does not have other reliable transportation options. We help abuela get to her doctor's appointments, a security guard get home safe from his late-night shift, and transport countless families to school and to pick up their groceries. We are an essential component of many NYC neighborhoods, especially outside the commercial corridors of Manhattan.

We are here to express our concerns with Intro 838, which promulgates a regulatory scheme for App-Based Vehicle Services and Drivers. The LBO recognizes that this is the City's latest attempt to grapple with the proliferation of vehicles by tech companies who operate national ride-sharing platforms, many of whom are based in California. For the past several years, our bases and affiliated drivers have been working tirelessly to sustain ourselves in the face of these deep-pocketed services.

Intro 838 in its current form is not the answer.

While Intro 838 attempts to regulate the national ride sharing platforms who operate in the City, the bill also captures our bases as well. The bill defines an "app-based for-hire service" as an entity that offers transportation for-hire to passengers by prearrangement, utilizing certain software. While it is true that our bases began as radio dispatch services who interacted with our drivers over two way radios, we have evolved over the years. Now, we are proud to say that our bases have partnered with software provider Limosys to offer app-based communication with our

customers. Therefore, under the bill, our small bases are lumped in with the ride-sharing platforms as an “app-based” for hire service. This is unacceptable.

The bill attempts to create a “grandfather clause” for bases continuously in operation since the year 2000. While a great number of our member bases have been in existence since 2000, many have not been “continuously” in operation for 18 years. Due to over-regulation by the TLC, a number of our member bases have been suspended or revoked at some point. Although their status has been restored, and they are in full compliance with all of the applicable laws and rules, these bases cannot claim to have been in continuous existence since the year 2000. **Approximately 58% of our bases fall in that category.** Additionally, throughout the City, approximately 165 community car service bases, with 3,700 affiliated vehicles, have been licensed since the year 2000. These bases simply cannot afford a \$20,000 per-year registration fee. And our affiliated vehicles cannot afford the annual \$2,000 registration fee. To require this of us is the same as signing our death warrant.

Current data from the TLC indicates that Intro 838 would apply to 93,679 for-hire vehicles, and 583 bases throughout the city. I cannot imagine that all of those affected by the rule could comply with the \$2,000 per vehicle annual registration fee, or the \$20,000 registration fee per base. Regulations aimed at companies with multi-billion-dollar valuation, will in fact apply to, and bankrupt, a large portion of the industry, leaving those multi-billion-dollar companies the entire market.

There are a number of other bills on today's agenda. We ask the committee to keep in mind that our industry utilizes dispatch between our livery bases as appropriate to meet certain requests, including accessible vehicle requests. By forming this network our small minority owned businesses have been able to survive. Additionally, we have been working through the TLC to implement a Wheelchair Accessible Vehicle program that would provide an unprecedented level of accessible service to wheelchair-bound passengers. This pilot program should be allowed to run, absent additional mandates by the Council. Int 144 also causes huge issues for our drivers that have bought vehicles from leasing companies

and will need to transfer them to their own name once they finish with their payments.

We remain the safest and most reliable mode of transportation in the boroughs. We wish to work in partnership with the City Council to develop reasonable, common-sense regulations for our industry so that we can continue to provide safe, reliable transportation to our community and collectively keep the industry and its workers thriving in the City they love and support.

Thank you.

FOR THE RECORD

FOR THE RECORD



Testimony: New York City Council For-Hire Vehicle Committee Hearing
April 30, 2018

Dr. Johnnie M. Green, Jr., President/CEO, Mobilizing Preachers & Communities (MPAC)

As the President & CEO of Mobilizing Preachers & Communities (MPAC), it is my responsibility to advocate for New Yorkers in every corner of the City especially for those whose ability to stand for justice is limited. I am submitting this testimony today to speak for the millions of New Yorkers who have been served transportation injustice for decades before apps like Uber and Lyft arrived.

MPAC is a non-profit civil rights and faith based organization, comprised of clergy and community united together for the purpose of impacting public policy through civic engagement, to ensure justice and equality for all people. It is an honor to be the organization's President & CEO and as many elected officials know, I don't take this duty lightly. I stand up when justice is due and that time is now.

Getting a taxi to pick you up and get you where you need to go should not depend on the color of your skin or the neighborhood in which you live. As some Councilmembers may unfortunately know, this is not the reality that many New Yorkers live with. If you're not white and traveling to Manhattan, you have certainly experienced the humiliation of being turned away by a yellow taxi.

Similarly, living reasonably close to subway station shouldn't be a luxury afforded to those who live in or close to Manhattan where the subway system is most dense. But if you can't afford to live in gentrified Brooklyn or Queens or in the borough of Manhattan, you may live a mile or so way from one. Your ability to move around your community affordably has likely entailed a long walk in the rain.

For many New Yorkers, getting to a Doctor's appointment, to work or school is not something they spend much time thinking about. But for the millions described above, it has been a burden – until apps like Uber and Lyft arrived in New York City. These apps and their drivers don't discriminate based on race or destination. App-based services pick you up anywhere from East New York to Soundview and everywhere in between.

Many of these apps also have affordable pooling options so you can get to that subway station a mile away in the rain. Or get to school if you're running late.

The bottom line is that these apps play a critical role in communities across New York City, especially those who have been served transportation injustice for far too long. As leaders of our city, it is your responsibility to ensure that they are allowed to continue serving our city and the growing population of New Yorkers who rely on them.

Rev. Dr. Johnnie Green

President, Mobilizing Preachers and Communities (MPAC)

Testimony by Dr. Richard Lipsky
for
The Taxi Medallion Owner and Driver Association
NYC Council Committee on For Hire Vehicles
April, 30, 2018

We are here today because of the devastating impact caused by NYC's failure to live up to its promises-no, it sworn obligations-to protect the investments of thousands of immigrant taxi medallion owners; people who came to this country to work hard and pursue the American Dream.

This city's failure in this regard is shocking, shocking because we are supposed to be, as our leaders constantly remind us, a city of immigrants. Immigrants are supposed to define NYC-the essence of what makes New York great.

But when a \$60 billion corporate predator came to town, all of those NY Values were thrown out the window as elected officials and regulators, in a state of somnambulance, stepped back from their responsibilities to insure regulatory fairness, and allowed this predator to come here and use its own business model to define how it would do business-everyone else, like taxi medallion owners, who had played by the rules, be damned!

The end result was inevitable-an 80 % decline in the value of the taxi medallion, and the decimation of the lifetime investments of these hard-working immigrants whose only fault was that they believed the promises made to them that they would have the exclusive right to street hails.

After all, that's what they had paid hundreds of thousands-and even millions of dollars-for. Put simply, these people have been not only defrauded, they have been driven to hopeless despair.

The recent suicides are the simply tip of an expanding iceberg of despair-and if something immediate and significant isn't done more people will die. Now that we are aware of the level of devastation that inaction has caused we must take action. If we don't, we are complicit in what happens next.

Collateral Damage is Immense

If only taxi medallion owners had been swindled by political malfeasance and regulatory nonfeasance we might not be here today. The impact of the Uber invasion, however, has swindled each and every New Yorker.

How so? In the first place, as the NYC Partnership has documented, the congestion cost of the unchecked proliferation of the Uber invasion that is clogging city streets is over \$20 billion a year!

And all this all accomplished by the Ubers for the low price of a \$275 a year license-making patsies of those elected officials and regulators who were supposed to be doing the oversight.

Sweet deal indeed.

The swindle doesn't stop there. As the Ubers used predatory pricing to capture market share they began to siphon off thousands of daily riders from city buses and subways-and they managed to do this while taxis that were being undercut were paying 50 cents a ride to the MTA while the Ubers, exploiting the immigrant suckers, paid not a dime to the system that they were undermining.

Is it any wonder that, as Public Citizen has documented, Uber has disrupted democracy in cities all over the country? And even more so in a city like NY where our leaders foolishly pride themselves at being able to speak truth to power.

<https://www.citizen.org/sites/default/files/uber-disrupting-democracy-corporate-power-report.pdf>

It is time to end the free ride!

In the midst of this chaos, a new council leadership sensitive to injustice has assumed the reins of power; and one council member has seen the devastation and is saying enough is enough!

Chair Diaz, our cowboy hats are off to you-and to all of your colleagues following your lead in introducing a reform package of bills that will, if enacted, clean up the mess that has been made and give all competitors the level playing field that they deserve-and the fair system they invested in.

Are the proposals perfect? No, but they are a strong start in the right direction. We believe that every app-based service vehicle should be equipped with the same T-PEP taxi computer system that easily identifies drivers who have seriously mistreated their passengers.

We also believe that passengers-especially women who have been sexually assaulted-should have a private right of action to sue Uber and Lyft and not be constrained by arbitration agreements that protect the predators and the profits of the billionaires.

same T-PEP taxi computer system that easily identifies drivers who have seriously mistreated their passengers.

We also believe that passengers-especially women who have been sexually assaulted-should have a private right of action to sue Uber and Lyft and not be constrained by arbitration agreements that protect the predators and the profits of the billionaires.

If you are going to be a public conveyance and compete with taxis on NYC streets, the rules must protect both fair competition and the riding public.

A reporter asked CM Diaz if his proposed law was fair to Uber. His response should be a motto adopted by all city council members. He said, "It is not our job to make rules to fit Uber's business model; it's up to Uber to fit its business model to our rules."

For far too long Uber has been making the rules to advantage itself and its billionaire funders. With the reform package introduced by Chair Diaz and the other council members, the city council is announcing its own independence from the special interests and the privileged 1%.

Let's all support the proposed changes and restore true democracy to a system that has been exploited for too many years by the few at the expense of the many. Hats off to Diaz, his colleagues, and the brave new leadership being exhibited by Speaker Johnson and his leadership team.

Dr. Richard Lipsky (914-572-2865)

FOR THE RECORD

Greater New York Chamber of Commerce



April 29, 2018

Memo of Opposition: Intro 0838

The Greater New York Chamber of Commerce is a NYS non-profit that represents over 30,000 business and civic leaders. Our mission is to improve the business climate and quality of living in the New York Metropolitan Area and we believe Intro 0838, is harmful to New Yorkers and our region's economy.

More and more New Yorkers are relying on ridesharing apps and services like uberPOOL and Lyft Line for their basic transportation needs. It's no secret that cars and yellow taxis are more expensive than these new technology driven transportation alternatives. We believe the bill proposed in relation to the licensing and regulation of app-based for-hire transportation services and vehicles will have a negative impact on both the business climate and quality of living for New Yorkers.

The entrepreneurs that have brought us these new transportation technologies have been a godsend. This bill will penalize a new technology that was never intended to compete with the street hail that will always be a way of life in crowded urban areas.

Make no mistake, the new rideshare technologies are 1) efficient, 2) safe, 3) reliable and bring transportation to many who are not able to easily: 1) hail taxicabs, 2) grab a bus or 3) subway. We need to make sure that the new rideshare technologies success in helping small business owners, families and everyone in transit deserts is rewarded and not penalized.

The provision in the bill requiring app-based services to apply to serve specific geographic areas approved by the TLC is particularly troublesome. Our members live and travel across the city and state, and they deserve to be able to get a ride. Competition on a number of different apps will improve service times and pricing no matter where people want to travel.

The bill presented would limit drivers from earning money from multiple apps and then asks them to pay a \$2,000 annual fee to maintain their license. Drivers should not be constrained to a single app or service. They should have the freedom to choose the app with the best rates and incentives, forcing transportation network companies to compete for their services.

Our constituents and members need to know that elected officials will help support an idea that has improved the lives of many. One way to do this is to listen to listen to the creators of and help protect the numerous ridesharing apps that are now available.

For these reasons, the Greater New York Chamber of Commerce opposes Into 0838 in its current form.

Mark Jaffe

President & CEO

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FOR THE RECORD

NYC TAXI OWNERS ASSOCIATION, INC.

ATTENTION

**NYC ELECTED LEADERS
OUR CITY OF NY IS BEING
DESTROYED**

BY

- 1) Competition for street pick-ups by over 80,000 ride hailing apps like Uber and Lyft is causing traffic to come to a standstill in our city streets and airports.
- 2) There is no enforcement and limited regulations to control the negative impact of the drastic increase by these cars.
- 3) Traffic is causing increased pollution in our city by the proliferation of these over 80,000 ride hailing app cars and is jeopardizing the health of our citizens and families.
- 4) The safety of passengers especially women, has been compromised by these excess vehicles, as evidenced by the dramatic increase of harassment complaints.

Rally @ New York City Hall

Monday, April 30th, 2018 @ 9:30 AM

**Testimony by James Conigliaro, Jr, Founder & President
Independent Drivers Guild
Before the Committee on For-Hire Vehicles
April 30, 2018**

Good Morning Chairman Diaz, members of the Committee on For-Hire Vehicles. My name is James Conigliaro, Jr., I am the Founder and President of Independent Drivers Guild. I am also joined here today by Ryan Price, IDG's Executive Director and Muhammed Barlas, a member of IDGs Board of Directors.

The Independent Drivers Guild is a nonprofit affiliate of the International Association of Machinists and Aerospace Workers (IAMAW) that represents 65,000 working drivers throughout the for-hire vehicle industry. The IAMAW has been the only union to successfully organize black car workers in New York City, and has been doing so for twenty years. Ninety percent of our members are immigrants fighting for the American dream, representing 190 countries; they are young entrepreneurs, parents, seniors – the working poor. We are Uber, Lyft, Via, Juno workers united for a fair for-hire vehicle industry.

Council Members, I want to apologize upfront if my tone, at times, appears contentious. But we are beyond frustrated and taken aback — not only by the unjust treatment of our drivers which we will get to, but by the questionable process by which you are taking up these very serious matters that will impact the livelihoods of thousands of hard working immigrant families.

Intro 838 was only introduced last Wednesday, April 25th and a hearing is being held three (3) business days later. Then on Thursday afternoon several more bills are added to the agenda, each bill dealing with very serious and complex matters, each of which deserving of their own separate hearing. Now, here we and others are having very limited time — as you very well know — to deal with seven (7) matters of significant public policy import. Council Members, is this really how we want to deal with these important issues? The challenges facing this industry are real, but rushing through ill-



conceived legislation will only worsen the situation. Let's get it right. So much is at stake.

In the interest of time and as to not be distracted from the most destructive proposal, I will focus the majority of my testimony on Intro 838 (by Council Member Diaz) and look forward to taking questions on the other bills, and talking and working with Council Members Rodriguez, Levin, Lander on their very important proposals.

While the IDG agrees with the need for an improved regulatory system for app-based transportation services, especially with regard to driver pay and protections, we stand in strong opposition to this Intro 838 as it will only serve to harm the more than 65,000 app-based drivers and their families while putting their livelihoods in serious jeopardy.

Specifically, this bill would require a \$2,000 annual licensing fee to app-based vehicle owners and prohibit any worker who drives for an app-based company (such as Uber, Lyft, Juno, Via, etc.) from driving for more than one app-based platform or any other transportation service including a black car, livery or medallion service.

Both of these provisions combined will force a significant amount of drivers out of the industry, into unbearable debt and abject poverty and God help us in how they deal with and overcome these unbearable burdens for them and their families.

It already has been well publicized that drivers are struggling to make minimum wage in a 12-hour work day after years exploitation and pay cuts by owners. It already has been well publicized that the increased stress and burdens that have been placed on drivers have caused some app-based drivers to resort to suicide right outside the gates of City Hall. Therefore, requiring an additional \$2,000 annual fee on struggling drivers would only be callous and add insult to injury.

This \$2,000 fee is nothing more than a \$130 million annual pay-to-work tax on working poor, immigrant families — without any justification and without regard to its impact on individuals, families or consumers. \$2,000 is equivalent to a full month's pay for many drivers.



Furthermore, there appears to be no other public policy purpose behind such a fee other than to punish workers for their career choice. The Taxi and Limousine Commission (TLC) has not requested such a fee. So, we question the real and legitimate public policy purpose behind this legislation.

Not only is it unprecedented, no driver — whether yellow, green, livery or black car — pays a \$2,000 fee to operate their vehicle. The annual TLC fees for vehicles are either \$550 per year for Medallion Owners or \$550 every two years for Livery and Black Cars, including app-based drivers. In addition, the costs of the barrier to entry for all drivers to get a license, including app-based drivers, is already at least \$769. That's the facts.

ALL DRIVERS across this industry — Livery, Medallion, Black Car and App-Based — are hurting. Instead of disingenuously pitting one set of the industry's drivers against another — which is all this bill is doing — we should be working together on fair proposals that not only seek parity but that help all drivers, all immigrants, all working poor.

We call on this Committee and the Council to substantially reduce or eliminate ALL TLC driver fees. We strongly support eliminating all fees for all drivers or decreasing the fees for Medallion Owner-Operators to \$550 every two years so as the entire industry is treated equally. That would be the fair and honest thing to do.

With regard to the bills provision that prohibits all for-hire vehicle workers from driving for more than one app-based company or any other transportation service like black car, livery, green, or yellow (referred to herein as the one-boss rule) — this provides undue power to employers, medallion owners, base-owners, and app-based companies and significantly weakens drivers' leverage. The vast majority of for-hire vehicle workers use multiple platforms and services in order to provide for their families, and to hedge their support for specific companies. Even many green and yellow medallion drivers are Uber and Lyft drivers as are black and livery services drivers.



The one-boss rule further poses a huge threat to jobs and economic security. Ride-hail apps are famous for treating drivers as expendable, like slashing pay with no notice and firing hundreds of workers every month. Preventing drivers from working for more than one company means that when a driver is fired or mistreated, they will have no option to provide for their families. Forget severance pay or unemployment checks as app-based drivers are deemed “independent contractors”. Under the one-boss rule, they will be forced to pay another month’s worth of taxes for the privilege of working 12-hour shifts under a different boss.

This will also hurt consumers, especially those in the outer boroughs, as competition will decrease, resulting in higher costs and longer wait times. The one-boss rule also has the dangerous possibility of harming smaller and family-owned businesses while providing a monopoly to Uber as upwards of 80% of app-based drivers are signed up with Uber and would likely stay with this app-based company if this bill was passed.

This legislation, simply put, misses the mark and gets it wrong. Recent technology, specifically app-based technology, has transformed the entire for-hire vehicle industry and thus reform and parity is needed on a grander scale. Professional drivers are in desperate need for livable pay, benefits, and workplace protections.

Let’s work together and get it right.

With regard to the other bills on the agenda today, which again deserve more time and a separate hearing, here are our thoughts.

Pay Equity and Protections: We look forward to working with Council Member Lander on his legislation and appreciate his efforts on this front. On March 30th, 2018, with the support of almost 16,000 workers who signed a petition, the Independent Drivers Guild submitted a formal rulemaking petition for the Taxi and Limousine Commission to regulate driver pay in an effort to enable our members to make a livable wage in an eight hour day. The proposed rules would reduce their time on the road and ensure that government taxes and company fees would not be allowed to be taken from the driver’s pay, increase pay for workers who choose to operate a Wheelchair Accessible Vehicle,



disincentivize price gouging, and give workers more basic workplace rights. We feel that before any other regulations, the basic protection of minimum pay is essential. The TLC has until May 21st, 2018 to respond.

Cap on Driver Licenses, Not Vehicles: We look forward to working with Council Member Levin on his legislation, Intro 144. The most overwhelmingly supported action by our members that the City Council has the authority to accomplish is to limit the number of workers entering the industry as opposed to placing a cap on vehicles. A cap on *vehicles* provides more power to owners and companies, while limiting the *workforce* provides power and value to the drivers. We support a limit to the number of newly issued Universal Drivers Licenses based on the total and expected number of for-hire and taxi trips. Limiting the labor pool will require all companies to compete to keep drivers working for them, meaning the competition shifts away from a race to the bottom on driver pay, and shifts to providing benefits.

Wheelchair Accessible Vehicles: We look forward to working with Council Member Rodriguez, as we have so well in the past, on his legislation, Intro 855. As described in our public comment to the TLC, our membership staunchly opposes outright percentage requirements for Wheelchair Accessible Vehicles. Costs for conversion or purchase for Wheelchair Accessible Vehicles should not be passed on to workers. It is essential that the transition to a more accessible industry incentivizes preferred behavior for it to be successful, in this case purchasing and operating a Wheelchair Accessible Vehicle. We propose a three-part plan for a more equitable and comprehensive transition to an accessible industry.

1. Regulate an increased pay rate for Wheelchair Accessible Vehicle operators as proposed in IDG's rulemaking petition currently before the city's Taxi and Limousine Commission..
2. Mandate enhanced WAV classes.
3. Implement a For-Hire Vehicle Improvement Fund similar to the Taxi Improvement Fund, to subsidize costs for conversions and purchases of accessible vehicles.



Thank you Chairman Diaz and Council Members, we look forward in the weeks ahead to talking and working with all of you on all these important matters and we will be happy to take your questions.

###



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drivingguild.org | @DrivingGuild

The Guild is an IAMAW affiliate representing app-based drivers. We are Uber, Lyft, Via, Juno workers united for a fair for-hire vehicle industry.



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Peter M. Mazer
General Counsel

TESTIMONY OF PETER M. MAZER

General Counsel

METROPOLITAN TAXICAB BOARD OF TRADE

City Council For-Hire Committee

April 30, 2018

Good morning, Chairman Diaz and members of the Committee. My name is Peter Mazer, and I am General Counsel to the Metropolitan Taxicab Board of Trade, an association representing the owners of more than 5,500 medallion taxicabs. We also operate the MTBOT drivers' resource center, providing free training, licensing assistance and legal representation to taxicab drivers. In our slightly more than two years of operation, we have helped over 2,000 drivers with licensing issues, provided hundreds of free classes, and represented drivers at more than 5,000 administrative and criminal proceedings, providing taxicab drivers with three-quarters of a million dollars in free legal services.

I have submitted more extensive written comments addressing specific items in the various introductions under consideration today. I ask that my written submission be made part of the record. In my testimony, I will cover some general matters applicable to the matters before the Council today.

First and foremost, I wish to thank this committee, its Chair, and members for considering this very important issue. During the past five years, we have seen an explosion of app-based transportation businesses proliferating in our streets, causing massive congestion, and adversely affecting the quality of life in all areas of the city, while drivers have seen their incomes plummet as they rely on the false promises of businesses that have offered them much, but delivered very little.

In 1971, the Taxi and Limousine Commission was created to license and regulate medallion taxicabs, which had already been on the streets for more than thirty years. Over time, the TLC was given responsibility over black cars and community based car services, as well as the green cabs. But the basic regulatory system has remained unchanged for more than forty years. Technology that exists today did not exist in the early 1970's, and now, businesses that were nonexistent when the TLC was founded dominate the streets today.

Local law sets a finite number of taxicabs. That number cannot be increased unless there is an environmental review and a demonstrated need for service. State law established the number of street hail liveries to be permitted and created a mechanism for the periodic review of this business. And the City Council requires each prospective car service base to demonstrate a need for this new service. Even the traditional black car businesses would typically add cars only if their corporate client base increased.

But there is no cap or limit on the number of app-based cars. There are now more than 110,000 for hire vehicles in the city, supplementing the 14,000 taxicabs and about 5,000 green cars. The largest app-base, Uber-Zehn LLC, has 5,456 affiliated vehicles. By way of comparison, the largest non app-based car service has 594 cars. During the last week of February, Uber-Zehn reported to the TLC that its base did 191,426 trips, or an average of five trips per vehicle per day. Taxicabs average 26 trips a day, green cabs, about ten. The owners of the 5,456 cars affiliated with Uber-Zehn each obtained TLC licenses, paid thousands of dollars in insurance on their vehicles, all to do five trips a day. And if the base wants to add another 5,000, or another 50,000 cars, there is nothing in the law or rules to stop them. No need to demonstrate that more cars are needed to serve the public--- no accountability to drivers to assure that there is

sufficient business for them to earn a decent income--- no consideration on whether these additional cars will clog the streets, impede the operation of emergency vehicles, or in any way serve the public interest.

The bills under consideration make a number of significant changes. First, they recognize that app-based services are not taxicabs, green cars, liveries or black cars. They are different and need a different licensing and regulatory system. Second, the proposals recognize that bigger is not always better, that business should not be too big to become accountable. Limitations on base size will enable the TLC to fulfill its enforcement mandate and ensure business accountability. Third, new and expanded transportation businesses should be required to demonstrate a need for this service, and that expanded service will not adversely affect the environment. This is already done in the car service, green and yellow cab segments. And finally, additional revenue from appropriate licensing fees will enable the TLC to fulfill its Charter mandates and enforce laws already on the books to promote passenger convenience and safety and ensure reliable service.

Most important are the protections that will be afforded drivers to ensure that they will benefit from any regulatory system. The taximeter in the yellow and green vehicles ensure a consistent rate of fare. Driver protections exist to ensure that drivers receive a fair share of revenue generated. Similar protections do not exist in the app-based industries, and are long overdue. These business engage in predatory pricing, increase charges to drivers, and coerce drivers into signed unfavorable business arrangements, all so that they can increase market share and bear none of the risk of business operation. They do not provide transportation services for persons with disabilities.

We look forward to working with the Council on all these initiatives. We believe a single, unitary bill that incorporates the best of the various proposals before the Council will be the best approach. These provisions include environmental reviews for bases, mandated levels of service, markings on vehicles, and a genuine accessible service requirement. Our written comments provide some suggestions on how this could be accomplished. In summary, I again

applaud the Council for all its work on ensuring that all businesses transporting passengers for hire in this City provide safe, reliable service and protect the public and their drivers.

I would be happy to answer any questions you may have.



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Peter M. Mazer
General Counsel

FOR THE RECORD

METROPOLITAN TAXICAB BOARD OF TRADE

City Council For-Hire Committee

April 30, 2018

COMMENTS WITH RESPECT TO:

Intro. No. 838

Intro. No. 144

Intro. No. 854

Intro. No. 855

Intro. No. 856

The Metropolitan Taxicab Board of Trade (MTBOT) is an association representing the owners of more than 5,500 medallion taxicabs. MTBOT also operates a full service drivers' resource center, providing free training, licensing assistance and legal representation to taxicab drivers who lease or operate taxicabs from any of our members. Our drivers' center has been in operation more than two years. During that time, we have helped more than 2,000 drivers with licensing issues, including the processing of applications, renewals, representation at licensing standards hearings and interviews, and have provided free defensive driving classes and

accessible vehicle training. The Center has also represented drivers at more than 5,000 administrative hearings before OATH and the New York State Department of Motor Vehicles, and has made more than 200 appearances on behalf of drivers in criminal court proceedings for vehicular-related offenses. MTBOT estimates that it has provided more than \$750,000 in free legal services alone, and has saved drivers time and money in providing other assistance.

MTBOT supports Intro. No. 838 in its entirety, and commends this Committee and its Chair for taking the necessary first step in ensuring that app-based services are finally regulated and licensed in a manner consistent with the way other segments of the for-hire industry are regulated.

In 1971, the Taxi and Limousine Commission was created to consolidate the licensing and regulation of medallion taxicabs, which had already been on the streets for more than thirty years. Prior to the creation of the TLC, taxicab fares were set by the City Council, and the Police Department regulated the licensing, inspection and operation of cabs. Neighborhood car services existed, but they were typically small “mom and pop” businesses providing local transportation in areas of the city underserved by mass transit. Through City Council legislation, the TLC was ultimately given responsibility to license both black cars, which were sedans providing service to the corporate community, and community-based car services, which continued to serve many neighborhoods. In 2012, the state create a new category, the Street Hail Livery (SHL), also known as “green cabs”, to provide on-demand hail service in certain areas of the city. These vehicles are also licensed and regulated by the TLC.

Even as the TLC’s licensing and regulatory function grew over the years, the basic framework contained in the Administrative Code was essentially unchanged. Yellow cabs, and later green cabs, accept “hails from passengers in the street”, while other services are prearranged through a licensed base station, typically by telephone. Technology that exists today did not exist when the TLC’s regulatory system was enacted, and now, businesses that were nonexistent when the TLC was created overwhelms the licensing and regulatory scheme. In 1971, probably 90% of all demand-responsive trips were in yellow cabs, with the remainder in

local neighborhood cars services. Today only about 40% of trips are in yellow cabs, but licensing and regulatory requirements have not kept up with the times.

Take, for example, the number of licensed vehicles. Local law sets a finite number of taxicabs. The number was first set in 1937, and was unchanged until the mid-1990's. Over the past twenty years or so, about 1,000 new taxicab licenses were issued. They were authorized only after there is an extensive environmental review and a demonstrated need for service. This review not only considered the impact new vehicles would have on air quality and traffic, but also considered the economic impact on the riding public, as well as drivers' and owners' incomes. In 2012, State law permitted SHL's to be licensed. The number was capped at 18,000 (although only about 5,000 are now in service). The law also required the TLC to regularly prepare business and marketing studies to determine the continued need for this type of service.

Pursuant to Local Law, before a new car service base can be licensed, or an existing base changes its location, the base owner must file a comprehensive marketing plan to the TLC that demonstrates the need for this new or relocated service. A copy of this plan is furnished to the local community board and council member. The plan must reference existing businesses, public transportation services, and demographics, and provide an analysis of the present and anticipated need for a car service in the community to be served. Even the traditional black car businesses, which need not file business plans or demonstrate a need for service before adding new vehicles would typically add new vehicles only if their corporate client base increased, since these bases rely heavily upon corporate accounts for their business.

But there is no cap or limit on the number of app-based cars. There are now more than 110,000 for hire vehicles in the city, supplementing the 14,000 taxicabs and about 5,000 green cars. About 75,000 of these for-hire vehicles are affiliated with app-based services which do not easily fit the definition of either a community car service or a traditional black car. Uber alone operates 26 black car bases with 72,336 affiliated vehicles. The largest app-base licensed by the TLC, Uber-Zehn LLC, has 5,456 affiliated vehicles. (By way of comparison, the largest non app-based car service has only 594 cars.) During the last week of February, the last week for which the TLC has posted trip data, Uber-Zehn reported to the TLC that its base did 191,426

trips, or an average of five trips per vehicle per day. By way of comparison, taxicabs average 26 trips a day, green cars, about ten trips.

The owners of the 5,456 cars affiliated with Uber-Zehn have each obtained TLC licenses; they have each paid thousands of dollars in special for-hire insurance for their vehicles, they have each obtained TLC-drivers' licenses. Did they incur all of these expenses to do a mere five trips a day? And if Uber-Zehn wants to add another 5,000 cars, or another 50,000 cars to its base there is nothing in the law or rules to stop them. There is no need for the base to demonstrate that more cars are needed to serve the public or to meet the base's demand for service. There is no accountability on the part of the base to its drivers to assure that there is sufficient business for them to earn a decent income, and the base need not consider whether these additional cars will clog the streets, impede the operation of emergency vehicles, or in any way serve the public interest.

These bills under consideration will finally recognize that the app-based services are not community car services or black cars, and that existing regulations applicable to these industries are not applicable to them. Intro No. 838 would create a comprehensive licensing and regulatory system that would be specifically designed for app-based businesses. MTBOT endorses this bill in its entirety. This bill would create new definitions for app-based businesses and impose licensing fees that reflect the true cost of licensing and regulating these businesses. A base licensing fee of \$20,000 is proposed. This is far less than the \$50,000 licensing fee the New York State Department of Motor Vehicles imposes on Transportation Network Companies (TNC's). A \$2,000 per vehicle licensing fee would enable the TLC to have the necessary resources to enforce against unlawful activity, whether it be fully unlicensed vehicles, TNC's attempting to unlawfully do business in the City, or various licensees operating out of class. TLC could use this revenue to increase vision zero enforcement. This use of licensing revenue would be consistent with the state constitution and the body of law which has held that licensing fees can be used to both support the licensing process as well as fund the overall regulatory responsibility of the licensing agency.

Intro No. 838 would also require app-based licenses to demonstrate a need for this service as a condition of obtaining a new or renewal license. This review will include consideration of environmental, and quality of life issues. A base or group of bases cannot simply add more cars without demonstrating the need for service. The streets of this city are a precious commodity whose use must be limited to demonstrated public purposes; vehicles cannot use the streets for personal profit without considering the impact on other users--- pedestrians, bicyclists, those making deliveries, emergency vehicles, and other public and private transportation providers. Other segments of the for-industry are required to show both a need for their service as well as an analysis of their impact on quality of life. Specifically, the ten trip per day standard set forth in Intro. No. 838 will ensure both proper vehicle utilization and help guarantee a sustainable income for drivers since each vehicle will be generating enough income.

There are other provisions of Intro. No. 838 that will ensure sensible enforcement off app-based services. Vehicles should have appropriate markings so that enforcement personnel and the public can easily identify them. Vehicles should be affiliated with only one base, and be limited to accepting calls from that base. This will ensure that the public knows who is providing the service, against whom a complaint can be made, that mandatory records are kept, that the need for expanded service can be gauged, and that all taxes and fees are paid.

Another very important feature of Intro. No. 838 is that will provided needed driver protections already existing in the taxicab industry, and to a lesser extent, in other segments of the for-hire industry. Driver protections exist to ensure that drivers receive a fair share of revenue generated. Such protections do not currently exist in the app-based industries, and are long overdue. Bases are adding thousands of new cars each month with no consideration of the impact on existing drivers' earnings. Businesses that engage in predatory pricing, increase charges to drivers, and coerce drivers into signed unfavorable business arrangements, all so that they can increase market share and bear none of the risk of business operation. This should not continue without restriction. The days to claim the "freedom" to work for sub-minimum wages, or to work excessive hours without compensation are long gone.

Finally, we would like to comment briefly on the other Intros. With respect to No. 854, we believe that app-based businesses/bases should be capped at 1,000 cars each. On the other hand, traditional black car bases generally add or remove vehicles only in response to demonstrated need. Indeed, no traditional black car base has more than 600 cars at this time, so such a restriction on the traditional black car industry may not be necessary.

Intro. No. 855 adds a well-needed accessibility requirement, but imposes no such requirement until 2025. We recommend that an accessible mandate of some sort be imposed immediately, at a lower level, with a phase in over time. An immediate 25% requirement on new bases, and on existing bases upon base license renewal, might be a workable alternative.

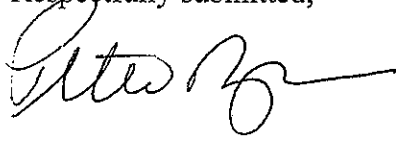
With respect to Intro. No. 856, the quality of life impact analysis of a black car base should not be limited to the community near the base location, but should be expanded to include the area to be served by the app-based service, as is contained in Intro. No. 838. App-based services and traditional black car bases do not typically have neighborhood offices similar to car services.

Finally, with respect to Intro. No. 144, rather than having the TLC to perform a study on the growth or decline of an entire industry, a better approach is to have each prospective and current base owner conduct an analysis, subject to review by the TLC and the City Council, to determine the impact its base will have on quality of life, congestion, the environment and driver incomes. The burden should be placed on each applicant to demonstrate that their service is needed.

MTBOT looks forward to working with the Council on all these initiatives. We believe a single, unitary bill that incorporates the best of the various proposals before the Council will be the best approach. These provisions, should, at a minimum, include environmental reviews for new bases as well as bases renewing licenses, mandated levels of service, including a minimum number of trips per vehicle, markings on vehicles, driver income protections, and a genuine accessible service requirement. In summary, we again applaud the Council for all its work on

ensuring that all businesses transporting passengers for hire in this City provide safe, reliable service and protect the public and their drivers.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Peter Mazer", with a long horizontal flourish extending to the right.

Peter M. Mazer

General Counsel



Testimony of Bella Stines
Fast Food Justice

FOR THE RECORD

Good morning. My name is Bella Stines and I'm a member of Fast Food Justice. Thank you to the New York City Council, the Committee on For-Hire Vehicles, and Committee Chair Diaz for holding today's hearing and addressing the struggle of drivers in New York City.

Fast Food Justice is a nonprofit. With over 1,300 members and growing, we advocate for the interests of the 60,000 fast food workers in New York City. We'd like to thank the City Council for the new scheduling laws which are a step towards stability for workers in our chaotic industry. Knowing our schedules two weeks in advance has enabled us to plan our lives and be responsible family members. We also fought hard and won a minimum wage, so we empathize with the other low wage workers in the this city trying to make ends meet.

Yellow cab, green cab, black car, and livery drivers are crucial to this city. And until recently, drivers - a largely immigrant community of color - had been able to support themselves and their families in this industry that they've fought hard to keep stable.

With the rise of Uber and Lyft, however, drivers now face poverty because this new sector lacks necessary regulations. In the past four months, four drivers have taken their lives because of financial hardship. This is unacceptable in an industry where some drivers work 100 hours a week.

We support the legislation being heard today which would further regulate the industry and give all drivers a fair shot at supporting themselves and their families.

April 26, 2018

FOR THE RECORD

To: Reverend Ruben Diaz, Chairman and Members of this Committee

Subject: Request for Changes to the Diaz's Bills

From: The New York City Taxi drivers

We as New York City taxi drivers would like to express our deepest concern regarding the possibility that this proposal becomes a law, and the harm that this will cause our hardworking taxi drivers community. We strongly oppose this proposal.

Our taxi community at this moment is concern of the negative effects that each part of this proposal supports, and that is consider by all of you without actually considering the damages that this will cause to all of us and our families. At this moment the taxi community is at a deep downfall of our industry due to the fact that our earnings are lower than our expenses, and the demand for our industry has been affected by other platforms offering the same service at a price that disvalue our work. Our industry already has been suffering great changes throughout the last few years, and many of our taxi drivers have become ill by the stressful situations that we encounter daily. As you already know some have chosen suicide as the only solution to these problems.

This proposal will only create more harm to our taxi industry and our families for which we are pleading to your humanity, and social responsibility to postpone and seize further discussions of this proposal where it can be subject to any approval that will make it into a law. If this where to happen this will only bring more poverty, illness, and debts to many families in our taxi community which will harm our city and the our economy deeply, also this can increase the amount of suicides in the taxi community as a results of the debts and struggles we will face in order to support our families as we had before.

Think of all the areas and businesses of our city that will be affected if the taxi industry is destroy as will happen if this proposal is approve and becomes a law. We trusted and believed in you and your desire to help our taxi community, and we hope that you postpone this proposal until further revisions, and changes are made to it for the benefit of the taxi community not the destruction of our jobs.

We await with hope for an answer that will calm and bring back the faith that we have in this committee that was created with purpose of helping the taxi community.

Sincerely,

The New York City Taxi Drivers Community

Copies Sent to:
Mayor Bill De Blasio
Commissioner Meera Joshi
NYC Public Advocate Letitia James
News Media/ News Papers
All NYC Taxi Organizations

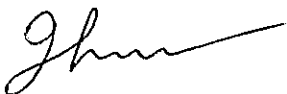
Inder Parmar
Inderparmar546@yahoo.com
516 424 1726

My name is Inder Parmar and I have been an Uber driver since 2013, I still am an Uber driver and don't want Uber to go away. I enjoy working 60 to 70 hours a week, because of it I am able to provide good food and shelter to my family. However if Uber continues dropping prices drivers incomes will continue to decrease. Drivers' incomes have decreased 50% in the last 3 years from \$2.60 a mile to \$1.25 a mile. We as a drivers need help from all lawmakers, including TLC, to make all laws consistent and applicable for black car and yellow car drivers. When we, Uber Drivers and other taxi company drivers, ask for our law or our rights TLC states they are only a licensing agency that has no control over Uber or any other app company.

We request you for laws to be put in place to help regulate these app companies, such as Uber, otherwise they will continue to exploit us drivers. Laws have been put in place throughout history to protect the labor class and we request for this to occur again. We need you, our lawmakers, to protect the drivers. These app companies are giving jobs to drivers, we do the job successfully, but once the job is completed we receive \$0. The companies claim that the credit card provided for the fare was not a valid card. This is not fair to the driver; we don't have the customer's name, phone number, credit card number, or any of that information to validate if the card is theirs. We are simply doing the job we are told to do. These companies are making billions of dollars due to us drivers yet we are not fairly compensated and being mistreated.

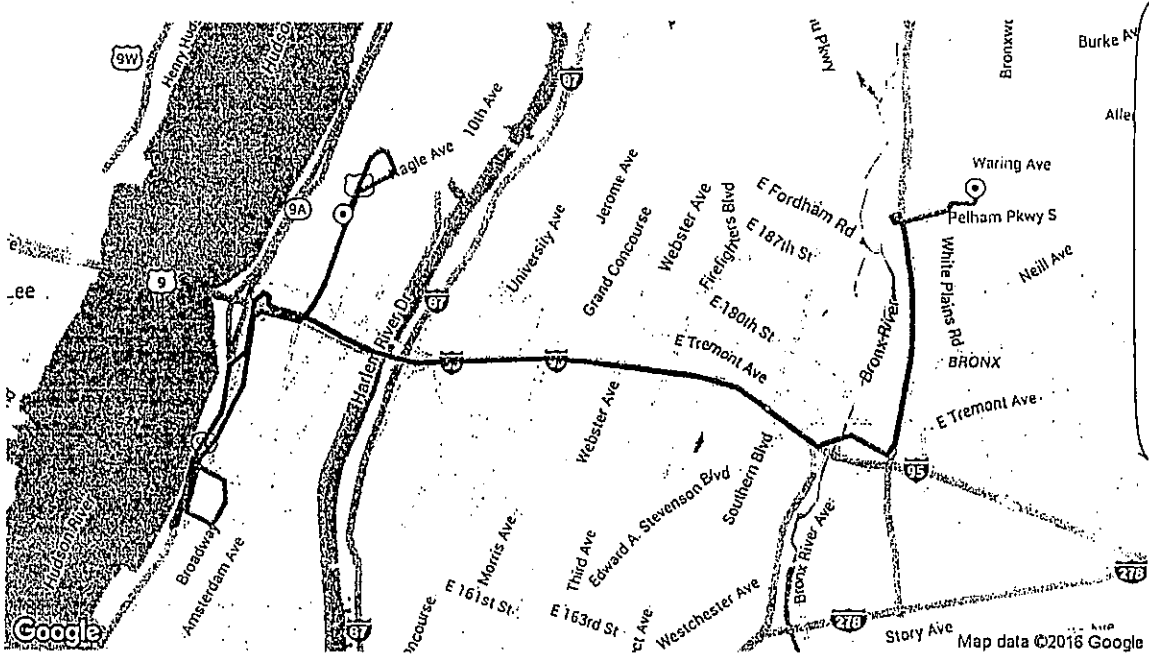
We request you to put in place laws that protect drivers from these app companies' schemes. We should be compensated fairly and not be penalized due to these companies constant changing work agreements. We need laws consistent to those of yellow car drivers; we need to ensure we are fairly compensated and treated.

Thank you!





- 783 Pelham Pkwy N Bronx NY
- United States



THURSDAY, 06/16

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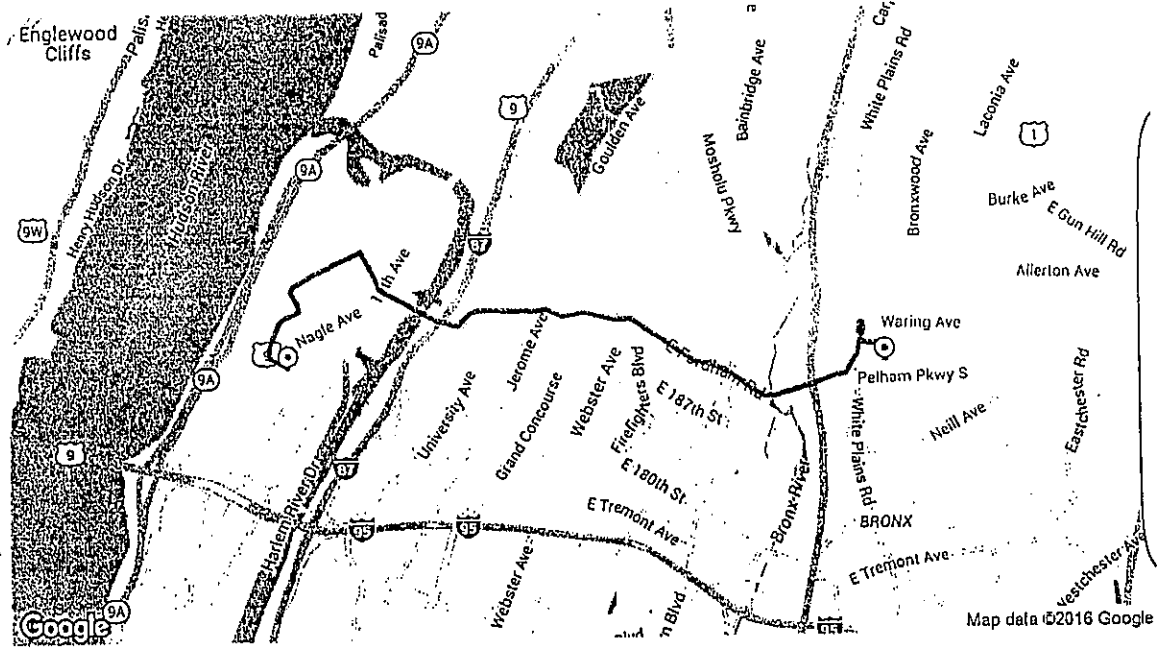
TRIP EARNINGS

Estimated Payout

\$0.00

53 min
DURATION

11.6 mi
DISTANCE



FRIDAY, 06/17

\$0.00

TRIP EARNINGS

Estimated Payout

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51 min
DURATION

4.9 mi
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Help

TAXICAB SERVICE ASSOCIATION

Testimony before the Committee on For-Hire Vehicles of the City Council

City Hall, April 30, 2018

Good morning Chairman Diaz and Council members,

My name is David Pollack representing taxi credit unions. We have all but been forgotten in these trying times. We believe the proposed legislation is a strong positive message to the world. The New York City Taxi & Limousine Commission has done their job, but they take direction from the city council.

On behalf of taxi credit unions, we thank you Council member Diaz for demonstrating the leadership needed to reinforce confidence in the NYC medallion market. The initial financial partnership between thousands of immigrant medallion owners and NYC has been disregarded by a lack of effective legislation by city government, until today.

Taxi Credit Unions believed in New York City and have always supported each medallion auction which allowed an immigrant driver to become a medallion owner and part of the American Dream. That said, the council let a new industry run amuck without legislation to protect credit union members who are also New York City's financial partners, the medallion owners. Today, that all ends as the government finally has positive direction for the yellow taxi industry.

Today, taxi drivers are earning less, today we have clogged streets, today poisons fill the air, all stemming from the thousands of uncapped For Hire Vehicles being registered monthly in NYC. When an app company reduces prices below the regulated yellow taxi rate of fare, as they probably will, and when the new congestion pricing surcharges apply, drivers in all segments will earn less.

Therefore, the TSA supports setting a minimum rate of fare that cannot be reduced when the new surcharge begins in January. The TSA also supports your mandate for only legitimate fares from bases for each vehicle. We applaud the waiver of fees for accessible taxi and FHV vehicles, and most certainly support a moratorium on issuing new FHV licenses. Finally, we support all the proposed legislation before you today because each Intro is for the people, by the people, and written in the same light as credit unions; Credit Unions started by the people and are for the people.

Council members and council staff, we urge you to do the right thing and support the proposed legislation for the people who have partnered with New York City government; the small business medallion owners, the drivers, the taxi credit unions, all of whom are your partners.

New York City Council For Hire Vehicle Committee Hearing
April 30, 2018

Good morning Chairman Diaz, Mr. Lynn, Councilmembers. My name is Carolyn Protz. I am an individual medallion owner. I strongly support these bills being presented today.

It's been said that it takes a village to solve a problem.

Sometimes it takes one man, in a cowboy hat, together with his able counsel to bring order to the chaos that we have been experiencing within the for hire industry.

Let's consider a scenario of what will occur if we do nothing.

More suicides. Doug Schifter, a livery driver who took his own life in February, loved his work and earned over 100 thousand dollars a year up until 2012. Nicanor Ochisor, a yellow cab owner driver, worked hard, made a good living and felt secure thinking that he was paying off an investment that would atleast remain stable in value and perhaps even appreciate, committed suicide last month. These men were not mentally ill. Their acts were an extreme but rational response to an impossible situation. A situation that you, the City Council, cannot and should not allow to continue.

To understand why this happened, let's go back to 2012, before the invasion of a multinational, multi billion dollar corporation, funded with venture capital, whose main interest is destroying anything and everyone in its way. Since the app companies derive their income from a percentage of every trip, there is no incentive for them to support a

reduction in vehicles. Since 2012 the number of vehicles has increased from 40,000 to 120,000. There has been no such increase in rider demand. The pie is being cut up into more and more pieces. The decline in driver earnings was inevitable.

What are the additional consequences, or as the policy wonks like to call them, the negative externalities? Take your pick, all bad, congestion, which Andy Byford of the MTA has said is so bad that we are approaching total gridlock, pollution, crashes (up 620% within the black car sector comparing monthly numbers from 2014 to 2018), decline of revenue to NYC taxpayers, discouragement of the use of public transportation.

We are at a point now, that like 1937, when action by city government was called for due to the oversupply of for hire vehicles. This legislation addresses these problems head on and I strongly support it. I think we all agree that there are way too many cars on the road and that the numbers must be reduced. Whatever legislation you pass, and people will disagree on the best course to accomplish that goal, that is the outcome we all, medallion owners, black, green and livery drivers want. Less vehicles on the road.

**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: _____

(PLEASE PRINT)

Name: Kassandra Bever-Desir

Address: Committee for Taxi Safety

I represent: _____

Address: _____

**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: _____

(PLEASE PRINT)

Name: Inder Parmar

Address: _____

I represent: NY Taxi Workers Alliance

Address: _____

**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: _____

Name: WARREN (PLEASE PRINT) PRASICY

Address: 341 BROWN ST

I represent: _____

Address: _____

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

**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: _____

(PLEASE PRINT)
Name: Nino Hervias

Address: _____

I represent: United Westland

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 438 Res. No. _____
 in favor in opposition

Date: 4/30/18

(PLEASE PRINT)
Name: Jose Alfamirano

Address: 220 E 116 St NY NY 10029

I represent: Livery Base Owners

Address: 220 E 116 St NY NY 10029

**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: 4-30-18

(PLEASE PRINT)
Name: Mr. JEAN-PAUL F.

Address: 326 EAST 8th Street Brooklyn, NY 11218

I represent: Queens Medallions

Address: LI City, NY.

**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: 4/30

(PLEASE PRINT)

Name: Edith Prentiss / Taxi For ALL

Address: 739W 186 St 4E

I represent: Taxi For ALL Campaign / D.A.

Address: 739W 186 St 4E, NYC 10033

**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: 4/30/18

(PLEASE PRINT)

Name: Marlene Pineda

Address: 70-07 69 St Glendale N.Y.

I represent: TDG

Address: _____

**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: _____

(PLEASE PRINT)

Name: _____

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Michele DOTTI

Address: 240 MacDougal St.

I represent: Driver FHR

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/18

(PLEASE PRINT)

Name: DEBRA MONTE

Address: 30 NORTHVIEW CT S1 NY 10301

I represent: IDG

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 04/30/18

(PLEASE PRINT)

Name: Louie T. Rojas

Address: 70 New Ln Apt 200 Staten Is NY

I represent: TDC

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. ALL Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)
Name: DAVID POLLACK

Address: _____

I represent: TAXI Credit Unions - TSA

Address: 131 West 33rd St, NYC.

**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: _____

(PLEASE PRINT)
Name: Richard Lioy

Address: TMODA

I represent: _____

Address: _____

**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: _____

(PLEASE PRINT)
Name: Valerie Joseph

Address: _____

I represent: BCID

Address: _____

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 04-30-18
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Nina Godashi

Address: I represent my self

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____
 in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: David Beier

Address: _____

I represent: Committee of Taxi Industry

Address: _____

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: _____

(PLEASE PRINT)

Name: Bhairavi Desai

Address: 120 Erskine Place # 14D BRONX

I represent: New York Taxi Workers Alliance

Address: 3510 37th Ave. LIC, NY 11101

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

**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: _____

(PLEASE PRINT)

Name: Zubin Solaimany

Address: _____

I represent: New York Taxi Workers Alliance

Address: _____

**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: _____

(PLEASE PRINT)

Name: Abraham Lobe

Address: _____

I represent: New York Taxi Workers Alliance

Address: _____

**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: _____

(PLEASE PRINT)

Name: SALBOU SIDIBE

Address: 537 TINTON AVE #22

I represent: TAXI WORKER ALLIANCE

Address: 31-10 37 AVE LIC

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

**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: _____

(PLEASE PRINT)

Name: Wasem Nasir

Address: 77 Spartan Ave

I represent: NYTWA

Address: _____

**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: _____

(PLEASE PRINT)

Name: JOHN MOREIRA

Address: 344 STARR ST

I represent: DRIVER / LBO

Address: _____

**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: _____

(PLEASE PRINT)

Name: TLC Commissioner Meera Joshi

Address: _____

I represent: TLC

Address: 33 Beaver St

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

**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: _____

(PLEASE PRINT)

Name: TAMARA VISHNYAKOVA

Address: 2727 Ocean Pkwy 1

I represent: Taxi owners

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. 83
 in favor in opposition

Date: 4/30/18

(PLEASE PRINT)

Name: NINO HERVIA

Address: New Jersey

I represent: TMODA

Address: New Jersey

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____
 in favor in opposition

Date: 4/30/18

(PLEASE PRINT)

Name: James Coniglian, President

Address: _____

I represent: Independent Drivers Guild

Address: _____

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: _____

(PLEASE PRINT)

Name: NICOLAE HENT

Address: 60-08 79th St

I represent: Medalion owner TMOJ

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 748 Res. No. _____
 in favor in opposition

Date: 4/30/2017

(PLEASE PRINT)

Name: PETER M. MAZER

Address: 39-24 24th St LIC, NY 11101

I represent: METROPOLITAN TAXICAB BOARD OF TRADE

Address: SAME

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: 04-30-2018

(PLEASE PRINT)

Name: NAGY EDRISSE

Address: 7401 Ridge Blvd. SB

I represent: BKlyn NY 11209

Address: _____

**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: 04-30-18

(PLEASE PRINT)

Name: HARJUL SIAH

Address: 1451 OVERLOOK ST #18C Bx, NY

I represent: Medallion owner

Address: _____

**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: 4/30/18

(PLEASE PRINT)

Name: Michael Simon

Address: 327 3rd ave #313

I represent: Myself - Medallion owner

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/19:27

(PLEASE PRINT)

Name: XU HUA RUAN

Address: 1369 65 ST #3D

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

838

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

in favor in opposition

Date: 4/30/18

(PLEASE PRINT)

Name: CLIFF ADLER

Address: 215 W. 94 ST NYC.

I represent: SELF

Address: _____

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: 04-30-18

(PLEASE PRINT)

Name: MOHAMMAD G SHAHIM

Address: 2023 CHATTERTON AVE

I represent: Medallion owner

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. ~~838~~ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Bernardo Celerino

Address: 6051 96th St 2F

I represent: Independent med owner

Address: _____

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

**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: 4/30/18

(PLEASE PRINT)

Name: CAROLYN PROTZ

Address: 649 E 14th ST NY NY

I represent: TMODA

Address: _____

**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: 04/30/2018

(PLEASE PRINT)

Name: Izziah Hudson Izziah

Address: 84th 162nd Av

I represent: IDG

Address: 84th 162nd Av

**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: 4-30-2018

(PLEASE PRINT)

Name: Jean RYAN

Address: 646 7th St pansies007@gmail.com

I represent: Disabled IN ACTION & TAXIS FOR ALL

Address: _____

**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: _____

(PLEASE PRINT)

Name: Gloria Guerra

Address: 58-27 263 St

I represent: TMODA NIÑO

Address: _____

**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: 4/30/18

(PLEASE PRINT)

Name: NIÑO ~~HERNAN~~ HERVIAS

Address: _____

I represent: TMODA

Address: _____

**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: _____

(PLEASE PRINT)

Name: Ed. M. Prentiss

Address: _____

I represent: Disability w/Adm/Taxi Brd

Address: _____

**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: _____

(PLEASE PRINT)

Name: Joe Rappaport

Address: _____

I represent: Disab. by w Act / Taxes for

Address: _____

**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: _____

(PLEASE PRINT)

Name: Jan Ryal

Address: _____

I represent: Disability w Act

Address: _____

**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: _____

(PLEASE PRINT)

Name: _____

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/18

(PLEASE PRINT)

Name: Tina Sears

Address: 341 West 51st, NY 10019

I represent: "The People"

Address: "

**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: 4/30/2018

(PLEASE PRINT)

Name: JOSE A. RODRIGUEZ

Address: 208 WEST 149 ST APT-1D NY

I represent: CET Y TAXI DRIVER DEFENSE

Address: GROUP

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: MICHELE DOTTIN

Address: 456 Johnson Ave Brooklyn NY

I represent: Independent Drivers Guild

Address: "

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: Liz Shepherd

Address: 456 Johnson Ave. BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: Debra Monte

Address: 456 Johnson Ave. BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: Seignfried Espinoza

Address: 456 Johnson Ave. BK

I represent: INDEPENDENT DRIVERS GUILD

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: Martene Pinedo

Address: 456 Johnson Ave. BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: MARC LOPEZ

Address: 456 Johnson Ave. BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: ANSAR ALI

Address: 456 Johnson Ave. BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: TINA RAVENEAU-Gregg

Address: 490 Johnson Ave. BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: HANUNG CHEN

Address: 450 Johnson Ave BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: AZIZ BAH

Address: 450 Johnson Ave BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Johan Nijman

Address: 457 Johnson Ave. BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: DAVID WALKER

Address: 457 Johnson Ave. BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: MARIUS STORA

Address: 457 Johnson Ave. BK

I represent: Independent Drivers Guild

Address: " "

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: Alex Tocaciu

Address: 456 Johnson Ave. BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Alex Harosi

Address: 456 Johnson Ave BK

I represent: Independent Drivers Guild

Address: " "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: William Rabess

Address: 456 Johnson Ave. BK

I represent: Independence Drivers Guild

Address: " "

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

**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: _____

(PLEASE PRINT)

Name: Hector Germano

Address: 355 E 184th St. Apt. 619, Bronx, NY

I represent: Union de Taxistas de New York (UTAN)

Address: New York

**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: 4/30/18

(PLEASE PRINT)

Name: Carlos Pérez

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. 838
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Shahzad Malik

Address: 98-15 Horace Harding Expressway 4F Corona NY 11368

I represent: FHV DRIVERS

Address: _____

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

**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: 4-30-17

(PLEASE PRINT)

Name: INDER PAR MAR

Address: 546 N 5TH ST. N.Y.P. NY. 11040

I represent: DRIVER

Address: _____

**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: 4/30/2018

(PLEASE PRINT)

Name: Stefried

Address: _____

I represent: Drivers Union IDG

Address: _____

**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: 4/30

(PLEASE PRINT)

Name: ADALGISA PAYERO

Address: _____

I represent: Tax Drivers of NYC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 855 Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Valerie Joseph

Address: 27 Smith St.

I represent: Brooklyn Center for Independence

Address: 27 Smith St 06 The Disabled - Taxes For
Brooklyn, N.Y. All Companies

**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: _____

(PLEASE PRINT)

Name: Priscilla Montano

Address: 18033 Krome Ave

I represent: IDG FHV Driver + District 27

Address: _____

**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: _____

(PLEASE PRINT)

Name: Efrain Gonzalez III

Address: _____

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 838 / Res. No. _____

in favor in opposition

Date: 04-30-18

(PLEASE PRINT)

Name: MUHAMMAD BARIAS

Address: 137 AVE F, BAYONNE, NJ 07002

I represent: IDG

Address: 456 JOHNSON AVE BROOKLY, NY 11237

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: 4/30/2018

(PLEASE PRINT)

Name: Tina Raveneau

Address: 332 Rogers Ave Apt F17, Brooklyn NY

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Sohail Kana

Address: 456 Johnson Ave

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 838 Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Eliczer Colton

Address: _____

I represent: _____

Address: _____

**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: _____

Name: Lucius Riccio (PLEASE PRINT)

Address: 315 E 69th St. NY NY 10021

I represent: Myself (former DOT Commissioner)

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1102 Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Nicole Epstein

Address: 1399 Franklin Ave. Garden City Suite 210

I represent: NYeta - New Yorkers for Equal Transportation access

Address: 1399 Franklin

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