

(RICH)

Good morning, and thank you for having us here today, especially committee Chair Brooks-Powers. We appreciate the opportunity to be back here with you all. I'm Richard Davey, President of New York City Transit. I'm joined today by MTA Deputy CFO Jai Patel, MTA Bridges and Tunnels COO Dr. Allison L. C. de Cerreño, who is also our project executive for the Central Business District Tolling Program, and Will Schwartz, Deputy Chief of Government and Community Relations for the MTA. I apologize in advance for going a bit long today, but there's much to report since we have last been before you.

I was last here in March to discuss our budget, and in a few short months the MTA's situation has changed dramatically for the better. The enacted FY 2024 state budget included a framework for long-term, stable funding for the MTA for years to come. Chairman Lieber, myself, and the entire leadership team at MTA are extremely grateful to Governor Hochul and the Legislature for their bold leadership on addressing the MTA's fiscal cliff. Not only did they choose to address it head-on, but this was also not the typical one-shot solution that has been deployed to resolve prior fiscal crises.

At our July board meeting, we presented the July Financial Plan showing – for the first time in anyone's recollection at MTA – five straight years of balanced budgets through 2027. All our operating agencies – my friends at the commuter railroads included – are now crushing ridership records. I'm incredibly proud that the subways have carried 4+ million riders a day several times now. Buses are holding strong, and paratransit is even exceeding its pre-COVID ridership totals. This is key because continued gains in paid ridership is vital to the financial plan becoming a reality.

I want to quickly pass it to Jai Patel, MTA's Deputy CFO, to walk through the details of the enacted state budget as it relates to the MTA's funding:

(JAI)

Thanks, Rich. As mentioned, since the state's FY 2024 budget was enacted in May of this year, the MTA's finances are in a dramatically better state than they were when we presented the February Financial Plan to the MTA Board.

Key elements of the funding package include:

- An increase in the Payroll Mobility Tax, paid for by City employers, that will generate approximately \$1.1 billion in recurring revenue;
- A one-shot appropriation of \$300 million in 2023, paid for by the State of New York;
- An increased contribution from our partners, the City of New York, on paratransit. Under the new framework, the City will cover 80% of the cost, up from 50%, or approximately \$165 million over the next few years;
- 100% of the downstate casino licenses when they are awarded, up to three total worth around \$500 million each. And either 50% or 40% of the recurring tax revenues from these casinos will be dedicated to the MTA, depending on whether they are located within the five boroughs or one of the downstate suburban counties;
- \$65 million is earmarked to bring the planned biennial fare increase down to our standard 4%, rather than the 5.5% that was under consideration as part of our 2023 budget when it was adopted in December 2022.

Lest you think the MTA is getting off easy in this plan – the final funding plan in the budget calls on our operating agencies to deliver \$400 million in recurring savings starting in 2024. Rich and his team are already delivering for efficiencies at NYC Transit, while Cathy Rinaldi is doing the same at LIRR and Metro-North. Furthermore, we are challenging the agencies to do more, hoping to push the \$400 million in annual savings to \$500 million in the out-years of the financial plan.

The MTA's finances are on stable ground and includes the largest labor contract for TWU Local 100 ever negotiated, having been ratified earlier this summer. This contract sets the pattern for our other bargaining units. This is an important piece of the financial plan, and we were pleased to achieve a good contract for the largest bargaining unit at the MTA in good faith.

Rich, I'll pass it back to you to discuss some other good news out of the enacted budget.

(RICH)

Thanks, Jai.

I was beyond excited that the enacted state budget didn't just address the fiscal cliff, it invested in more transit! Thanks to a \$35 million investment in the budget, we're going to be increasing subway service in the off-peak hours, mid days, early evenings, and weekends. These are periods of time that are seeing the strongest ridership recovery, particularly as New Yorkers redefine the "9 to 5 commute". This is underway already as we've rolled out increased service on the G, J, M, 1, and 6 lines with more to come.

Also, as a part of the state's budget, we're also going to study the impact of fare-free buses through a limited pilot of one route in each borough. The five routes were selected in conformity with the legislation included in the budget requiring the pilot and will allow us to really learn the impacts of this concept. The pilot will launch on the Bx18 A/B, B60, M116, Q4 LCL/LTD, and the S46/96 later next month.

Finally, from the state budget, I'm especially excited about a provision to expand authorization for automated bus cameras, so we can build on the successes of our ABLE program, which helps keep non-buses out of our bus lanes. Under this new authorization, the MTA and our partners at NYC DOT will be able to enforce "bus related traffic violations" such as double parking and illegal parking at bus stops. I want to thank Chair Brooks-Powers for your support on this issue. That 34 members of the Council voiced their support for this legislation to be included was instrumental. Your constituents and our customers appreciate your advocacy.

While not directly resulting from the budget, once we knew we were on stable footing financially, we were finally able to advance the long-awaited second phase of our wildly popular E-Hail On-Demand paratransit pilot under the leadership of Chris Pangilinan and his team. We are proud to be tripling the number of participants in the pilot for nearly the exact same budget. We look forward to seeing how this program works with real parameters in place and with a more representative sample of our Access A Ride user base.

I mentioned earlier that ridership is growing, and in addition, we are setting a new standard for service for New Yorkers. For the first six months of 2023, Subways averaged over 84% weekday on-time performance. That's best six months we've seen since early 2012. Buses are at 84.7%, and paratransit is doing even better, with 96% of broker trips and 97% of primary carrier service trips completed on time.

We've also come a long way on safety. The collaborative "Cops, cameras, and care" program put forward by the Governor and Mayor has made a real difference in keeping customers and transit workers safe and holding those who commit crimes underground accountable. And thanks to our partnership with the NYPD Transit Bureau, crime underground is down 4.4% year to date, while ridership continues to rise. It's important to all of us that people feel safe using the system.

On-time performance, safety, and cleanliness are paramount for my team and me. That's because these are the things our customers, and your constituents, truly care about. Customer Satisfaction is my North Star. Faster, Cleaner, Safer is the motto - which is why in addition to our efforts on service, we're adding 800 station and car cleaners. Brand new Customer Service Centers have opened at 12 locations systemwide, with more on the way. Our station agents have come out of the booth and are now assisting customers throughout the station environment. That initiative was born out of New York City Transit's mandate to put customers first. Dozens of stations are getting a refresh through the Station Re-NEW-ation program. We are on track to complete 60 of these Re-NEW-ations by the end of this year and given that they leverage existing work shutdowns, our customers won't feel any additional pain. I'm also pleased to report that we've reopened 100 bathrooms at 50 subway stations, with bathrooms at 5 more stations opening back up this month.

Finally, as you know, we are moving full steam ahead on congestion pricing. Having completed the federally mandated Environmental Assessment for the Central Business District Tolling Program the infrastructure is being installed as we speak, and the Traffic Mobility Review Board has begun meeting (as they will again later today for the second time) to continue working towards their statutorily guided process which will make formal recommendations to the TBTA board for the program's framework.

As President of NYC Transit, I say with enthusiasm that we need congestion pricing, and we need it now. Not just to reduce the insane gridlock that slows our buses, emergency vehicles, and our paratransit vehicles, but also to improve public health, meet the State's ambitious climate goals, and – most importantly – fund the MTA's historic 2020-2024 Capital Program. The money raised from congestion pricing is going to help pay for much-needed upgrades that are going to bring the transit system into the 21st century, from accessible stations to new rolling stock, like our brand new R211 subway cars. These cutting-edge subway cars are replacing fifty-year-old trains currently running on the A and C lines, and I'm thrilled to share with you that our fourth R211 set just hit the rails this week. Congestion pricing will allow for more system improvements like this in the future. So, we're very excited to be taking this next step in the approval process.

Before I conclude, I want to take a moment to voice both my personal appreciation (and the MTA's as well) for the Mayor and the Speaker and this Council for the increased funding for the Fair Fares program in the enacted City Budget. Chair Brooks-Powers I know how hard you and your colleagues pushed for more, and we continue to support increasing the eligibility threshold to 200% of the federal poverty line. But progress is progress, and we applaud you for prioritizing Fair Fares in this budget.

As we at the MTA look at ways to curb fare evasion, the first step should be to ensure that for anyone who truly cannot afford the fare, help is available. MTA offers our own discounts for disabled and elderly customers, but the City's Fair Fares program has been a vital lifeline for those who qualify. We've begun inviting Fair Fares staff to attend our Transit Talks, and we're also piloting some satellite office hours at our new customer service centers.

I am proud to share that the Department of Buses and the MTA Customer team have been busy on the streets over the last two weeks by engaging directly with bus customers, meeting with over 25,000 riders at bus stops and sharing information on how to ride transit for reduced fares through the Reduced-Fare or Fair Fares programs, along with the importance of fare compliance, we are making progress on our commitment to reduce fare evasion. A huge thank you to the members of our Eagle Team, who are critical to supporting this historic expansion of bus fare payment

enforcement and education to local bus services, in addition to their pre-existing role on SBS routes.

We need all hands-on deck at this watershed moment for mass transit and the region, and we're determined to deliver for New Yorkers. Thank you again for having me. We're now happy to take your questions.



THE CITY OF NEW YORK
OFFICE OF THE COMPTROLLER
BRAD LANDER

**Testimony before the New York City Council
Committee on Transportation and Infrastructure
Congestion Pricing Hearing**

August 17, 2023

On behalf of the NYC Comptroller's Office, thank you to the Committee on Transportation and Infrastructure for convening this hearing and for the opportunity to provide testimony on congestion pricing in New York City. As the Chief Fiscal Officer of the City of New York, the NYC Comptroller works to promote the financial health and long-term well-being of the city to help secure a thriving future for all New Yorkers. The MTA's upcoming Central Business District Tolling Program is a rare example of a policy capable of generating essential revenue for our city's infrastructure while delivering measurable climate, safety, and quality-of-life benefits for the region.

Fourteen years after legislation authorizing congestion pricing was first introduced in Albany, our mass transit system's capital and expansion needs have only grown. While state legislation addressed the MTA's immediate operating deficit, the agency's capital program contains billions of dollars' worth of unfunded or underfunded initiatives. Without a dedicated funding source, critical projects including modernizing subway signals, installing elevators and accessibility upgrades in stations, and extending transit lines cannot move forward. These projects are essential to better serve the system's 4 million daily riders while attracting new ones. Revenue from fares alone cannot fairly or sustainably cover these costs, especially considering that subway ridership is up to just 70% of pre-2020 levels as of summer 2023.

While transit ridership remains impacted by pandemic-era travel patterns, the daily volume of vehicle traffic into Manhattan regularly exceeds 2019 levels. Traffic levels on bridges and tunnels managed by MTA rebounded years ago and are consistently between 98% to 110% of a comparable pre-pandemic day. This situation comes at a high cost to New Yorkers, with over 100,000 crashes occurring on city streets on an annual basis. 112 people have already lost their lives during the first six months of 2023. Passenger cars and trucks emitted over 13 million tons of carbon dioxide into the air in 2021, and account for approximately 25% of the greenhouse gases produced in the city. The high volume of vehicles traveling into New York City also produces respiratory and cardiovascular disease-causing particulate matter and ozone.

All the tolling scenarios studied by the MTA as part of an extensive environmental assessment (EA) process projected benefits not just in lower and midtown Manhattan, but throughout New York City. The recently approved EA found that the program will meet its stated goals of reducing congestion, improving air quality, boosting transit ridership, and improving bus service. Notably, the EA also estimated that the Bronx could see a small (2.5%) increase in truck traffic after the implementation of congestion pricing. Our office supports the MTA's proposal to invest \$130 million per year to electrify trucks, expand green space and parks in environmental justice neighborhoods, and shift freight traffic to overnight hours. We also support the MTA's proposal to monitor traffic and air

quality impacts in real-time at specific intersections, roadway segments, and subway entrances. This framework will help monitor the tolling program's impacts on local neighborhoods and swiftly mitigate any adverse impacts.

To be clear, the equity benefits of congestion pricing vastly outweigh any potential adverse impacts. Congestion pricing will raise \$1 billion annually, and support \$15 billion in capital upgrades and state-of-good-repair to our transit system. These funds will pay for long-overdue improvements to our transit system, including modernizing subway signals to enable more frequent, reliable service, installing elevators to make hundreds of subway stations accessible, and expanding the system to bring service to new areas. These improvements will directly benefit the 55% of New York City households who do not own a vehicle, and reverse a decades-long pattern of disinvestment in the subways and buses on which a majority of residents continue to rely.

The MTA must now adopt a final tolling plan. Our office has repeatedly called on the state's Traffic Mobility Review Board (TMRB) and MTA to put forward a tolling plan that maximizes the traffic and mobility impacts of congestion pricing and swiftly implement the program. Following well over a decade of delay, it is imperative that congestion pricing finally begins by 2024. New York City's future depends on a world-class transit system that reliably and efficiently serves its riders. The CBD Tolling Program will not only help revitalize our beleaguered transit system but do so while reducing gridlock and pollution on our streets. We urge members of the City Council to join us in support of this critical initiative.

Thank you for your consideration of our testimony.



JUMAANE D. WILLIAMS

**TESTIMONY OF PUBLIC ADVOCATE JUMAANE D. WILLIAMS
TO THE NEW YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
AUGUST 17, 2023**

Good morning,

My name is Jumaane D. Williams and I am the Public Advocate for the City of New York. I would like to thank Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure for holding this hearing.

In June of 2023, the final federal hurdle in the implementation of congestion pricing in New York City was cleared, marking the first time in the United States that a congestion pricing program is set to become reality.¹ For years, NYC has been ranked as one of the most congested and traffic-clogged American cities.² Per the program, drivers would be charged a fee to enter Manhattan south of 60th street, one of the world's busiest commercial districts. The fee has yet to be set and will be determined by the MTA, which is overseeing the tolling program, which is also anticipated to generate \$1 billion annually for MTA capital projects. Congestion pricing, which is slated to begin next year, aims to reduce traffic and pollution, and provide much-needed transit improvements. I am in support of these goals, and want to emphasize that the pursuit of these outcomes should not be at the expense of others. I urge the Traffic Mobility Review Board to be conscientious of ongoing concerns raised by workers who rely on their vehicles, low-income drivers, residents and businesses within the Central Business District Tolling Zone, and neighbors of the surrounding communities.

Should congestion pricing move forward without discounts or exemptions, there will be a disproportionate financial burden on taxi, for-hire vehicles, Uber, and Lyft drivers. Without discounts, we may see fare increases and a decrease in demand for taxis and for-hire rides. For rideshare drivers, the Review Board should find a way to ensure that rideshare companies are responsible for the fees, not the individual drivers, and the fee should not be the full proposed \$23 nor should drivers be tolled for multiple trips. Furthermore, low-income drivers, who may live in transit deserts and rely on their vehicles as a result, should also benefit from discounts and a limited number of tolls. It is my understanding that the MTA has already conducted studies and assessments on these proposals,³ and it is my hope that they follow through to mitigate negative impacts to low-income and working class New Yorkers.

Additionally, another concern relates to unintended consequences for residents and businesses within the tolling zone as well as the surrounding communities. Small businesses in the tolling zone have

¹ <https://www.nytimes.com/2023/06/26/nyregion/nyc-congestion-pricing.html>

² <https://www.nbcnewyork.com/news/local/nyc-ranks-as-the-city-with-worst-traffic-congestion-in-the-u-s-study-finds/3438472/>

³ <https://nyc.streetsblog.org/2023/05/09/mta-will-offer-congestion-pricing-discounts-for-low-income-frequent-drivers>



JUMAANE D. WILLIAMS

shared worries that congestion pricing may lead to lower foot traffic, and freights and deliveries may potentially be impacted. I am a proponent of utilizing public transit where applicable, but as we know transit access is not equitable across the city, thus cars may be one of the only means of transportation for some. There are also environmental concerns in regards to diverted traffic from congestion pricing; in particular, I think of low-income communities of more color that may see greater traffic pollution in response to drivers finding alternative routes throughout the city.⁴ They may end up parking in these neighborhoods and take up additional parking spaces which may lead to greater traffic build-up. Places like Northern Manhattan and the South Bronx, who have the highest death and disease rates of asthma in the country,⁵ do not need to bear the brunt of more pollution. While congestion pricing is ultimately moving forward with the goal of improving environmental outcomes, we must ensure that it does not end up becoming merely a redirection of existing traffic pollution.

I hope the Traffic Mobility Review Board, the MTA, and the DOT keep all the aforementioned concerns in mind and collectively devise and implement a congestion pricing program that is equitable across the board, mitigates financial burden on NYC's working class and communities of more color, and improves environmental outcomes. Every New Yorker deserves a chance to live, work, and play in the city we call home, and that includes improving transportation access and outcomes for all.

Thank you.

⁴ <https://www.nytimes.com/2022/09/12/nyregion/nyc-congestion-pricing-manhattan-bronx.html>

⁵ <https://www.publichealth.columbia.edu/research/centers/columbia-center-childrens-environmental-health/our-research/health-effects/asthma>.

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OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

ANTONIO REYNOSO

Brooklyn Borough President

**City Council Committee on Transportation & Infrastructure
August 17, 2023 Oversight Hearing on Congestion Pricing and the MTA's Fiscal Future**

Good morning, Chair Brooks-Powers and members of the Committee and thank you for holding this hearing today on this extremely important issue. Congestion pricing has been a long time coming – nearly 15 years – and I'm very happy to see it finally moving forward.

If we do it together and do it right, congestion pricing is set to be a win-win-win for our economy, environment, and people. It will boost our public transit, clean up our air, and make our streets safer. And we need it now. Soaring rates of car ownership and the dire fiscal needs of the MTA require urgency.

But we cannot let urgency and spurious lawsuits get in the way of doing this right. We need a fair approach, which means a fee structure that provides as few exemptions as possible. In other words: a broad base, coupled with a toll rate that does not disproportionately burden non-exempt drivers.

We need to take seriously our responsibility to improving public health and addressing climate change by removing as many cars from our streets as possible. The vast majority of New Yorkers stand to benefit from essential investments to our transit system, such as improved signaling to make trains faster and more reliable and installing new elevators to make more stations ADA-accessible. New York is a transit, walking, and cycling city. Of our over 8 million residents, only 5,200 New Yorkers both live more than a half-mile from transit and commute into the congestion zone by car. The revenue from congestion pricing will help improve transit in the outer boroughs and move us closer to a future where all New Yorkers live close to reliable transit.

We need to eliminate the potential for 'toll shopping' by equalizing fee structures across all crossings. Crossing the East River should not be the cheapest way for polluting and dangerous trucks and cars without a local destination to travel across our region. The Brooklyn, Manhattan, and Williamsburg bridges should be priced on par with the Verrazzano and Tri-borough bridges, so that through-traffic no longer burdens environmental justice communities in Brooklyn and Lower Manhattan.

And of course, we need to talk about our neighbors in the South Bronx. One of the most important outcomes of congestion pricing is reducing air pollution across our city, and we need to recognize that the Environmental Assessment identifies potential risks of truck emission increases for the South Bronx. This is an area that already battles poor air quality, high asthma

rates, and other environmental injustices. It is vital that the MTA follows through on a substantial mitigation package that includes investments in open space, air filtration, truck electrification, and expanding DOT's off-hours truck delivery program.

In summary, for our city to continue to function, we must get people out of their cars and back onto reliable public transportation. Congestion pricing is set to be mutually beneficial for the city and region's economy, transit system, traffic reduction efforts, and overall safety and quality of life – for Brooklynites and all New Yorkers.

Thank you again for holding this hearing today. I look forward to continuing to partner with the City Council, Albany, and the MTA to make our streets healthier and deliver world-class public transportation in Brooklyn.



New York Taxi Workers Alliance

AFL-CIO, Int'l. Transport Workers' Federation

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June 21, 2023

Honorable Governor Kathy Hochul
633 Third Avenue, 38th Floor
New York, NY 10017

Dear Honorable Governor Hochul,

The New York Taxi Workers Alliance (“NYTWA”) is a membership-based organization of over 27,000 yellow cab, Uber, Lyft and green cab drivers. We write to call on the Metropolitan Transportation Authority (“MTA”) to exempt taxi service and For Hire Vehicle (“FHV”) drivers from congestion pricing in the Central Business District Tolling Program (“CBDTP”). A once-per-day fee would still have a detrimental impact on drivers, and would be the third MTA surcharge on a taxi fare and the second on trips for High-Volume For-Hire-Vehicle services like Uber and Lyft. The MTA is required by state law to “implement a plan to address credits, discounts, and/or exemptions” for taxis and for-hire vehicles, who are already subject to surcharges, while developing the CBDTP¹. The MTA must also, per federal mandates, consider the impact of any surcharge on Environmental Justice populations, which includes drivers. These legal obligations come with moral obligations, and we ask you not to fund New York City’s public transportation system on the backs of an essential workforce that is still underpaid, overworked and subject to assault and danger. Drivers and this industry have paid their fair share, and drivers hold up the private transportation half of the vast transportation network of our city. It is time for the MTA to show drivers the respect their labor and contributions command.

NYTWA members are demanding that no new congestion pricing charges come out of the incomes of taxi or FHV drivers. This means that FHV drivers themselves must be exempt, as they could otherwise end up paying the fee instead of Uber and Lyft or riders. Any fee on the FHV sector should be limited to a nominal per trip fee for Uber and Lyft, paid by riders, so that the drivers themselves do not bear any fees directly or suffer loss of trips.

Yellow cab service must be exempt entirely.

A number of elected officials who support congestion pricing have called for an exemption specifically for taxis. Yellow cabs have paid their fair share: \$0.50 on every trip since 2009, and an additional \$2.50 since 2019 for trips that originate, end, or even pass through 96th Street and below. Yellow cab garage lease drivers pay even more: on yellow cab leases, there is a sales tax where a percentage goes to the MTA. As a result, a yellow cab lease driver who doesn't own the car or medallion likely pays over \$15,000 per year from gross revenue and out-of-pocket in taxes to subsidize the MTA. And a new rider surcharge would be the third tax on fares and fourth tax

¹ *MTA Reform and Traffic Mobility Act*, codified in part at N.Y. Veh. & Traf. Law § 1704-a(4).

overall for yellow cabs, even though taxis are now less than 1% of the overall daily vehicle traffic entering the Central Business District (“CBD”), and the sector is still recovering from a decade of turmoil. Yellow cab ridership is half of what it was pre-COVID. Even though there are 33% less operating taxis in March 2023 compared to February 2020, each individual driver still had 25% less trips in March 2023 compared to pre-COVID. Yellow cab lease drivers and owner-drivers simply cannot survive further loss in trips, or afford to pay out-of-pocket. What’s more, hundreds of medallion owner-drivers are still waiting for loan relief – some with debts as high as \$800,000 – and even the thousands who have had their loans restructured under the city-backed guarantee will still have loans as high as \$170,000.

THE NEED FOR AN EXEMPTION: MTA’S PROPOSED CONGESTION SURCHARGE IMPACT ON TAXI AND FHV DRIVERS

1. Drivers are an Environmental Justice population; their lives and livelihoods must be respected.

A federal mandate requires that the MTA consider the impact of the CBD toll on “environmental justice” populations – the collective term for low-income and minority populations. The MTA explicitly found drivers to be an Environmental Justice population.²

Approximately 96 percent of yellow cab drivers are immigrants. Many are older and, after a decade of crisis, many live below the poverty line. While the historic New York City Medallion Relief Program has helped the majority of medallion owner-drivers bring down debts to a more manageable level, drivers still have debts to pay off while facing a mountain of ongoing expenses: the Medallion Relief Program leaves drivers with an average balance of \$170,000 for their medallion loans, and drivers must continue to foot the bill for the high costs of purchasing, insuring, and maintaining a yellow cab. A third congestion surcharge on yellow cab – on fares or out-of-pocket - puts all medallion owners at a higher risk of default and on the brink of bankruptcy. What’s more, we estimate at least 20% of individual medallion owners remain in need of debt restructuring. Prior to the implementation of the Medallion Relief Program, the average medallion debt was \$500,000 and many of our members still waiting for debt relief have an even higher debt—some owe more than \$800,000. These members still pay impossibly high monthly mortgages, and live with the reality that just one missed payment could lead to devastating consequences: not only losing their source of income, but losing a family home and bankruptcy.

Any loss of ridership from a third surcharge would cause further instability and loss to a workforce desperate to bounce back. Even if conditions remain status quo—meaning no loss in ridership from a third surcharge on taxi trips—this would leave drivers struggling to survive in a post-COVID market that is still far from recovery. Individual yellow cab drivers averaged 25% less trips in March 2023 compared to February 2020. Meanwhile, 40% of medallions were not even operational as of March 2023, leaving many owners—largely individual retired drivers—to make loan payments with zero revenue.

The yellow cab industry simply does not have the ridership numbers or the elasticity it once did. The MTA’s assessments do not fully grasp the dynamics of the industry or the severity of the human impact of its decline. Our members cannot be left handcuffed to a life of debt and abject

² *Central Business District (CBD) Tolling Program Final Environmental Assessment* (“final EA”), available at <https://new.mta.info/document/111101>, at 17-72.

poverty. The MTA is mandated to consider such harm on drivers as an Environmental Justice population; what's more, the MTA has a moral obligation to not cause such crisis and despair to drivers.

FHV drivers are also almost universally immigrants and largely people of color. While FHV drivers may not bear medallion expenses, they do carry high costs for the lease or financing of the vehicle, insurance, and maintenance and repair costs, while working at the mercy of companies that can and do fire them at any moment, leaving drivers holding the bill for long-term expenses. Through the historic rise in inflation that began in the spring of 2022, the rise in vehicle operating costs has outpaced the rise in household inflation. While all working-class Americans struggled to pay for rent and groceries, Uber, Lyft and taxi drivers had to make an impossible choice: paying for food or paying for the fuel that allows them to work.

Further, post-COVID recovery for Uber and Lyft also continues to lag behind, leaving individual drivers with less trips and less income. By not exempting FHV drivers outright, the MTA would leave Uber and Lyft drivers vulnerable to paying the surcharge out-of-pocket; if a high congestion surcharge on Uber and Lyft trips is imposed, drivers may suffer loss of income due to loss of trips. The MTA's assumption that a once-per-day scenario would not have an adverse impact ignores the reality that the demand for trips is still not back to the pre-COVID 2019 baseline numbers. In fact, drivers returned to work for Uber and Lyft at a faster rate than ridership: Uber and Lyft trips are down by 12% between February 2020 and March 2023, even though the number of vehicles has returned to February 2020 numbers. As such, individual Uber and Lyft drivers have 12% less trips in March 2023 compared to February 2020. The MTA cannot leave FHV drivers, an Environmental Justice population, in economic ruin, stripped of a job and locked into exorbitant expenses taken on precisely for that job.

2. FHV drivers must be exempt entirely, and additional surcharges on Uber and Lyft trips must take into account existing surcharges.

While we firmly believe that yellow medallion taxicab service must be exempt entirely and FHV drivers must be exempt, we also believe that Uber and Lyft should not be charged a high rate which would lead to significant loss of trips. As the MTA noted in the initial EA, such an impact would be harmful to the drivers, even if the companies themselves are unharmed. Further, the MTA cannot ignore the existing surcharges paid by the industry as a whole, including on Uber and Lyft trips.

We are not calling for an outright exemption for Uber and Lyft for a number of reasons. First, the companies themselves have lobbied for congestion pricing. Second, Uber and Lyft have dynamic pricing and so can change fares to balance revenue with fluctuations in demand, unlike taxis who are limited by a fixed meter. Further, also unlike taxis, the companies have a large percentage of trips outside of the CBD, allowing them the option of spreading out congestion surcharge costs across all of their trips. Lastly, the oversaturation of vehicles is central to the companies' business model and as such each has directly exacerbated congestion in the CBD.

Uber and Lyft have to pay their share, and the companies, at least with their lobbying monies, have indicated they accept that premise. However, to ignore the fees already being paid per trip, or to tax the trips at a rate disproportionate to private vehicles would be wrong. Uber, Lyft, taxis and other FHVs are essential to the vast transportation network of our 24/7/365 city. When the MTA shuts down, taxis and FHVs keep the city moving. Our members risked their lives during

COVID, and do so regularly during emergencies and disasters. By overtaxing Uber and Lyft trips, the MTA would undermine that essential service provided by our broader industry while harming individual drivers.

The MTA must exempt FHV drivers from paying any fees directly. This means taxing FHV service by implementing a nominal per trip surcharge for High-Volume FHV trips, such as Uber and Lyft, in the CBTPD (60th Street and below), paid by the rider.

3. Despite the fact that yellow cabs differ significantly from FHV, the final Environmental Assessment fails to differentiate between taxi medallion yellow cabs and High-Volume FHV such as Uber and Lyft.

The MTA started its calculation with the assumption that taxis would be treated differently than Uber and Lyft, yet in the final EA, without further explanation, that analysis has been abandoned. This is a failure of the EA which must be addressed. In addition to being on the brink of collapse over the past decade, yellow cabs are 1% of the total number of vehicles in the CBD and are still recovering from the decimation of COVID-19 lockdowns; have been contributing and paying their fair share to the MTA years before anyone else has; and unlike FHV are subject to a Wheelchair Accessible Vehicle (“WAV”) mandate – one that taxi drivers must fund themselves.

Record-low number of yellow cab vehicles and mileage cannot be ignored by the Traffic Mobility Review Board (“TMRB”). As of March 2023, only 8,119 out of 13,587 medallions (60%) are out of storage, hacked up with an insured vehicle and both authorized and ready to operate. Forty-percent (40%) of medallions are shelved in a virtual storage with the TLC, completely un-operational, even while loan payments are required. Further, of those out of storage, only 6,970 yellow cabs were operational on any given day; that’s less than 1% of total vehicles in the CBD.

While Uber and Lyft are still recovering trips post-COVID, the taxi industry has had a slow rebound by every measure. The number of taxis on the road is still 33% less in March 2023 compared to February 2020. Overall trip volume, meanwhile, is down by 50% and average trips per vehicle are down by 25%. That is, there are less taxis working than before COVID, but there are even less fares. Individual drivers are averaging 5% less hours per shift with passengers.

Table A

Taxi Service	2023-March	2020-Feb	Difference: February 2020 vs. March 2023
Trips Per Day	109,231	217,216	-50%
Vehicles Per Day	6,970	10,349	-33%
Avg Hours Per Day Per Driver with passengers	7.3	7.7	-5%
Avg trips per vehicle per day	16	21	-25%

Source: NYC Taxi and Limousine Commission Aggregate Reports. Accessed 6/14/2023.
<https://www.nyc.gov/site/tlc/about/data.page>

Simply put, the less than 7,000 taxis operating daily do not have vehicle volume or mileage comparable to app-based For-Hire Vehicle services like Uber and Lyft, which daily utilize over

55,000³ vehicles. Even if all medallions were operational, the number of yellow cabs would still be 1:4 compared to the number of daily operational Uber and Lyft vehicles; or 9:50 compared to the rate of total Uber and Lyft vehicles (75,941 as of March 2023.) The number of taxis has grown by only 15% since 1937 when it was first capped by the city; from 11,787 to 13,587. And every gradual increase over the past 86 years has come with a mandated environmental impact study. Furthermore, about 75%⁴ of yellow cab trips are now in the Central Business District. In other words, the fee cannot be spread out across a larger pool of fares and yellow cabs cannot avoid the CBD.

Of course, the MTA seemingly understood these objective differences in vehicle numbers, trip volume, and impact on congestion between taxis and Uber and Lyft in the initial EA. Why a new framework was adapted in the final EA remains unclear. The TMRB - legally tasked with balancing impact - cannot choose to ignore this data.

Yellow cabs have paid their fair share, pay more than anyone else, and have been paying it for well over a decade.

- **Yellow cabs have been contributing to the MTA for years, long before anyone else.** Yellow cabs have been paying \$0.50 on every trip since 2009 and \$2.50 on trips that begin, end, and pass through 96th Street and below since 2019—all collected to directly aid the MTA.
- **Only yellow cabs pay a surcharge to subsidize the MTA for trips outside of the CBD.** While Uber and Lyft are assessed \$2.75 for trips that originate, end or pass through 96th Street and below in Manhattan (comparable to the \$2.50 paid by taxi riders described above), there is no comparable fee paid by Uber and Lyft riders to the \$0.50 collected by taxis on every trip. Uber and Lyft are also allowed to charge a lower surcharge of \$0.75 per rider as long as the rider requests a group ride even if the company cannot match the trip with additional passengers. Street-hailing taxis, of course, do not have a service model which would allow them to similarly incorporate group rides.
- **Yellow cabs have been paying the most number of surcharges and taxes to the MTA.** Along with the aforementioned fees and surcharges, a portion of the vehicle lease paid by cabbies who rent their cab and medallion also goes directly to MTA. In other words, the MTA has piled on more surcharges and taxes on a yellow cab lease driver who rents the car and medallion than on any other motorist. Because the MTA repeatedly returns to yellow cab drivers as a revenue source, lease drivers—who are largely working-class, immigrants of color—now turn over likely more than 15% of their gross revenue to fund an agency with a \$19 billion budget.⁵

Yellow cabs have a Wheelchair Accessible Vehicle (“WAV”) mandate that drivers are not fully compensated for, and must fund themselves. The NYS legislature has required an exemption for WAVs from the CBDTP. Meanwhile, the Taxi and Limousine Commission, which regulates vehicle specifications for taxis, is bound by a legal settlement to mandate that at least half of all yellow cabs would be wheel-chair-accessible by 2020. As a result, except for alternative fuel medallions, the TLC requires that all other medallions must be hacked up to a WAV during, at

³ NYC Taxi and Limousine Commission Aggregate Reports. Accessed 6/14/2023.

<https://www.nyc.gov/site/tlc/about/data.page>

⁴ Final EA at 6-36.

⁵ *MTA Operating Budget Basics*, available at <https://new.mta.info/budget/MTA-operating-budget-basics>. Accessed 6/17/23.

minimum, alternate retirement cycles, which occur every seven years. While the TLC's Taxicab Improvement Fund ("TIF"), which is funded by a \$1 surcharge on every taxi trip, provides \$14,000 grants for the outfitting to medallion owners and additional grants for maintenance and every trip provided in a WAV, this does not cover all of the costs of purchasing or retrofitting a WAV. Since there is no factory-built WAV taxi, vehicle owners must first purchase TLC-approved vehicles and then pay to have the car retro-fitted with a ramp. The \$14,000 retrofitting grants have been the same fixed amount for well over a decade, and as a result are wildly out of step with inflation. The actual cost of retrofitting in today's market is closer to \$30,000. Medallion owners are left to fend for themselves in securing the monies just to complete the retrofit and put the car on the road. With the collapse of the medallion market, owners do not have access to medallion refinancing or loans from most traditional institutions, and are left desperately looking for loans to fund the cost of the new vehicles and the retro-fitting required to comply with the TLC's WAV mandates. Owner-drivers are dependent on the seven years lifespan of non-WAVs to save up for the purchase, retrofit and maintenance costs of a WAV.

Charging a third congestion surcharge to non-WAV taxis will yield little funds for the MTA, but it will threaten the TLC's mandate for accessible taxis and betray the wishes of the legislature to support accessibility, as these are the same drivers who will be required to drive a WAV in the future. An exemption for taxis honors the spirit of the legislature's wishes to preserve accessibility by allowing drivers to save enough to retrofit vehicles into WAVs when they are mandated to do so.

The City stands to lose if any adverse effects of congestion pricing lead to a downturn in the yellow cab industry. If yellow cabs are not exempt and this congestion pricing leads to a significant loss of customers, medallion owner-drivers in the city's Medallion Relief Program can default. In most cases, the city is on the hook for these defaults. It is in the city's fiduciary interest to ensure the yellow cab industry stays viable.

FHVs were granted an exemption in 2009 when yellow cabs alone were assessed a surcharge; the same consideration must now be extended to yellow cabs. In 2009, when yellow cabs were assessed a \$0.50 surcharge on every trip to subsidize the MTA, the FHV sector was exempt. Uber and Lyft, despite having over 40,000 vehicles by 2014, were assessed a surcharge only in 2019, when yellow cabs were also simultaneously assessed a fee – the second one on taxi trips. In 2009, many state legislators said a fee on the FHV sector—which at the time, was comprised of liveries and corporate black cars—would hamper the growth of the sectors, and that it was only fair for yellow cabs alone to be assessed given their market domination at the time. In other words, to encourage growth for other sub-sectors, and to subsidize the MTA, taxis alone were tasked with carrying the burden of a tax. Today, when the yellow cab sector has been decimated—50% less trips compared to pre-COVID, 40% of medallions still not operational, and outstanding underwater medallion loans with personal guarantees—the MTA must afford the same consideration for the survival of this sector as it did for the growth of others.

Conclusion

Taxi and FHV drivers provide an essential service to the City of New York, at considerable cost to themselves. Drivers collectively serve one million passengers every day in New York City. They risked their lives and health during the pandemic; when the subways and buses were not running reliably, our city's drivers kept our city moving. Drivers face some of the highest rates of on-the-job assaults, work weekends and holidays away from their families, and routinely labor

60-hour back-breaking weeks. The MTA cannot continue reaching into drivers' pockets to augment their multi-billion-dollar budget.


Drivers are only just now trying to financially recover from a year of record high inflation, bearing the brunt of increasing costs, and having to decide between food and fuel. Meanwhile, the industry has only just begun to rebound after being decimated from the impact of the COVID-19 pandemic. Another congestion surcharge would mean drivers would pay the MTA even more, all before having enough to take care of their families. The MTA does not plan to study the impact of congestion pricing until a year after its implementation; this will be far too late for drivers, where one missed month of mortgage payments can lead to foreclosure for medallion owners and all drivers and their families will have suffered twelve, long months of a loss of essential income. To ensure this does not happen, the MTA must:

1. Exempt medallion taxicab service
2. Exempt FHV drivers
3. Limit tax on FHV service to a per trip nominal surcharge for trips in the CBTPD (60th Street and below) by High-Volume FHVs such as Uber and Lyft. The fee would be an itemized cost paid for by the rider, similar to how the current surcharge of \$2.75 or \$0.75 is paid by the rider.

Our call for an exemption for yellow taxis and for FHV drivers is widely supported. Attached, you will find public testimonies by elected officials, including the vast majority that support congestion pricing and support our exemption.

MTA raising revenue on the backs—and at the expense—of drivers has gone on for far too long. In 2009, when NYS imposed a \$0.50 surcharge on every taxi trip to subsidize the MTA, we had been in a campaign to establish health care for drivers. The MTA tax wiped out our hopes. Drivers remained uninsured at double the rate of other New Yorkers. In 2018, when NYS legislated the \$2.50 on taxi trips that originate, end or pass through 96th Street and below, we had gathered on the steps of City Hall for a vigil for our fourth driver brother who had died by suicide because of crushing debt and poverty. The truth is, during those days, the surcharge was the last thing on our minds. We were desperate just to live. At the end of that year, we held rallies where we asked for mercy from our then-Governor. But our pleas were met with silence. Do not let history repeat itself. Today, as back then, we do not seek the pity of the MTA. We seek only fairness.

Sincerely,



Bhairavi Desai, Executive Director
New York Taxi Workers Alliance

Cc: Honorable Mayor Eric Adams
Honorable Deputy Mayor Meera Joshi
Janno Lieber, Chair and CEO, NYS MTA
Carl Weisbrod, Chair of the TMRB
John Banks, President Emeritus of the Real Estate Board of New York

Scott Rechler, Chair of the Regional Plan Association and Chief Executive Officer
and Chairman of RXR

John Samuelson, International President of the Transport Workers Union

Elizabeth Velez, President and Principal of the Velez Organization

Kathryn Wylde, President and CEO of the Partnership for New York City



New York Taxi Workers Alliance

AFL-CIO, Int'l. Transport Workers' Federation

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Statements by Elected Officials During Congestion Pricing Open Comment Period

State

Assemblymember Robert Carroll

Consideration should be given to the fact that yellow cabs have already paid millions to the city for medallions and their numbers are capped. And therefore, they should possibly receive some sort of exemption in the congestion pricing phase... Fees should be set at levels that actually accomplish the goals of reducing congestion and pollution within the zone. This is why I prefer time congestion charges for taxis and for-hire vehicles. Further, for-hire vehicles like Uber and Lyft should pay to enter the congestion zone whether they have a passenger or not. This is a real need for trans -- there are real needs for transportation options outside of Manhattan and we should disincentivize for-hire vehicles who are coming into Manhattan without a fare.⁶

Senator Robert Jackson

Lastly Section 6, Economic Conditions, fails to assess the already burdensome fees on the original for-hire vehicle (FHV) community-livery-bases. Drivers, made up mostly of immigrants and people of color, saw the value of coveted taxi medallions collapse while the FHV market flooded with new ride-share companies entering the city. Drivers have to pay a congestion fee up to \$2.75 for trips below 96th street, 8.875% in sales tax, and airport access fees . Those fees are 6 directed to MTA and capital transit programs. The assessment ignores working class drivers as “vulnerable social groups,” and should consider an equitable way for congestion pricing to hold harmless the original FHV industry where immigrants and people of color are often the drivers and customers.⁷

Senator Brian Kavanagh

Finally, when it comes to taxis and for-hire vehicles (FHV), the MTA should take into consideration the existing congestion charge that these vehicles already pay. The potential exemptions and/or daily charge limits for taxis and FHV should be adjusted to factor in this existing charge, provided that the existing per ride congestion charge is reviewed and properly set.⁸

State Senator Liz Krueger

Because taxis and for -hire vehicles already pay a congestion surcharge for entering Manhattan below 96th Street, I am asking that the MTA take steps to try to minimize new impacts on taxis

⁶ Robert Carroll, NY State Assembly, *Ibid*, Appendix 18C-61, <https://new.mta.info/document/111281>

⁷ Robert Jackson, NY State Senate *Ibid*, Appendix 18C-232, <https://new.mta.info/document/111281>

⁸ Brian Kavanagh, NY State Senate, *Ibid*, Appendix 18C-247, <https://new.mta.info/document/111281>

entering the CBD. At minimum, tolls on taxis should be limited to once per day, and a full exemption should be strongly considered.⁹

Assemblymember Rebecca Seawright

With the implementation of a new congestion pricing toll structure, the congestion surcharge added in 2019 to all yellow taxi trips south of 96th Street in Manhattan should now be eliminated. The cumulative costs of For -Hire Vehicles (FHV) is detrimental to customers and the FHV industry. Additionally, any additional tolls on taxis should be limited to once per day or fully exempt.¹⁰

City

City Council Speaker Adrienne Adams

The CBD Tolling Program is also likely to significantly impact the taxi and for -hire vehicle industry. At a time when drivers are already struggling to make ends meet and recover to pre - COVID -19 levels of business, the economic impact of a CBD Tolling Program could potentially be catastrophic to the industry. While the EA proposes some mitigation measures, such as working to connect drivers with licensing, training and job placement with the MTA or its vendors, and to allow the drivers to use vehicles to provide paratransit trips, the responsible agencies must take steps to prevent potential job displacement in the first place.¹¹

City Council Member Alexa Aviles

The New York Taxi Workers Alliance has called on MTA not to place fees on the backs of drivers. Drivers have not seen their wages increase in years, and many yellow cab drivers who worked hard to earn their medallions were saddled by the City with excessive, predatory debts. Drivers are essential workers and a part of our transportation infrastructure – the ability to hail a car is one more incentive not to own a car. MTA’s congestion pricing Scenario E contemplates an exemption for taxis and a cap after up to three trips into the Central Business District per day for for-hire vehicles. However, MTA’s own report states that while drivers could be negatively impacted by these fees, their app-based employers would hardly be impacted. Uber and Lyft drivers must not be responsible for any fee that might be imposed on FHV’s – if anyone should be responsible, it should be the companies, and the costs should not be passed onto drivers.¹²

City Council Member Erik Bottcher

Another group that should receive special consideration are yellow taxi drivers. Yellow cabs are iconic to New York City, and they have suffered extraordinary financial hardship in recent years. I am concerned that an additional surcharge will be ruinous for the yellow cab industry.¹³

City Council Member Gale Brewer

Yellow taxis already pay a congestion charge (\$2.50) for entering Manhattan below 96th Street. I urge a full exemption from any fee for these vehicles.¹⁴

City Council Member Eric Dinowitz

⁹ Liz Krueger, NY State Senate, *Ibid*, Appendix 18C-255, <https://new.mta.info/document/111281>

¹⁰ Rebecca Seawright, NY State Assembly, *Ibid*, Appendix 18C-396, <https://new.mta.info/document/111281>

¹¹ Adrienne Adams, Speaker, New York City Council, *Ibid*, Appendix 18C-3, <https://new.mta.info/document/111281>

¹² Alexa Aviles, NYC Council, *Ibid*, Appendix 18C-14, <https://new.mta.info/document/111281>

¹³ Erik Bottcher, NYC Council, *Ibid*, Appendix 18C-37, <https://new.mta.info/document/111281>

¹⁴ Gale Brewer, NYC Council, *Ibid*, Appendix 18C-42, <https://new.mta.info/document/111281>

I also want to acknowledge the impact this will have on workers such as livery, taxi, and cab drivers who must enter Manhattan and should not be penalized for it.¹⁵

City Council Member Amanda Farias

This plan disrupts economic justice for many hard working New Yorkers. My district is home to thousands of For -Hire Vehicle (FHV) drivers and taxi drivers - both of which have paid congestion fees to the MTA since 2019. The Bronx is also home to around 45% of Lyft drivers who have already been paying a fee, which has brought in over \$1 billion in revenue for the MTA since 2019. Most of whom are immigrant, Black and Brown New Yorkers.¹⁶

Bronx Borough President Vanessa Gibson

While I want the focus of this testimony to be on the Cross Bronx, I also want to acknowledge the impact this will have on workers such as livery, taxi, and cab drivers who must enter Manhattan and should not be penalized for it. These drivers should be treated like passenger vehicles that will be charged only once each day for entering or remaining in the Central Business District, as this will avoid them being penalized for taking fares that have them cross the congestion pricing boundary.¹⁷

Additionally, I am concerned that the proposed CBD fare structure does not work well with FHV's because it would allow a person taking a trip within the CBD fare area to pay nothing, whereas someone getting a ride that crosses the CBD toll area would be expected to pay. Even if there is only a once-per-day CBD fare for FHV's, the fee would be charged either to the driver or to the first pick-up that crosses the CBD each day. Drivers incurring a congestion pricing fee would force them to pay to complete a passenger's ride from their earnings, which will cause undue hardship to an already struggling industry. I am a proud supporter of the tens of thousands of drivers who work tirelessly to provide FHV and taxi services, many of whom live in The Bronx. It is crucial that we support the drivers working to provide transportation options to New Yorkers.¹⁸

City Council Member Shekar Krishnan

It is of the utmost importance for me that any adverse impacts on for-hire/taxi drivers are addressed in the final congestion pricing plan presented by the MTA.¹⁹

Manhattan Borough President Mark Levine

Exempt taxis and for hire vehicles: Taxis and FHV's already pay a legislated \$2.50 and \$2.75 congestion charge, respectively. There is no need to place an additional fee on these vehicles.²⁰

City Council Transportation Committee Chairperson Brooks Powers

I have also heard serious concerns from taxi drivers about this proposal. Our network of taxi cab, livery and ride share vehicles fill key transportation gaps in many communities, and these drivers

¹⁵ Eric Dinowitz, NYC Council, *Ibid*, Appendix 18C-100, <https://new.mta.info/document/111281>

¹⁶ Amanda Farias, NYC Council, *Ibid*, Appendix 18C-126, <https://new.mta.info/document/111281>

¹⁷ Vanessa Gibson, Bronx Borough President, *Ibid*, Appendix 18C-160, <https://new.mta.info/document/111281>

¹⁸ *Ibid*, Appendix 18C-166, <https://new.mta.info/document/111281>

¹⁹ Shekar Krishnan, NYC Council, *Ibid*, Appendix 18C-253, <https://new.mta.info/document/111281>

²⁰ Mark Levine, Manhattan Borough President, *Ibid*, Appendix 18C-272, <https://new.mta.info/document/111281>

have already faced serious economic burdens in recent years and already -- congestion surcharge.²¹

Public Advocate Jumaane Williams

There are two areas I think if exemptions aren't given, there should be some nominal fees. One of those would be to yellow taxi drivers, I believe that industry has almost been decimated. I believe the government has been culpable in that decimation. We also know that they give already 50 percent of every trip since 2009, 2.50 when that trip begin and ends on 96th Street and below since 2019. We also know a portion of the vehicle lease paid by drivers who rent their cabs already go to the MTA. So I think that industry, if there was one to ever get an exemption, it should be that one. They have not contributed to the congestion that's there. As a matter of fact, they might help it. When it comes to Uber and Lyft drivers, I do think, unfortunately, they have added to the congestion that's there. But in this new schematic, I think it would help to move folks around. So while I don't know that they should be treated like yellow cabs if they get an exemption, I do think 9 to 25 to \$23 would be way too much. I think there should be a nominal 50 cents, a dollar, \$2. But it shouldn't be charged to the drivers, it should be charged to the companies.²²

Federal Level

Rep. Nicole Malliotakis

The MTA also admits that the “toll could reduce taxi and FHV revenues” and – under certain scenarios – that it would have “high and adverse effects [on] taxi and FHV drivers.” The Authority’s response – at a time of a taxi driver suicide epidemic – is to help a few of them find new employment. Instead of trying to help these hard-working people keep their jobs so they can feed their families, the MTA asks them to switch careers without even considering the price of cars and medallions these drivers invested in. This also disrespects their livelihood.²³

²¹ Selvena Brooks-Powers, Chair of Transportation Committee, New York City Council, *Ibid*, Appendix 18C-50, <https://new.mta.info/document/111281>

²² Jumaane Williams, Office of the Public Advocate, *Ibid*, Appendix 18C-444, <https://new.mta.info/document/111281>

²³ Nicole Malliotakis, Congress, *CBD Tolling Program Final EA and Draft Finding of No Significant Impact (FONSI)* Appendix 18C-302, <https://new.mta.info/document/111281>

Good morning, Chair Brooks-Powers and members of the Transportation and Infrastructure Committee. My name is Zach Miller, I am the Director of Metro Region Operations for the Trucking Association of New York. Since 1932, TANY has advocated on behalf of the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities to our members, and in the process, creating jobs, supporting the economy, driving safety, and delivering a sustainable future.

Thank you for convening this critical oversight hearing on congestion pricing. Since this legislative body neither sets the toll rates nor can it make amendments to the program, I'd like to focus my testimony both on refuting some of the claims made by the MTA and the Environmental Assessment (EA) as well as offering some suggestions that this body does have sway over.

First and foremost, the claim that "cost of a new toll would not result in changes in the cost of most consumer goods" is absurd! In making this claim, the EA states that trucking companies would pass along the cost of the new toll to multiple customers since trucks make multiple deliveries, therefore minimizing the cost to any individual business. The EA fails to recognize that businesses frequently receive multiple deliveries a day. Restaurants, as an example, may receive one delivery with produce, one delivery with beverages, one delivery with meats and another delivery with linens and supplies on the same day. Each of these deliveries will be more expensive because of the Central Business District (CBD) toll, and in aggregate, will create significant increased costs on everything businesses rely on to operate. Mind you trucking companies already pay a congestion tax to operate in New York City that passenger vehicles do not in the Commercial Vehicle Tax or CMVT. This \$400 tax per truck equates to tens of thousands of dollars annually in addition to being an administrative burden. Eliminating this tax will help mitigate congestion pricing costs from being passed on. In addition to the CMVT, commercial vehicles are also subject to the Highway Use Tax (HUT), which imposes a tax on every mile the vehicle operates in New York, including New York City. Passenger vehicles are not subject to this tax.

As it pertains to the 50% discount on off-peak tolls, TANY does not believe this will have a significant impact on shifting truck traffic to off-peak periods. Trucking companies do not determine the time of day that they travel, the businesses they service do. According to the NYC Department of Transportation (NYCDOT), 80% of all commercial activity is between the hours of 7 a.m. and 7 p.m., with the peak between 8 a.m. and 9 a.m. This is when businesses are open and receive their deliveries. If professional drivers do not have deliveries to make during off-peak hours or have a safe place to park to stage for a delivery the next day, there is no incentive for them to travel during off-peak hours.

The truck parking shortage has become a national crisis as there are eleven trucks on the road for every parking spot available. In truth though, even if there was available overnight parking within the CBD, it still would not provide an incentive as they would be charged a toll upon

leaving the CBD the next day. While TANY appreciates the funding that has been allocated to expand the New York City Off Hour Delivery (OHD) program, we do not feel it will be enough to make a significant impact on shifting trucks to overnight deliveries. As of May of 2021, there were 500 businesses Citywide receiving off-hour deliveries. According to the NYCDOT's "Delivering New York a Smart Truck Management Plan for New York City", the goal was to increase the number to 1,500 locations by the end of 2021. As of today, over two years later, NYCDOT has fallen short of the goal with only 350 businesses (which equates to 1,100 locations) receiving off-hour deliveries. NYCDOT now has a goal of increasing that number to 5,000 locations by 2040. However, with approximately 200,000 businesses located in New York City, this represents merely 2.5% of businesses that would shift to off-hour delivery. In fact, as this relates to congestion pricing specifically, "congestion pricing frequently is suggested as the best way to encourage carriers to send their trucks into the city during less congested hours. But, as research has revealed, raising tolls does not lead to changes in the time of travel. The reason is simple: Trucks are traveling during the congested hours of the day because their customers demand it." In addition, the research found that the reduction in truck traffic in London after congestion pricing was implemented there never materialized, despite the London model being hailed globally as a success. Though we do not need to look across the pond for proof of this. During the "summer of hell" 2017 the MTA reduced their off-hour tolling rates to encourage OHD and there was no difference in truck trips.

Although DOT is behind in their OHD targets they are well ahead in their loading zone expansion targets. Since the beginning of 2022, DOT has installed over 2,000 loading zones citywide, four times the amount required in Local Law 168 of 2021. TANY is glad to see DOT prioritize this expansion and are fully supportive of their neighborhood loading zone program. Since the Covid-19 pandemic, almost 80% of deliveries are going to residential customers with 45% of New Yorkers receiving a delivery at their home once a week. When the congestion pricing law was passed 60% of deliveries were made to commercial customers. The number of deliveries going to commercial customers has decreased roughly 40% meaning that freight operators have even less flexibility in how they deliver to commercial corridors, likely reducing the efficacy of OHD in Midtown Manhattan. That said, Midtown Manhattan is the only place that still has Clear Lanes/Clear Curbs, which was the previous administration's alternative to congestion pricing. With congestion pricing, permanent outdoor dining, and Broadway Vision, Clear Lanes/Clear Curbs is obsolete and we encourage the council to work with the administration on removing this program which will ease deliveries in the CBD.

As always, the Trucking Association of New York looks forward to ongoing collaboration and dialogue with the City Council, the Department of Transportation, and the City of New York. Thank you for your time.

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**Testimony to the New York City Council
Committee on Transportation & Infrastructure
Re: Congestion Pricing
August 17, 2023**

Thank you, Chair Brooks-Powers and members of the Committee, for the opportunity to testify before you today. My name is Axel Carrion, Vice President for Public Affairs at UPS.

As you may be aware, UPS operates eleven facilities in New York City, including two within the Central Business District – one on Greenwich Street, and our primary facility on 43rd Street and 11th Avenue. The vast majority of UPS' Manhattan deliveries emanate from 43rd Street, and the facility is the home base for nearly half of UPS' total unionized workforce in New York City.

Since the concept of the Central Business District Tolling Program, or congestion pricing, was first announced, UPS has carefully considered the potential impacts on our operations throughout the five boroughs. The current proposed program will result in UPS needing to make significant changes, including relocating vehicles serving customers north of 60th Street to our facilities in the Bronx. Additionally, this will potentially impact communities in Upper Manhattan and the Bronx – areas of the City that have historically suffered from higher asthma rates and other health conditions due to air pollution and emissions.

However, we believe that New York City could implement elements of existing tolling models from London and other major cities to address both transit and sustainability goals and reduce the potential impact on communities outside of the CBD.

Specifically, we recommend that the Traffic Mobility Review Board (TMRB) incentivizes commercial fleets to transition to zero and near-zero emission vehicles. When London implemented a tolling program in 2003, the city provided limited exemptions for low-emission vehicles. As the availability of clean fuel technologies increased, these exemptions were phased out. Similarly, UPS recommends that the TMRB consider an incentive for commercial fleets domiciled in the CBD to transition to zero-emission Class 6 vehicles and near-zero-emission Class 8 vehicles.

The actual market for electric and alternative fuel commercial vehicles is extremely limited since most of the available trucks are in states with strong tax incentives or grant programs and in rural areas where the gas savings provides a strong return on investment. New York City is currently at a competitive disadvantage compared to other jurisdictions but can make considerable progress by creating a targeted incentive for EV and low-emission vehicles through the implementation of congestion pricing. Although we recognize that zero-tail pipe emission electric vehicles will ultimately win on their merits in a city like New York, we are watching California. Having near-zero vehicles included is critical to avoiding the

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resistance that California is facing by mandating one technology (electric) as the only solution. As the availability of zero-emission Class 6 and near-zero-emission Class 8 vehicles increases, and the State positions itself to meet the goals of the 2019 Climate Leadership and Community Protection Act (CLCPA), the TMRB should consider sunseting the incentive.

We are confident this is a reasonable solution that replaces older trucks already operating within the CBD, does not displace traffic to underserved communities, and preserves the MTA's revenue goals. UPS already implements programs to minimize the number of trucks needed to service our customers. We are active partners with New York City DOT on programs such as the cargo bike pilot, micro-distribution centers, and shared package lockers, as well as other innovative programs to improve the sustainability of our City's freight system.

UPS looks forward to working with the TMRB, and officials at the city and state levels to implement solutions that will significantly impact traffic congestion and our shared sustainability goals.

Thank you for your time.

Sincerely,

A handwritten signature in black ink that reads "Axel Carrion". The signature is written in a cursive, flowing style.

Axel Carrion
Vice President – State Public Affairs
UPS



August 17, 2023

Committee on Transportation and Infrastructure

New York, NY 10007

Re: T2023-3855 Oversight - Congestion Pricing and the MTA's Fiscal Future

Dear Chair Brooks-Powers,

Thank you for the opportunity to submit comments regarding congestion pricing. Lyft is supportive of universal congestion pricing and of the goals related to reducing emissions and improving the mobility of New York City.

As you may know, taxis and for-hire vehicles have been paying a congestion fee in New York City since 2019. This fee was implemented as the first phase of congestion pricing, and covers all taxi and rideshare rides from 96th street to the bottom of Manhattan. Since implementation, this fee has generated over \$1 billion dollars in revenue for the MTA. It is projected that this fee will generate an additional \$400 million for the MTA this year.

Importantly, this fee has been designed with the intricacies of the taxi and FHV industries in mind. As part of this design, the current structure ensures that costs are passed on to the rider rather than the driver.

Similarly, this fee is paid by all people who ride within the congestion zone— not just those coming from outside the zone.

The State's Environmental Assessment (EA) looked at the effects that would result from the proposed Congestion Pricing Program and from the new fees being considered for taxis and rideshare. In this study, it was rightly noted that an additional fee would lead to severe adverse impacts for drivers— reducing work for many. To address these impacts, the proposal suggests capping the fee on for-hire vehicles to a once-per-day toll.

There are, however, significant problems with this method. Rideshare companies cannot know whether or not a vehicle has already passed through the congestion zone by giving a ride on a different app, or through a local livery base. There is no distinction between the TLC licenses for these cars, and many drivers give rides or make deliveries for multiple platforms every day. A once-per-day toll would fall to the driver, rather than the rider. Additionally, it would only apply to rides coming from the outer boroughs, while those within Manhattan would not face this fee— disproportionately affecting New Yorkers who live in transit deserts and rely on rideshare as part of their transit journey.

As an additional consideration, NYC already has some of the highest fees in the country. The proposed congestion pricing surcharge would be the fourth state-mandated charge on rideshare



and for-hire vehicles in New York City. Current fees include a 8.75% sales tax on all rides (a portion of which goes to the MTA), a 3% fee to the New York Black Car Fund, and the already existing \$2.75 congestion pricing fee.

We believe that rideshare and taxis already pay their fair share in congestion pricing fees, but if these industries will be required to pay an additional fee on top of the already active congestion pricing fee, it should be structured in the same manner as the current fee. In this way we can help avoid some of the cost burden for drivers. We also urge the Committee to consider financial accessibility for riders who do not have a personal car, live in transportation deserts or areas with limited public transportation when examining an increase in the existing fee.

Sincerely,
Larry Gallegos

Larry Gallegos
Public Policy | New York
LGallegos@Lyft.com
718-683-4231



**BEFORE THE NEW YORK CITY COUNCIL
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

**Oversight hearing on Congestion Pricing
and the MTA's Fiscal Future.**

Public Hearing: August 17, 2023

COMMENTS OF UBER TECHNOLOGIES, INC.

Hayley Prim
175 Greenwich St.
New York, NY 10001

Email: prim@uber.com

Dear Members of the New York City Council,

Thank you for the opportunity to comment on this hearing in regard to Congestion Pricing and the MTA's Fiscal Future.

Since February 2019, a congestion surcharge has been added to FHV, TNC, and Taxi trips that start, end, or pass through Manhattan below 96th Street, which includes the entirety of the central business district tolling area. This congestion surcharge is applied in the amount of \$2.75 per FHV/TNC trip; \$2.50 per Taxi trip; or \$0.75 per trip where rider intent was to share the trip with another passenger. By law, this fee is passed onto riders who request the trips, and is an effective way to impact consumer behavior as the individual must decide whether to pay the fee and book a ride, or utilize another form of transportation. For 2019, the FHV congestion surcharge raised \$342 million.¹ For 2020, the congestion surcharge raised \$223 million², and the MTA's financial plan estimates that the congestion surcharge will raise \$392.5 million a year starting in 2023, a year before congestion pricing for other road users is expected to begin.³ The existing congestion surcharge was specifically designed for the FHV/Taxi industry to be passed onto consumers and impact consumer decisions while raising significant revenue for the MTA.

As the MTA and the TMRB considers the congestion pricing scheme for all road users, we encourage them to continue exploring a small per trip fee for trips done in for-hire vehicles like Uber and Lyft, and yellow taxis. A good starting place would be to model an additional \$0.25 fee on trips that enter the zone and \$0.25 on trips that start and remain in the zone. We believe this fee could counter any induced demand from quicker trips into and within the zone and raise \$27M for the MTA. The MTA should also consider slightly higher fees on trips within the zone. A fee for \$0.25 on trips entering the zone and \$0.50 on trips in the zone would reduce Taxi & FHV VMT in the zone by 2% relative to a Taxi/FHV exemption and raise \$45M for the congestion tolling program. While such

¹ MTA Financial Statements. <https://new.mta.info/transparency>

² *Id.*

³ *Id.*

a charge would have a limited impact on crossings, it will help achieve the project sponsors other goals, and will target increased fees at passengers, specifically those with the most transit options available to them.

Additionally, a low fee like this one would be low enough to not result in a loss of work for drivers. If the new fee added for trips below 60th Street approaches too high of a limit, likely higher than \$1, riders will request trips less frequently which will result in a loss of work for drivers, and coupled with the TLC's earnings based utilization rule, could cause companies to gate access to the platform in order to stay in compliance with the rule- a practice that drivers strongly dislike. Not only does the fee added to taxis and FHVs need to be low enough to not result in a loss of work for drivers, but they should be at the same level, or near the same level on each industry's vehicle so that the policy is achieving the stated goal of curbing congestion. If the delta between a fee on a yellow taxi and an Uber trip is too high, we will see riders simply picking a different color of the vehicle they are riding in, than a different form of transit. As taxis and FHVs have different fees already attributable to their trips, that cost can increase significantly- particularly on longer trips, or trips to the airport.

On August 16, Members of the State Assembly, State Senate, and New York City Council submitted a letter to the TMRB advocating that taxi and FHV drivers be exempt from congestion pricing.⁴ In the letter they call for a "nominal fee" that will be passed through to riders so that drivers are not negatively impacted, saying, "But we cannot allow this progress to occur on the backs of drivers, who not only provide an essential service to this city but are part of the vulnerable working-class and immigrant communities that congestion pricing stands to serve." We fully agree that taxi and FHV drivers should not be negatively impacted by any new fee. While we disagree with the point in the letter of treating taxi and FHV drivers differently, as outlined above, we do fully agree that any additional fee added to trips should be low enough to not result in a loss of work.

Finally, as the TMRB considers the tolling scheme based on different days of the week, and hours of the day, FHVs should be considered in that process as well. For example, if the TMRB determines that the full cordon charge should be cut by 50% during overnight hours when congestion is significantly reduced, the per trip fee added to taxis and FHVs should also be reduced by 50% to reflect the same reality.

In August 2023, more than 11,000 FHV drivers signed a petition (below) to the MTA urging them to consider the same points laid out in this testimony. As the leaders in the City Council contribute to this process to establish the Central Business District tolling Program in New York, we urge you to consider the drivers who will be impacted directly.

Sincerely,
Hayley Prim

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<https://www.cityandstateny.com/policy/2023/08/25-pols-call-taxi-app-based-drivers-be-exempt-congestion-pricing/389451/>



Sign the petition!

The MTA is in the process of finalizing its tolling scheme for congestion pricing, including all charges, reductions, and exemptions for drivers and vehicles in New York City.

Read the petition below and fill in your information to sign. Tell the MTA to consider the congestion surcharge that already exists on your trips and **protect your access to work and higher earnings as they finalize congestion pricing charges.**

Petition to the MTA

Since 2019, taxi and for-hire vehicle (FHV) trips have been assessed a congestion surcharge that is estimated to generate close to \$400 million annually for the MTA, which translates to nearly \$15 per day on average for FHV drivers that take trips in the congestion zone.

As you finalize the congestion pricing tolls in New York City for all road users, we urge you to consider what the FHV industry has already contributed, and how your decision will impact the livelihoods of drivers in the industry.

- 1. The congestion surcharge on trips below 96th street has raised almost **\$1 billion since 2019**, and will continue to raise nearly \$400 million annually.*
- 2. Riders already pay an additional \$2.75 per trip for rides in the congestion zone below 96th Street. Any additional fee added below 60th Street **must be low** as to not result in **loss of work for drivers.***
- 3. All for-hire drivers including Uber, Lyft, and yellow taxi should be **considered equally.***
- 4. FHV drivers keep New York moving overnight when mass transit is less frequent, and congestion is low. Overnight per trip fees should reflect this reality and be **lower than during peak times.***

11060 Signatures

Welcome Back!

Hayley P.

Brooklyn, NY 11238

[Wrong Information?](#)

Sign the petition

- Send me emails about this campaign
- Send me text messages about this campaign

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**Testimony of Alia Soomro, Deputy Director for New York City Policy
New York League of Conservation Voters
City Council Committee on Transportation and Infrastructure
Oversight Hearing on Congestion Pricing
August 17, 2023**

Good morning, my name is Alia Soomro and I am the Deputy Director for New York City Policy at the New York League of Conservation Voters (NYLCV). NYLCV is a statewide environmental advocacy organization representing over 30,000 members in New York City. Thank you, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure for the opportunity to testify today.

Transportation is the leading source of greenhouse gas emissions in New York State and the second leading source in New York City. Congestion in New York City's central business district contributes to delays for emergency vehicles, buses, delivery vehicles, and drivers. Compounding this, decades of disinvestment in our public transit system has led to an unreliable and inaccessible system.

NYLCV is a long-standing advocate of congestion pricing and a member of the [Congestion Pricing Now Coalition](#), a group of over two dozen transit, urban policy, environmental and environmental justice organizations. Congestion pricing is a proven strategy to reduce traffic and improve air quality—Stockholm, London, and Singapore each saw a 25% reduction in traffic congestion and a 10-20% drop in CO2 emissions under their own congestion pricing plans. New York's congestion pricing program is required to generate at least \$1 billion annually for the MTA's capital program, bringing in historic investments to modernize and update our public transportation system, including our subway's aging signal system, 100% electric buses, improvements to Metro-North and Long Island railroads, as well as long-needed accessibility improvements such as elevators and ramps in stations. Congestion pricing will also help New York meet its statutory obligations under the Climate Leadership and Community Protection Act, which calls for cutting economy-wide greenhouse gas emissions at least 85% by 2050. This program is a win for the region because it will fund public transit, reduce traffic congestion, improve air quality and public health, and help our State meet our greenhouse gas emission reduction goals.

As the congestion pricing program moves forward, the Congestion Pricing Now Coalition released a [letter](#) in July outlining 5 recommendations for the six-member Traffic Mobility Review Board (TMRB). The letter advocated for: (1) equalizing tolls to reduce "toll shopping," with a particular emphasis on reducing any disproportionate burden on environmental justice communities in both NY and NJ; (2) utilizing a per-ride surcharge on for-hire vehicles, paid by

the passenger, rather than a once per day toll paid by the driver; (3) exempting commuter buses, both public and private, from tolls; (4) granting no additional exemptions besides commuter buses and legislatively mandated exemptions; and (5) requiring trucks and large vehicles to pay a per axle toll.

With that said, as we near the full implementation of congestion pricing, NYLCV urges the City to continue coordinating with the State and MTA and to prioritize the following recommendations in order to make this program most effective for New Yorkers.

- First, timely implement the NYC Streets Plan, an extensive five-year plan beginning last year that would expand and improve public transportation options and transition NYC's streets away from being entirely car-dominated, focusing on equity and safety. This will all be accomplished specifically by requiring the City to install 250 miles of protected bike lanes and 150 miles of dedicated bus lanes, 500 bus stop upgrades, 1,000 intersection signal improvements, 400 intersection redesigns, 500 accessible pedestrian signs, in addition to improving pedestrian spaces, commercial loading zones, and parking spaces.
- Prioritize improving bus service since New York City buses serve a [greater share of low-income and minority households](#) compared to other modes of transportation, including subways. This includes, but is not limited to, expediting routes in communities with the longest and slowest bus commutes as part of an integrated citywide network of efficient surface transportation, as highlighted by Transportation Alternatives. Additionally, the MTA should expand all-door boarding to all bus routes to [improve bus speeds](#) and increase the number of buses into the toll zone to respond to increased need.
- Prioritize projects that will improve accessibility in the short-term. As emphasized by Transportation Alternatives, DOT should immediately start planning a citywide accessibility network of [Safe Routes to Schools](#) and [Safe Routes for Seniors](#) improvements.
- Increase access to affordable multimodal strategies to bolster the public transportation system in the City with prioritization of low-income and transit desert communities.
- Improve and expand safe bicycle infrastructure, including bike lane construction and safe e-bike charging stations. This includes support for bike-share programs and bike infrastructure, more charging stations for e-bikes and e-scooters like the newly-proposed Street Deliveristas Hubs and electrification of strategic CitiBike hubs. Continue equitably expanding and funding the DOT's shared e-scooter pilot program, originally started in the East Bronx, by prioritizing transit desert areas throughout New York City, as well as the Citi Bike program, to serve more neighborhoods in the outer boroughs.
- Pass Intro 417 of 2022, a City Council bill that would streamline the Community Board and Council Member notification process for street safety and traffic improvement measures by creating a single, uniform notice process for the NYC Department of Transportation.
- Implement Local Law 115 of 2022, requiring the NYC Department of Transportation and the Department of Parks and Recreation to create a citywide greenway master plan and

to regularly engage with communities regarding proposed changes, updates, or repair work to greenway sections.

Lastly, we are encouraged that the final Environmental Assessment committed to [mitigation measures targeting environmental justice communities](#). The MTA, New York City, and New York State committed to spending over \$200 million over the next five years for projects that include expanding NYC DOT's Clean Trucks Program to accelerate the replacement of old diesel trucks to lower-emission vehicles, retrofitting refrigeration trailers at Hunts Point Market from dirty diesel to clean hybrid diesel, renovating parks and expanding vegetation barriers along highways in EJ communities, installing air filtration systems in schools near highways, and more. We urge the City and State to provide timely updates on these commitments in order for these projects to come to fruition, and we encourage future funding for similar environmental justice projects in the long-term.

To ensure that the first congestion pricing program in the nation is most effective for New Yorkers, NYLCV urges the City to adopt the policy recommendations outlined above and continue working with the M.T.A. and the State.

Thank you for the opportunity to speak.

Hello and thank you to the Chair and committee for holding this hearing today. My name is **Tiffany-Ann Taylor** and I am Vice President for Transportation at the Regional Plan Association. I am also representing the *Congestion Pricing Now* coalition which includes dozens of civic, community, transit, and environmental groups that support congestion pricing. We support improving the bus and bike networks of the city as this program advances, and look to your support to ensure the Streets Master Plan is implemented.

We also would like your support on five recommendations we have shared with the Traffic Mobility Review Board:

First, use bridge and tunnel toll credits to reduce excess travel, especially through environmental justice communities. By equalizing tolls across all entry points, we can reduce “toll shopping” by incentivizing drivers to take the most direct route. This will require the program to consider other MTA and Port Authority toll credits.

Second, with for-hire vehicles, we think the program should assess a per-ride surcharge paid by the passenger rather than a once per day toll paid by the driver. A per-ride surcharge paid by passengers will reduce financial burdens for drivers while creating a new revenue stream. We do not believe this per-trip surcharge should apply to taxis given their existing financial burdens.

Third, both public and private commuter buses should be exempt from tolls. We should be encouraging the use of public and private bus fleets that connect riders to intermodal transportation hubs within the zone.

Fourth, no additional exemptions should be granted beyond commuter buses and the legislatively mandated exemptions. Any exemptions beyond these recommendations and commitments made by the MTA earlier this year will raise the base toll paid by drivers and deteriorate the effectiveness of the program.

And fifth, trucks and large vehicles should pay a per axle toll. These vehicles have a greater impact on our infrastructure and health, and should pay more based on their size and weight.

Thank you for your time.

[July 17, 2023](#)



Dear Members of the Traffic Mobility Review Board,

We, the *Congestion Pricing Now* Coalition, write to express our strong support for New York's Central Business District (CBD) Tolling Program and to thank the members of the Traffic Mobility Review Board (TMRB) for your service. In the NYC metropolitan area, congestion in the central business district creates untenable delays for emergency vehicles, buses, delivery vehicles and drivers who have no other choice but to take cars and trucks into the zone. Chronic disinvestment in transit has meant an unreliable, inaccessible system that lurches from crisis to crisis. Congestion pricing would create a multi-billion dollar investment to modernize and upgrade public transportation and lessen the burden of traffic congestion that would otherwise continue to undermine our economy and pollute our air. Congestion pricing is a win-win-win for the region that will fund public transit, reduce traffic congestion, and clean our air.

Members of the *Congestion Pricing Now* Coalition make the following recommendations for the TMRB to consider:

Recommendation #1: Use bridge and tunnel toll credits to reduce excess travel – particularly through environmental justice communities

Right now, about two thirds of drivers enter the CBD for free, while about a third pay a variety of different toll rates depending on the route used. This increases traffic congestion in neighborhoods that host the free crossings, causing substantial health and environmental impacts. Ideally, the congestion pricing program should equalize tolls and reduce so-called "toll shopping" to the greatest extent possible. A priority should be given to reducing any disproportionate burden on environmental justice communities in both New York and New Jersey.

In order to do this, the congestion pricing program will need to apply toll credits, or off-sets, to reduce any incentive to drive further to avoid a particular toll as much as possible.

This will require looking at the total cost of trips and to consider MTA and Port Authority tolls rather than simply looking at the congestion pricing charge in isolation.

Recommendation #2: On for-hire vehicles, assess a per-ride surcharge paid by the passenger, rather than a once per day toll paid by the driver

For-Hire Vehicles (FHVs) are a significant cause of congestion and vehicular emissions within the central business district. However, the Federal Highway Administration (FHWA) has determined FHV drivers are an important environmental justice (EJ) community. As a result, the Environmental Assessment approved by FHWA limits tolling on FHVs to once per day. Our coalition firmly believes that eliminating the once-per-day toll and replacing it with a per-ride surcharge will do far more to reduce congestion, protect drivers, and generate revenue for public transit.

It is important that vulnerable communities are not negatively impacted by the program's implementation. A per-ride surcharge is designed to be passed along to the customer, reducing the financial burden of the program on drivers compared to a once-per-day toll.

A per-ride surcharge also has significant revenue-generating potential. According to the NYC Taxi and Limousine Commission, in 2022, the existing congestion zone surcharge of \$2.75 for for-hire vehicles (FHV) and \$2.50 for yellow taxis, raised \$343 million, including \$91 million from taxis and \$252 million from HVFHVs.

We urge you to give special consideration to FHVs who are transporting people with disabilities to maintain alignment with the equity goals in the MTA Reform and Traffic Mobility Act of 2019.

Given the clear benefits to reducing congestion and to FHV drivers, we strongly urge the TMRB to include a per-ride surcharge for FHVs in the chosen congestion pricing tolling scenario. Doing so will ensure that FHV drivers are protected, and that the tolling system generates substantial revenue, effectively combats traffic congestion, improves air quality, and aligns with the objectives of the MTA's capital plan. This can also help offset the revenue impact of other recommendations.

Special consideration for taxis: The Congestion Pricing Now Coalition does not believe that a per-trip surcharge should be applied to taxis. Taxi drivers have suffered greatly and are already burdened by the investments taxi owners have made in medallions that are now valued at significantly less than the original investment.

Recommendation #3: Commuter buses, both public and private, must be exempt from tolls

We support the exemption of both public and private commuter buses. One of the many goals of the program is to disincentivize private car trips into Manhattan's CBD and incentivize more commuters to use mass transit. To support this goal, we believe that private and public commuter buses should be exempt. The coalition defines 'public' as those buses owned or operated by any municipal transportation entity (ex: MTA Bus, NJ Transit, etc.) and defines 'private' as privately-owned buses that operate on behalf of any municipal transportation entity and/or provides a supplemental service that connects riders to a fixed, intermodal transportation hub located within the congestion pricing zone.

Incentivizing commuters to travel by bus will decrease the number of private vehicles entering Manhattan by consolidating commuters into high-occupancy vehicles and reduce emissions per passenger mile. This move will encourage the use of public and group transportation and discourage the use of private vehicles.

Note, the coalition does not believe this exemption should apply to tourism buses, which carry significantly fewer passengers.

Recommendation #4: No additional exemptions should be granted besides commuter buses and legislatively mandated exemptions

The 2019 legislation provides exemptions for disabled riders, including those utilizing the Access-A-Ride program, and for those within the CBD earning less than \$60,000 a year. Earlier this year, the MTA pledged an additional \$207M to mitigate possible adverse effects to the policy, which included additional exemptions under a low-income driver toll discount program. Outside of these exceptions, any additional exemptions will raise the base toll paid by all other commuters, as the legislation requires the program to generate enough revenue to fund \$15 billion for the MTA capital plan. Allowing for additional exemptions will deteriorate the effectiveness of the program. The Congestion Pricing Now coalition does not support further exemptions (other than for those included in the 2023 mitigation package and commuter buses as defined in Recommendation #3).

Recommendation #5: Trucks and large vehicles should pay a per axle toll

Trucks and large vehicles have a significantly greater impact on regional infrastructure and air quality. Therefore, the coalition believes that these vehicles should pay more than passenger vehicles and that they should be charged an increasingly graduated amount based on the number of axles, which is a proxy for their size, weight and impact. Similar graduated pricing schemes are currently used on existing MTA bridge and tunnel facilities. The introduction of an escalating charge per axle is a proven tolling method in the trucking industry, which provides an incentive for both private and public investment in other modes of transportation for moving goods in a more environmentally sustainable fashion.

Thank you for your attention to these important issues. We trust that you will carefully consider our requests and make decisions that serve the best interests of the region. Should you require any additional information or wish to discuss these recommendations further, please do not hesitate to contact us.

Thank you,

Congestion Pricing Now

congestionpricingnow@gmail.com

congestionpricingnow.org

The *Congestion Pricing Now* Coalition members who sign this letter include:

Bike Hoboken	North Brooklyn Neighbors
Bike New York	NYPIRG Straphangers Campaign
Bike Weehawken	Open Plans
Environmental Advocates NY	Permanent Citizens Advisory Committee to the MTA (PCAC)
Environmental Defense Fund	Regional Plan Association
Environment New Jersey	Riders Alliance
Families for Safe Streets	Right Track for Long Island
Hudson Square BID	Rise and Resist Elevator Action Group
Make Queens Safer	SafestreetsJC
Move NY	StreetsPAC
Municipal Arts Society	Transportation Alternatives
The Nature Conservancy	Tri-State Transportation Campaign
Natural Resources Defense Counsel	Trust for Public Land
New Jersey Policy Perspective	
New York Lawyers for Public Interest	
New York League of Conservation Voters	

Cc:

Janno Lieber, MTA Chair and CEO	Lisa Sorin, MTA Board Member
Andrew Albert, MTA Board Member	Vincent Tessitore, Jr, MTA Board Member
Jamie Barbas, MTA Board Member	Midori Valdivia, MTA Board Member
Gerard Bringmann, MTA Board Member	Neal Zuckerman, MTA Board Member
Norman Brown, MTA Board Member	Nivardo Lopez, Deputy Secretary for Transportation, Governor's Office
Samuel Chu, MTA Board Member	Marie Therese Dominguez, NYSDOT Commissioner
Michael Fleischer, MTA Board Member	Diane Gutierrez Scaccetti, NJDOT Commissioner
Randy Glucksman, MTA Board Member	Ydanis Rodriguez, Commissioner, NYC Department of Transportation
Haeda Mihaltzes, MTA Board Member	
Frankie Miranda, MTA Board Member	
John Ross Rizzo, MTA Board Member	
John Samuelson, MTA Board Member	
Sherif Soliman, MTA Board Member	



New York City Council Committee on Transportation and Infrastructure

August 17, 2023

Testimony of Eric McClure, Executive Director, StreetsPAC

With New York City's congestion pricing having received final approval from the Federal Highway Administration in June, the MTA could begin tolling as early as spring of next year. The program is essential to reducing traffic congestion within Manhattan's central business district, which by some estimates cost the city's economy \$15 billion a year, and to providing revenue critical to the MTA's capital budget.

The Traffic Mobility Review Board is in the process of making final determinations on the tolling schedule, and the MTA is beginning to install tolling infrastructure. Congestion pricing, which we have supported for many years, is happening.

However, New York City has been mostly AWOL in preparing for congestion pricing. In other cities that have implemented congestion charges, notably Stockholm and London, significant improvements to transit service and cycling infrastructure were put in place to help encourage and ease the transition from private vehicles to more sustainable modes of transportation. It's especially important to make meaningful investments in transit in parts of the city that are poorly served by the existing system.

The City Council can help by pushing the Adams Administration to accelerate upgrades to bus service, especially the rollout of new protected bus-lane mileage mandated by the Streets Plan, rather than contributing to the gumming up of important projects like the Fordham Road busway. London added four new high-capacity bus routes into its congestion zone before activating its tolling program, leading to a large increase in bus ridership. Stockholm acted similarly. The Council should be demanding comparable plans from City Hall.

Expanding and improving the city's bike network should also be a priority as the launch of congestion pricing nears. On the streets of the City of London, bikes now outnumber cars during peak times, a result of a significant investment in and commitment to cycling infrastructure. Here in New York, many of the bike lanes within the central business district are already heavily used, and taking advantage of reduced car and truck traffic to widen bike lanes on 1st, 2nd, 6th, and 8th Avenues and improving crosstown bike routes, as Bike New York suggests, would be a smart step.

The Council should also advocate for significant enhancements to the bike network in neighborhoods that are adjacent to or near the tolling zone, such as Downtown Brooklyn, western Queens, the Upper East and Upper West Sides, and Harlem, which will help promote safe and seamless bike commutes.

The same is true, perhaps even more so, for the East River bridges. These crossings are heavily used today and will become even more popular when congestion pricing is implemented. It's imperative that the South Outer Roadway of the Queensboro Bridge be converted, finally, to a pedestrian path, so the currently shared path on the north side can be devoted exclusively to cycling.

It's also time to alleviate crowding on the Manhattan Bridge's cycling and pedestrian paths by converting a portion of the main roadway to use by people biking and walking. It's also clear that the Brooklyn Bridge bikeway is already at capacity, and the city should replicate it on the Brooklyn-bound side.

The City Council can also help smooth the implementation of congestion pricing by passing pending legislation that will help reduce illegal parking, such as Intro 501-A, and bills that will help combat the proliferation of fake and obscured license plates, such as Intros 987 and 988.

Finally, it's essential that Congestion Pricing be implemented with no additional carveouts. The existing law provides reasonable and necessary exemptions, and any additional watering down of the program will mean higher tolls across the board. The Council should urge the TMRB to reject any new exemptions.



Testimony to New York City Council Committee on Transportation and Infrastructure

*Re: Congestion Pricing is the Law.
New York City Should Make the Most of It*

August 17, 2023

Reinvent Albany submits this written testimony for the Committee's oversight hearing regarding implementation of congestion pricing in New York City. We advocate for more transparent and accountable New York government, including for authorities like the Metropolitan Transportation Authority (MTA).

We urge the New York City Council to strongly support the MTA's implementation of congestion pricing for the NYC central business district (CBD).

Congestion pricing is tailor-made for the incredible density and levels of activity – and the transit accessibility and walking orientation – of the area within and around the City's central business district. Congestion pricing will provide the MTA with much needed funds for improving subway and bus service. More important to the City Council and Mayor, congestion pricing will reduce traffic congestion and car trips. This will free up street space that can be repurposed as bus and bike lanes, and pedestrian and public space improvements.

Congestion pricing is happening

As the City Council well knows, congestion pricing for the central business district has been state law since 2019 and the MTA's extensive environmental review was approved by the federal government earlier this year with a Finding of No Significant Impact (FONSI). The MTA and the Traffic Mobility Review Board (TMRB) are currently developing a specific toll schedule and anticipate turning the system on in early 2024. Some of the tolling hardware is already installed on city streets.

Tolls should maximize congestion reduction with minimal exemptions

With implementation pending, we urge the Council to support the following as the MTA and TMRB finalize congestion pricing details:

1. The law establishing congestion pricing already provides reasonable exemptions for emergency vehicles and those transporting people with disabilities, as well as a state tax credit for toll payers making less than \$60,000 who live in the zone. The Council should strongly support these basic exemptions and restrain itself from pandering to the multitude of special interests seeking their own. Every new exemption means higher tolls for those who do pay. State law requires congestion pricing to collect enough in tolls to support \$15 billion in MTA bonds for its 2020-2024 capital program. We underline: new exemptions are not a free lunch. Somebody has to pay the tolls, and that somebody is the general driving public.
2. We urge the Council to explicitly oppose toll exemptions for government employees, board members and retirees. It is not the job of MTA transit riders and toll payers to subsidize current and past government employees. If state or city government bodies want to reimburse their employees for congestion pricing fees, they can do that transparently and on the books during their annual budget processes.
3. Congestion pricing has the potential to divert large numbers of motorists from across the region to mass transit. The Council should encourage this shift by urging the MTA to exempt public and private commuter buses from congestion pricing tolls.
4. The Council should support a per-ride congestion fee on for-hire vehicles that is paid by the passenger, rather than a once per day toll paid by the driver. Given the intensity of for-hire-vehicle use in the central business district, an increase in passenger fees would contribute significantly to the program's overall revenue and traffic relief goals.
5. The MTA should smartly use credits on some already tolled facilities to reduce excess travel and toll shopping, particularly through environmental justice communities — a key focus of the federal review — and to create strong program benefits in CBD-adjacent areas.

Where is the City of New York?

We urge the City Council and Mayor to look at congestion pricing as a big opportunity to get more value from city streets, which can easily be modified to move far more people and goods in a safer and less polluting way.

Successful congestion pricing plans implemented in London and Stockholm have included big transit, bicycling and public space “carrots” that take advantage of congestion pricing’s “street space dividend.” Bus lanes in particular can provide better

transit service and can be easily expanded when traffic is reduced. Bus lanes are the City's job, and the City failed badly in meeting bus lane implementation targets in 2022, and nothing bus-related tied to congestion pricing has been proposed by the Adams Administration.

The bike network too should receive special attention related to congestion pricing. DOT is talking about widening some busy bike lanes to make more space for both e-bikes and traditional pedal bicycles, but has so far proposed only one project (3rd Ave on the Upper East Side) in a year when the City is seeing extraordinary levels of cycling fatalities. Wider bike lanes in and around the CBD should be a prime use of congestion pricing's space dividend.

Key bike network connections are also still lacking in CBD adjacent areas including Downtown Brooklyn, Long Island City and Astoria, the Upper East and West Sides, and Harlem.

The Council should urge Mayor Adams to get with the program and bring the City's considerable authority and resources to congestion pricing policy making, particularly in the areas of bus and bike lanes.



August 17, 2023

Testimony: NYC City Council Transportation & Infrastructure Committee – Congestion Pricing and the MTA’s Fiscal Future

Bike New York submits this written testimony for the Committee’s consideration regarding implementation of congestion pricing in New York City:

Governor Hochul has made it clear that congestion pricing for Manhattan’s Central Business District is on the way, slated to turn on in early 2024. The typical arguments against congestion pricing are shopworn and in the public policy rear-view mirror. The Council’s attention on this issue would be best spent to ensure the city takes full advantage of the traffic reduction benefits the policy will create.

Such attention is in fact sorely needed, because city government is missing in action regarding one of the biggest changes to NYC transportation policy in memory.

Since taking office, Mayor Adams has unhelpfully straddled the fence, claiming to support congestion pricing while stating it “must be done right” and complaining about lack of city input, without saying what he wants or using his huge megaphone to propose any specifics.

Even as we approach the final stages prior to implementing congestion pricing and Mayor Adams and the City Department of Transportation have essentially nothing to say about it.

But inclusion of transit “carrots” and plans to take advantage of the “street space dividend” yielded by traffic reduction have been prominent features of successful congestion pricing plans and proposals. London, Stockholm, and Mayor Bloomberg’s 2007/2008 congestion pricing plans all recognized the practical importance of improving transit and the bike network alongside the disincentive of road pricing.

The bike network should receive special attention related to congestion pricing. DOT is talking about widening some busy bike lanes to make more space for both e-bikes and traditional pedal bicycles, but has so far proposed only one project (3rd Ave on the Upper East Side) in a year when the city is seeing extraordinary levels of cycling fatalities. Wider bike lanes in and around the central business district should be a prime use of congestion pricing’s street space dividend. 1st Avenue, 2nd Avenue, 6th Avenue, and 8th Avenue should be prime candidates. Better cross-town bike lane designs should also be implemented.

Key bike network connections are also still lacking in CBD-adjacent areas including Downtown Brooklyn, Long Island City and Astoria, the Upper East and West Sides and Harlem. The Ashland Place protected bike lane plan that Mayor Adams is currently holding up is a perfect congestion pricing-complement project. We hope the Council will urge its swift implementation.

The space dividend will also extend to the East River Bridges, as some trips that uses the free crossings switch to transit or the Brooklyn Battery Tunnel or Triborough Bridge. NYC DOT should prioritize getting the dedicated pedestrian lane on the Queensboro Bridge in place, reserving the north outer roadway as a 12' bikeway. The city has agreed to this to alleviate the currently dangerous crowding in the mixed bike/pedestrian lane, but two successive commissioners have failed to pull the trigger as maintenance work elsewhere on the bridge drags on.

The city could also get ahead of projected lower traffic with a plan for a people-friendly Manhattan Bridge. The bridge has two Brooklyn-bound and five Manhattan-bound lanes. Let's sort this out & dedicate portions or the entire lower roadway to bikes and pedestrians

Finally, despite understandable enthusiasm around its creation, everyone knows the new Brooklyn Bridge bikeway is too narrow for two-way mixed ebike and regular bike traffic. Let's move ahead and mirror the bikeway on the Brooklyn-bound side.

We hope the Council will urge Mayor Adams to bring the City into today's conversation and take full advantage of congestion pricing's implementation.

August 17, 2023

Good morning Members of the Transportation and Infrastructure Committee,

My name is Rick Russo, and I am the Chief Operating Officer at the Brooklyn Chamber of Commerce. I am delivering testimony on behalf of the Brooklyn Chamber of Commerce.

The Brooklyn Chamber of Commerce is a borough-wide membership and economic development organization dedicated to helping businesses through four channels -- promotion, support, advocacy, and convening. The Brooklyn Chamber and its affiliate organizations, the Brooklyn Alliance, and Brooklyn Alliance Capital, provides direct business services, technical assistance, and support programs to help Brooklyn businesses grow.

Thank you for convening this oversight hearing on congestion pricing. The Brooklyn Chamber of Commerce presents testimony regarding the proposed congestion pricing and the MTA's fiscal future. We share the thoughts of our members and well as offer suggestions.

The Brooklyn Chamber of Commerce conducted a survey August, 2023 of our members regarding congestion pricing. The respondents represent a cross section of small businesses across the borough. The results included the following:

- 59% of participants DO NOT SUPPORT congestion pricing
- 20% of participants STRONGLY SUPPORT congestion pricing
- 19% of participants SUPPORT congestion pricing WITH CONDITIONS

For those that do not support the measure, their top three reasons are:

- "Double" taxation for those who already pay tolls at the tunnels and bridges
- Increase cost of doing business
- Concern that the toll will disproportionately impact low-income groups, particularly those who work in the taxi and rideshare industries

For those that do support the measure, their top three reasons are:

- Decreasing environmental impact, specifically air pollution
- Unclogging NYC's busiest streets / reducing traffic
- Raising money for NYC's subway, bus, and rail system to improve services

For those that support the measure with conditions, their top three conditions are:

- Pricing variation based on vehicle size
- Pricing variation based on time of day
- Discounts for low-income drivers

In planning for congestion pricing, we recommend the following to ensure that communities are not unfairly burdened and that we can continue to drive economic growth across New York City.

Areas to consider:

Increased transit options and services for the outskirts of Brooklyn. We recommend expanded ferry access to Canarsie, currently a transit desert, and Coney Island. A NYC Ferry stop would benefit the community and provide a faster option to get to Manhattan.

- Tiered pricing by vehicle size and use
 - o Delivery trucks are required to enter Manhattan to meet their customers' demands and schedules. They do not have alternative transit options to perform this work. Currently commercial vehicles are required to pay a commercial vehicle tax of \$400 per truck. This in addition to the congestion pricing will have a impact on the cost of doing business and ultimately impact the consumer.
 - o Populations with limited mobility and health issues will be financially impacted when they go to Manhattan for medical visits and treatment
- Increased investment from MTA in underserved areas and transit deserts. This would include safety measures, accessibility, and improved service delivery.

In closing, the Brooklyn Chamber of Commerce looks forward to ongoing dialogue with the New York City Council, the NYC Department of Transportation, and the City of New York. Thank you for your time.

Sincerely,

Rick Russo
Brooklyn Chamber of Commerce



www.bus4nyc.org

August 17 2023

Testimony to the NYC Council Transportation Committee:

Attention : CM Selvena Brooks-Powers, Chair.

Kindly accept these comments regarding Transportation Equity for Private/Public owned Buses for the benefit of the riding public. Privately owned and operated buses are part of the solution, not part of the problem.

The MTA recently The Central Business District Tolling Plan (CBDTP) Environmental Assessment (EA) identifies environmental benefits. The EA, is based on modeling of seven tolling scenarios within the CBD Tolling Alternative, with different combinations of potential exemptions, discounts and/or crossing credits and the resultant toll rates.

The EA includes a review of topics regarding regional air quality and transportation. Some of these scenarios include toll exemption for buses, large buses, which we support in New York, as is in other cities (**London, Stockholm, Singapore**) currently utilizing Congestion Pricing Programs. Such cities recognize buses as part of the solution for congestion, with beneficial environmental effects a result. Please accept the comments below, These were submitted to MTA Traffic Review Mobility Board.

- Buses, Large Buses, are the most efficient forms of mass transport for all passengers and minimize congestion.
- A single bus with 55 passengers often replaces 55 automobiles = Congestion Mitigation.
- A Bus is environmentally clean with just opportunities for all. = Clean air engine/emissions technology.
- The NYC riding public is served daily by both Private and Public Agency Operated bus entities. = Parity in mass transit/transport.
- Stockholm, London, Singapore and other cities with Congestion Pricing Programs exempt BUSES as they are considered MASS TRANSPORTATION = Private and Public bus vehicles are NOT charged a Congestion Fee.

- NYC and NYS acknowledge the benefit to the riding public for utilization with access to BUS LANES = Public Benefit for all bus passengers.

- Regarding consideration of CBDTP, both Private and Public Buses, should maintain Parity relevant to TOLLS consistent with the intent of the F.A.S.T.Act = Initiatives to mitigate congestion with utilization of buses.

- Buses include Local Transit, Contract, Shuttle, Commuter, Inter-City, Tour/Travel/Charter, Sightseeing units serving the RIDING PUBLIC. = Part of the Mass Transport System for passengers.

I am available anytime to discuss these matters and suggestions.

Thank you,
Regards,

Patrick W. Condren

Patrick W. Condren
Administrator
BUS4NYC Coalition Inc.
718 567 8200
www.bus4nyc.org

Participant in the MTA CBDTP EA Environmental Justice Working Group meetings during 2021/22.
Member BUS4NYC Coalition Inc. 718 567 8200 pcondren@verizon.net an/or info@bus4nyc.org

BUS4NYC is a membership of bus industry operators and suppliers focused on advocacy of Private Bus Operators who provide the riding public with the most efficient passenger transport services.



Ivan Chen

Regarding Congestion Pricing and the MTA's Fiscal Future

August 17th, 2023

Thank you Chair Brooks-Powers and the members of this committee for providing me an opportunity to testify. I am Ivan Chen from Stuyvesant High School and I am representing the Chinatown East Neighborhood Council, part of a coalition of groups in Chinatown and Little Italy that are advocating to mitigate the imminent impact of the MTA's congestion pricing program on our communities.

Last month, I talked to hundreds of businesses and consumers within the Chinatown area about congestion pricing. They were outraged at the idea that almost every vehicle had to pay up to \$23 to come and go from Lower Manhattan. While the details of tolling aren't set in stone yet, many have said that the very possibility of having to pay almost \$6000 a year for this program sounds like the MTA is stealing money from us.

The timing for this program is not ideal. Chinatown's economy is still trying to recover from the pandemic's impacts. We're facing record-high levels of around 30% storefront vacancy. Increased prices, loss of consumers, and further worker shortages are all potential issues that will stem from congestion pricing, and that further pushes down our communities.

Many that have moved out of Chinatown still come back to see their doctors, work, shop, and visit their relatives. If they have to pay \$23 to come, they will find it unaffordable to do so and opt for alternative clinics and businesses outside of the neighborhood. Inside of Chinatown and the Central Business District, **businesses will lose customers and be forced to eventually close down.** These ethnic neighborhoods will die.

There are many, many reasons why we are forced to use vehicles to move around the city. Some live in the outskirts of our city and find commuting by public transport to be too long of a journey. Many seniors need to be transported by cars to critical doctors appointments. Transit

deserts force people to use vehicles due to the lack of public transportation. Crime levels are decreasing, but many continue to fear for their safety on public transport. They rely on carpooling or commuter vans to get to Chinatown. And many working-class jobs require the use of vehicles such as pickup trucks and vans.

Around 24% of the API community in NYC live in poverty. Chair Brooks-Powers, you were concerned for the low-income and working-class families that rely on every cent they make in your testimony last year. You were concerned about the senior population in your community that relied on medical care in Manhattan and the health concerns from increased pollution due to diverted traffic. Our communities face many of the same issues as yours do and many of the communities represented by the members of this committee.

I'm particularly concerned about the fact that the MTA acknowledges that this program would adversely impact low-income and working-class families, but they have pledged mitigation measures that don't alleviate the burden congestion pricing will place on them. The math still comes out to a little less than \$5000 which is still too much. Frankly, congestion pricing is a charge that these groups cannot afford. It's not right to force them to pay.

We urge you to help protect our communities from the MTA's congestion pricing program. They need to apply major price reductions for businesses, low to middle income families, and senior citizens, in addition to make our current transit network accessible to more people because congestion pricing has the potential to decimate disadvantaged and marginalized communities.

Thank you for your time and attention.



240 West 35th Street ■ Suite 302 ■ New York, New York 10001

Testimony on Congestion Pricing and the MTA's Fiscal Health

Submitted to the New York City Council Committee on Transportation and Infrastructure

August 17, 2023

Ana Champeny, Vice President for Research, Citizens Budget Commission

Good morning. I am Ana Champeny, Vice President for Research at the Citizens Budget Commission (CBC), a nonpartisan, nonprofit think tank and watchdog dedicated to constructive change in the finances and services of New York City and New York State governments, and the Metropolitan Transportation Authority (MTA). Thank you for the opportunity to testify on congestion pricing and the MTA's fiscal health.

Four essential points that I would like to highlight today are:

1. The congestion pricing system and its implementation should be as clear and consistent as possible to ease implementation and ensure that the benefits are balanced among three goals—reducing congestion, reducing emissions, and supporting the MTA's capital plan;
2. Congestion pricing revenues are expected to support \$15 billion in borrowing for the MTA's 2020-2024 Capital Plan, but the \$1 billion in annual revenue may not go as far as expected because project costs may increase due to inflation and the MTA's ability to leverage those revenues may be constrained by higher interest rates;
3. Development of the MTA's 2025-2029 Capital Plan, which begins this fall, should focus on bringing the system to a state of good repair; projects will need to be prioritized as capital needs will exceed available resources; and
4. The State's stabilization plan and updated revenue forecasts have stabilized the MTA's operating budget, but there are significant risks that could weaken finances.

Congestion Pricing

As long-time supporters of congestion pricing, CBC is pleased that the MTA has secured federal approval and moved into the implementation phase. The current phase of congestion pricing

implementation focuses on the Traffic Mobility Review Board (TMRB) developing fee structure recommendations—the tolls, exemptions, and credits—to provide to the Triborough Bridge and Tunnel Authority, which will decide on the final pricing schedule.

Congestion pricing furthers three goals: reduce congestion, reduce emissions, and support the MTA’s capital plan. Some stakeholders have recommended additional credits and exemptions, pricing options, and ways to address pre-existing issues within congestion pricing. CBC strongly recommends keeping the system and its implementation as clear and consistent as possible to ease implementation and ensure that the benefits are balanced among the three goals. CBC’s five specific recommendations, [which we have previously shared with the TMRB](#), are:

- 1. Limit exemptions to public and some private transit providers, those specified in the law, and those agreed to in the Final Environmental Assessment.** Proliferating exemptions would likely reduce the program’s ability to achieve the above stated goals and risk the program’s support among those who pay higher charges. The MTA should monitor results over time and adjust fee schedules as warranted to maximize progress toward goals.
- 2. Do not provide credit for payment of MTA or Port Authority of New York and New Jersey tolls.** Credits will increase the congestion charge for drivers who are required to pay, given the law’s \$1 billion annual revenue mandate. While toll shopping among these facilities should be addressed, doing so through credits to the congestion charge would increase the program’s complexity and significantly increase the congestion toll paid by other travelers.
- 3. Vary the congestion charge by time of day and day of the week, and ensure the charge is easily understood and well-communicated.** Clear and timely communication will enable drivers to know the fee for trips at different time periods and to modify their trips, as the law intends. Avoid dynamic pricing that rapidly changes the charge based on vehicle levels in the zone, which would make it hard for drivers to plan ahead or to adjust plans and may engender public backlash.
- 4. Consider charging a vehicle-miles travelled (VMT) fee for those that stay inside of the zone.** While a VMT fee for in-zone travel may not be feasible for the initial launch, in the future it would help meet the program’s goals and remove in-zone vehicles’ de facto exemption from the charge.
- 5. Monitor and report congestion pricing outcomes and operational metrics to inform future policy adjustments.** Adjustments should be considered at regular intervals to ensure the program is meeting its revenue, congestion, and emissions goals. This should include an evaluation of limiting taxicabs and for-hire vehicles to one charge per day, as agreed to in the environmental assessment, which will increase the charges on other payers and shift more trips to these vehicles rather than mass transit, reducing the program’s progress toward its goals.

MTA Capital Plan and Achieving a State of Good Repair

As noted, one of the goals of congestion pricing is to support the MTA's 2020-2024 Capital Plan. These revenues will fund essential investments in state of good repair projects that are critical to ensuring the transit system's safety, reliability, and efficiency.

The \$1 billion in annual congestion pricing revenue is expected to support \$15 billion in [capital investment in the 2020-2024 Plan](#). However, there are risks that the funds may not go as far as initially expected. First, the cost of planned capital projects has likely increased due to inflation and to further deterioration of assets; projects in the 2020-2024 Plan are unlikely to be committed before 2027. Second, significantly higher interest rates may reduce the amount of funding the MTA can raise with \$1 billion in annual revenue. Nonetheless, these critical revenues support roughly one-quarter of the 2020-2024 Plan.

This is also an opportune time to look forward to the 2025-2029 Capital Plan. The MTA's expansive transit assets are in significant need of ongoing capital investment to achieve and maintain a state of good repair.

MTA capital planning is a multi-step process, commencing with the release of the needs assessment this fall, then moving to a proposed capital plan that identifies projects and funding in fall 2024, and culminating with approval of a capital plan by early 2025.

- **Identify the needs:** The Twenty-Year Needs Assessment, due to be released by October 1, 2023, should provide elected officials, riders, and policy makers with a detailed presentation of the systems' capital needs over the next two decades.
- **Prioritize projects based on needs and available funds:** As the MTA's capital needs will exceed available funding resources, it should prioritize projects based on needs and available funding. While revenue from federal funds, MTA PAYGO dollars, MTA-supported bonds, the State, and the City will be identified, they will likely be insufficient to fully support the next capital plan based on prior plan levels; [fully 45 percent of the \\$55 billion in funding for 2020-2024 capital plan is from sources that will not recur in the next cycle](#).

Operating Budget and State Stabilization Plan

It also is important to have a clear-eyed view of the stability of the MTA's operating budget.

CBC's analysis, updated after the release of the July 2023 Financial Plan, finds that the State stabilization plan and updated revenue forecasts largely addressed the MTA's operating budget gaps through 2029.

While this is positive news, the MTA continues to face significant fiscal risks:

- **Ridership recovery:** The MTA assumes ridership returns to 80 percent of pre-pandemic levels by 2026. If the recovery is slower, revenues would be below forecast. According to the MTA, a 5-percentage point shortfall in ridership would reduce revenue by \$325 million.
- **High rates of fare evasion:** Similarly, the financial plan assumes fare evasion decreases. The recent spike has resulted in a fare revenue shortfall of \$500 million annually. If the MTA's comprehensive actions are not successful, fare evasion could continue to result in revenue shortfalls.
- **Future labor costs:** The plan reflects the cost of the Transportation Workers Union pattern through 2026. However, after 2026, the MTA budget assumes annual employee raises will be 2 percent annually. If future contracts are higher, budget gaps would open. Each additional percentage point increase in raises costs about \$100 million annually.
- **Achievement of efficiency savings:** Currently, the MTA assumes it will achieve \$400 million of operational savings by 2024, increasing to \$500 million by 2025. While CBC research finds [even greater efficiency savings are possible](#), the MTA has not always been successful in implementing such savings efforts.
- **Funding for the upcoming capital plan:** MTA issued long-term debt is a likely funding component for the 2025-2029 Capital Plan, which would increase MTA debt service costs above what is in the financial plan. The amount and timing of this cost won't be known until the capital plan is approved next year.
- **Uncertainty of casino revenue:** The MTA is expecting \$1.5 billion in one-time revenue from the awarding of three new downstate casino licenses and on-going revenue of approximately \$200 to \$400 million per year once the three casinos are operating. If licenses are delayed or revenue underperforms, gaps could open.
- **New York City contribution:** State law requires New York City to increase its support of paratransit by \$165 million for two years; the MTA's financial plan assumes the higher contribution is on-going, beyond the current statutory requirement.
- **Economic uncertainty:** The July 2023 Financial Plan reflected some positive and negative tax revenue variances. While a recession is becoming less likely, there is still a risk that the economy weakens, and revenues fall below forecast.

Thank you for the opportunity to testify and I will be happy to answer any questions you may have.

TESTIMONY IN OPPOSITION TO CONGESTION PRICING – MTA HEARING- AUGUST 17, 2023

My name is Michele Birnbaum. I am one of four founders of **The Coalition in Opposition to Congestion Pricing**, along with my other co-founders, Andrew Fine, Ed Hartzog and Valerie Mason.

We organized in response to the feedback we received from family, friends, neighbors, residents and businesses in our discussions about the congestion pricing scheme that is about to be implemented in our city.

Aside from cycling groups and those that have anti automobile rhetoric as part of their mantra, we could not find anyone that was touting the benefits of this program. To the contrary, we heard cries of outrage and disbelief, as no one believed that congestion pricing would actually alleviate congestion or improve air quality, as its implementation would cause congestion and diminish air quality outside the designated zone. Not a worthy trade-off. All agreed that this was a money grab by the MTA, probably the most inefficient and negligent agency in government.

Every week, newspapers and on-line sites are filled with stories of the financial mishaps of the MTA, from projects being completed late and over-budget, to statistics on fare-beaters and unwarranted overtime payments. The MTA is well-known for its poor fiscal management. So, without streamlining its financials and holding it accountable for its fiscal mishaps, it seems imprudent to award it oversight on yet more money. This, along with the federal monies and the left-over Covid money it was awarded, makes it that much more foolish to further fill its coffers.

If congestion pricing works and keeps cars out of half of Manhattan, then the MTA won't raise the money they claim they need. If the plan is not successful, and traffic and pollution are not diminished, what then? It would be a money grab and another tax which would further incentivize groups of people to leave New York or abandon the business and entertainment districts. At a time when we are trying to encourage people to come into New York and rebuild our business corridor, we would, instead, be creating incentives for the opposite.

This scheme cuts Manhattan in two with every street south of 60th street being included in the zone, even little streets like Carmine Street, Bank Street, Bleeker Street, Wall Street – every single street until the tip of Manhattan is included. Originally, the rhetoric called for congestion pricing in the midtown business district, which to me would be from 34th to 59th Street which would have been bad enough, but it is even more horrific that it includes every little residential street in East and West Village, Battery Park City, Soho, the lower east side, Chinatown and Little Italy, down to the tip of Manhattan ending with the tunnels and bridges. This is an abusive tax and intrusive to our quality of life, not to mention the visual blight of large unattractive gantries hovering over our streets and every exit of the East River Drive and the West Side Highway.

The mobility impaired, the elderly, families carrying children's equipment and others will be financially burdened with this plan.

The population is growing older and thinking that you're going to force this population onto public transportation which is unsafe and mostly inaccessible is foolishness, and to postulate that bicycles will become the alternative transport of choice is unreasonable thinking.

Every product delivered to Manhattan will become more expensive. All delivery and trucking costs of everything from toothpaste to furniture will be passed on to the consumer. Thinking that such deliveries could be carried out in the middle of the night would create much detested noise during sleeping hours and would require a round-the-clock shift of workers.

We will have to pay to see our friends, our families, go to restaurants, to Broadway, to museums and neighborhoods such as Chinatown or Little Italy. Our New Jersey neighbors, after purchasing their expensive Broadway tickets, will have to pay the tunnel or bridge tolls, then pay to park their cars, and then pay the congestion toll. This will kill Broadway and all the entertainment venues and museums.

So, why is this scheme being sanctioned? Why is the Governor pushing this when it almost cost her the election? Can great minds come up with another way to finance MTA infrastructure rather than bilking ordinary, hard-working citizens, and all this while experimenting with free bus service for some. Logic is absent. Disregard for the population is in full view.

Please reverse course and kill the Congestion Pricing scheme!

Thank you!

Michele Birnbaum

thecoalitioninoppositiontocp@gmail.com



Testimony of Ira J. Goldstein, Executive Director

The New York City Council – Committee on Transportation & Infrastructure

Thursday, August 17, 2023 – 10:00 A.M.

Thank you to Chair Selvena Brooks-Powers and all the Members of the City Council's Committee on Transportation and Infrastructure for this opportunity to provide testimony on the issue of the Central Business District Tolling Program (CBDTP). My name is Ira Goldstein and I am the Executive Director of the New York Black Car Operators Injury Compensation Fund, commonly known as The Black Car Fund.

The Black Car Fund was created by New York State statute in 1999 with the purpose of providing workers' compensation coverage to black car drivers in the state of New York, the vast majority of whom are independent contractors. Over the years, the Fund has grown to over 500 member bases and we cover an estimated 100,000 drivers throughout New York.

Over time, The Fund has expanded the health and wellness benefits provided to drivers to include an Accident Disability Insurance Plan, \$100K Accidental Death Benefit, Personal Accident Insurance, Critical Illness Insurance, dental, vision, telemedicine, and a mental health and wellness program. All of these benefits are provided at no-cost to eligible drivers, funded by a portion of the surcharge that passengers pay. The Fund even pays its drivers up to \$300 to take a variety of classes ranging from defensive driving to wellness.

My primary goal with this testimony is to drive home the point that any proposed tolling scheme that levies a once-a-day fee on FHV drivers will be a major blow to the lives and livelihoods of tens of thousands of drivers. Black car drivers are widely acknowledged to be vital and embedded parts of the communities they serve. During the pandemic, these drivers were officially designated essential workers, but today, their work and livelihood is being threatened unfairly as an easy target to help the MTA reach their \$1 billion yearly requirement.

The 2021 Black Car & Livery Task Force Report, prepared in affiliation with the City's Taxi and Limousine Commission, wrote that the for-hire vehicle industry has "played an essential role in the City's transportation network for decades, and it is of the utmost importance that [it] remain sustainable for the industry's drivers and small-business owners, as well as the communities they serve." *Black Car & Livery Task Force Report*, available at <https://www1.nyc.gov/assets/tlc/downloads/pdf/black-car-and-livery-task-force-report-2021.pdf>

And just recently, MTA CEO and Chair Janno Lieber explained to WNYC's Brian Lehrer that the MTA recognized the need for the for-hire vehicle industry to continue to succeed in the City. The Brian Lehrer Show, *MTA Chair Janno Lieber on Congestion Pricing*, August 17, 2022, available at <https://www.wnyc.org/story/mta-chair-janno-lieber-congestion-pricing/>.

Given these repeated acknowledgements of the importance of the services that the black car industry and its drivers provide to the City, it is shocking how much advocacy is still required to create awareness of the harmful effects that a once-a-day fee will have on FHV drivers.

As independent contractors, drivers often work for multiple companies. A once-a-day charge would create a logistical nightmare in determining how the fee would be split between passengers and even companies. Ultimately, a once-a-day charge would fall on drivers. Even if a way was devised to split the charge among passengers, it does nothing to address the effect that such a policy could have on the demand for taxi and for-hire vehicle services. Anything beyond a nominal toll is going to reduce the demand for drivers. The drivers will pay the price for that even if the passenger supposedly pays the toll.

It is important to note that the FHV industry has already been paying a \$2.75 congestion surcharge on rides in Manhattan south of 96th Street. Since 2019, the FHV industry has contributed more than \$1 billion to the MTA through that surcharge, and this contribution seems to have gone unconsidered throughout this process. The MTA's own adopted budget projects this existing congestion surcharge to generate \$393 million in revenue for the MTA annually.

As the Traffic Mobility Review Board continues meeting to determine the final toll structure, we strongly support the Independent Drivers Guild's position that there should be an additional \$1.00 per trip be added to the existing surcharge, to be paid for by passengers, on all taxi and FHV trips in the Central Business District, while exempting taxis and FHVs from any additional congestion surcharges.

Furthermore, it is crucial for there to be parity among the ground transportation industry. While some are considering a complete exemption for yellow cabs, I do not believe that the government should be in the business of picking winners and losers.

For instance, the black car sector, including the high-volume for-hire vehicle services, pay sales tax on all their rides, whereas the taxi and livery sectors do not. Of the total 8.8775% sales tax, 0.3775% is earmarked for the MTA, another contribution the black car sector makes to the MTA's budget that seems to have gone unnoticed. Exempting yellow cabs from any congestion surcharge would give them another unfair advantage.

In closing, I believe that the Central Business District Tolling Plan ultimately serves a commendable goal: reducing congestion, protecting our environment and raising much needed funding for the MTA. We have supported the goals of the CBDTP since the beginning, but we cannot allow these goals to be met at the expense of thousands of livelihoods.

Thank you again for this opportunity to testify and I am more than happy to discuss these concerns further with any Member of this Committee.



VINCENT THEURER
PRESIDENT

ROCCO LACERTOSA
CHIEF EXECUTIVE OFFICER

ALLISON HEANEY
TREASURER

RAYMOND A. HART
VICE-PRESIDENT

BRUCE FUHRMANN
IMMEDIATE PAST PRESIDENT

DENNIS TRAINA
SECRETARY

August 17, 2023

**Testimony of Rocco J. Lacertosa
Chief Executive Officer
New York State Energy Coalition**

Before the

**New York City Council
Committee on Transportation and Infrastructure**

Regarding

Oversight Hearing on Congestion Pricing and the MTA's Fiscal Future

Good morning members of the New York City Council's Committee on Transportation and Infrastructure and thank you for the opportunity to testify today. My name is Rocco Lacertosa; I am the Chief Executive Officer of the New York State Energy Coalition, also known as NYSEC. NYSEC serves as the voice of the biodiesel, renewable diesel and heating oil industry in New York City and Long Island.

I testify today to express grave concerns among NYSEC's membership regarding the Central Business District Toll Program, the different tolling structure scenarios for commercial vehicles and trucks as outlined in the environmental assessment completed last year, and the impact it would have on the bioheat industry and by extension our customers.

Fuel delivery is an essential service, as demonstrated at the height of the COVID-19 pandemic when fuel supply and transmission was specifically outlined as essential infrastructure. The work that NYSEC's members conduct is not the same as getting an Amazon package or other discretionary deliveries and should not be treated as such under the congestion pricing plan. Our companies, who are on call 24 hours a day, 7 days a week for 365 days a year in all 51 Council districts to troubleshoot customer issues and immediately address major heating or cooling crises as they occur, will see their operations severely impacted as a result of these excessive charges for trying to get to customers' locations both throughout Manhattan and en route to adjoining boroughs.



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DENNIS TRAINA
SECRETARY

The time-sensitive, essential work that fuel delivery companies provide reach the most at-risk and vulnerable populations in a timely manner for consumers who are experiencing issues at both commercial and residential locations in our City and State, including those experiencing emergencies, residents of the New York City Housing Authority, senior housing complexes, hospitals, schools, nursing homes and many other facilities that are heated during the cold New York winters.

These multiple trips through the central business district would equate to hundreds of dollars per day being charged to our companies. With such a financial toll on our companies for simply trying to do their job and get our customers the emergency assistance they need in a timely manner, businesses will be forced to pass on some of if not all of the burden onto the consumer in the form of additional surcharges. This, of course, is an outcome that benefits no one, and certainly is not one we wish to implement at a time where the cost of living and the cost of goods are already exorbitantly high.

We urge the New York City Council to stand with NYSEC in calling on the Traffic Mobility Review Board for an exemption from the Central Business District Toll Program for commercial vehicles and trucks who are passing through the District for work-related, fuel delivery purposes.

Under Section 1704-a, subsection 3(a) of the MTA Reform and Traffic Mobility Act, the Triborough Bridge and Tunnel Authority can implement a plan for credits, discounts, and exemptions for tolls paid on bridges and crossings informed by the Traffic Mobility Review Board's recommendations. Indeed, we submitted testimony in August of 2022 to the Board during the environmental assessment process requesting that commercial vehicles and trucks engaging in fuel delivery be considered for discounts and exemptions.

We humbly request that the New York City Council review NYSEC's request to examine the importance of our work, particularly during emergencies as temperatures become more extreme and deadly, and to support our call for the Traffic Mobility Review Board to consider heating oil, bioheat, and biodiesel trucks as emergency vehicles for the purposes of exemptions from the Central Business District Tolling Program.

Thank you all for your time, and we look forward to a productive dialogue with you on this matter.



PCAC

PERMANENT CITIZENS
ADVISORY COMMITTEE TO THE MTA

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**Testimony to the New York City Council
Submitted to the Committee on Transportation and Infrastructure
Oversight Hearing on Congestion Pricing and the MTA's Fiscal Future
August 17, 2023**

Thank you for accepting this testimony, which is being submitted to the New York City Council Committee on Transportation and Infrastructure on the occasion of the Oversight Hearing on Congestion Pricing and the MTA's Fiscal Future, on behalf of the Permanent Citizens Advisory Committee to the MTA, PCAC. We regret that we are unable to attend in person to testify in person on this issue of critical importance to millions of New Yorkers and visitors to the region.

Created by the New York State Legislature, PCAC is the official voice of riders of New York City subways, buses, the Staten Island Rail, Long Island Rail Road and Metro-North. PCAC strongly supports Congestion Pricing — or more appropriately, “Decongestion” Pricing.

Congestion Pricing will reduce traffic, improve air quality and raise vital funds for critical transit projects. It's a win-win-win for the environment, our health and transit – and for transit riders around the region. Congestion Pricing has been law since 2019 and at long last, the benefits of this first-in-nation program can be realized in the first half of 2024. The Traffic Mobility Review Board (TMRB) has been convened and asked cogent questions. Significant information has been imparted, including the fact that the more exemptions there are, the higher the tolls will be for everyone.

There are those who continue to sow the seeds of disinformation and discontent about Congestion Pricing, most loudly from across the Hudson. That's truly unfortunate, since residents of the Garden State will also benefit from less traffic in the congestion zone and improvements to the New York's transit system. Considering that the vast majority of commuters into the congestion zone – from New Jersey, Long Island, and the boroughs of New York City – take transit, we'd hope that the goal would be to hasten congestion pricing's implementation, and not delay it. In particular, the data shows that the lowest income New Yorkers in most of your districts depend heavily on transit, while very few of them drive or own a car. Much of the opposition has been from a very vocal but small group of drivers, and we hope you'll consider the fact that most New Yorkers do not drive.

Congestion Pricing will improve our quality of life, help protect us from the ravages of climate change, allow emergency vehicles to make better time and save lives, speed up buses, and raise billions of dollars for transit infrastructure improvements like: accessibility projects; new signals; station upgrades; new train cars and electric buses; and improving equity by bringing service to areas without it via new train lines, like the Interboro Express. These important projects will benefit millions of riders and support our region's economy, including creating much-needed construction jobs, for decades to come. The MTA has stepped up its transparency and open data efforts so it will be easier for all of us to see how the money comes in and how it goes out. The money, the projects and the overall effect on the entire region are too important for the significant details to be shrouded in secrecy, and we're glad the MTA gets it and is doing its part to shine light in some of the dark corners.

To complement congestion pricing, the city must also do its part and install the bus and bike lanes and infrastructure it has promised. Doing the right thing to support safer streets, faster commutes, and cleaner air is not always politically popular, as we are seeing on Fordham Road. However, meeting the needs of the vast majority of community residents and bus riders who will benefit most from the streetscape improvements – not to mention the delivery companies and drivers who will accomplish their rounds faster – should take priority over a more vocal and better funded minority of drivers. Congestion pricing will fund essential projects to help modernize the transit network and keep it running, but ensuring that it runs smoothly is a collective effort and the city has not fulfilled all of its responsibilities and Streets Plan commitments.

The MTA's capital budget needs the funds from Congestion Pricing, and riders are counting on the projects it will fund. Similarly, the operating budget, which pays for the service – and recent service enhancements – we rely on is critical to the essential service that keeps our region moving and competitive. PCAC was thrilled when Governor Hochul and the state legislature included sufficient operating funds to keep the MTA solvent for the next five years, without having to worry about exorbitant fare hikes, unacceptable service cuts or untenable layoffs. Instead, riders are beginning to see what can be accomplished when the MTA isn't lurching from fiscal crisis to fiscal crisis: more service on weekends and off-peak on high traffic subway lines, a fare-free bus route in each borough, and planned, moderate fare increases that allow us to budget for the future instead of the drastic hikes that were possible.

This week, the MTA stood with transit champions including this Committee's chair, Majority Whip Selvena Brooks-Powers, to announce that the Far Rockaway CityTicket was finally becoming a reality. Far Rockaway riders will now be able to benefit from the faster commutes and lower LIRR fares that the rest of the city's commuter rail riders enjoy with the 24/7 CityTicket expansion. At the same time that we fully support and embrace this important move toward a more equitable transit network, including rolling Atlantic Ticket into CityTicket to reduce confusion and redundancy, we also lament the loss of the weekly Atlantic Ticket, which allowed riders the option of adding on a weekly unlimited MetroCard to transfer to subways and buses. We have asked the MTA to undertake a feasibility study and field study in 2024 to determine the best way to bring this life-altering weekly option to CityTicket. We appreciate your ongoing support in this effort.

PCAC also strongly supports the Committee and Council's efforts to increase access to transit for those who can least afford it through the Fair Fares program. The increase to eligibility for those making 120-percent of the federal poverty level is a small step in the right direction, and we urge you to continue to fight to further increase the reach of this important program by increasing the maximum income to 200-percent of the federal poverty level. We would also like to see Fair Fares extended to the commuter rails within the city, creating a Fairer CityTicket price.

The work of this Committee and the Council continue to be critical to the lives of transit riders, particularly in advance of congestion pricing. The efforts to reduce the availability and use of "ghost plates" is important not just for ensuring that everyone pays their share to drive in and out of the congestion zone, but also that those drivers can be held accountable for any crashes and illegal activities. We thank you on behalf of transit riders and all users of the streets – above and below ground – for your ongoing diligence.

We are at a singular point in time when we can see what a future of good transit looks like. Congestion pricing will mean that we won't be staring down a summer or winter of hell, that trains and buses won't leave us stranded and that we will be able to look forward to exciting projects like the IBX and a vastly more accessible system. The state's commitment to operating funds means we can actually have better than six-minute service on a number of subway lines, and the opportunity to try new things like a fare-free bus pilot program. The MTA must do its part and find efficiencies and continue to stress the importance of paying the fare – just as the Council must continue to press the Mayor to make Fair Fares even fairer for more people and city DOT to install bus and bike lanes. It's finally a good time to be a transit rider: and the confluence of political will, public interest and economic necessity are helping to align the stars on the right track.

**Statement Opposing Congestion Pricing on South Manhattan from Phil Wong
President of the Chinese American Citizens Alliance Greater New York**

Thursday, August 17, 2023

Good Afternoon Chairperson Brooks-Powers, and members of the Committee on Transportation and Infrastructure:

My name is Phil Wong, the President of the Chinese American Citizens Alliance Greater New York. Thank you for giving me the opportunity to speak today. I speak on behalf of my organization today to oppose the congestion pricing plan which would halt Manhattan Chinatown's economic recovery from COVID, as well as the recoveries of the tightly coupled small business economies of Brooklyn's Sunset Park Chinatown, and Queens' Chinatown around Main Street.

The reality of Manhattan's Chinatown economy is clear. On any day of the week, walk down East Broadway or Bowery or Mulberry Street and you would see hundreds of closed shops that were never reopened since the COVID shutdown. Congestion pricing would cause more stores to close. This is because the cost of several daily truck deliveries of fresh perishable Chinese food ingredients would add hundreds of dollars weekly in expenses to eateries and the owners will have no choice but to pass these costs to the customers. Once the menu prices go up, customers would stop coming to Manhattan Chinatown. It's simple economics.

Drivers and non-drivers both suffer when small businesses inside the congestion pricing zone charge a lot more on goods and services than those outside of the zone. Congestion pricing is NOT about congestion, it's a cash grab at the expense of New Yorkers already burdened by the highest taxes in the country.

It makes no sense to push for congestion pricing while the MTA is doing little to enforce fare collection, and doing even less on cost reductions. It is also inconceivable for to promote COVID economic recovery and congestion tax at the same time. These 2 issues are incompatible. Therefore, I respectfully request the City Council to provide congestion pricing exemptions to 1) exempt weekend and late night traffics into downtown Manhattan, 2) exempt commercial traffic in and out of Manhattan's Chinatown, and 3) exempt handicapped and veterans plates.

Thank you.



**COACH USA TESTIMONY ON NEW YORK CENTRAL BUSINESS DISTRICT TOLLING PROGRAM
NYC COUNCIL HEARING COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

My name is Dan Rodriguez, and I am before you as the representative of Coach USA, its subsidiaries, and the Bus Association of New Jersey of which I am President. I would like to thank the Chair and members of the Committee for this opportunity to address you today.

Coach USA is one of the largest transportation operators in North America. We operate more than 2,500 buses and coaches and employ thousands of transportation professionals across the nation and Canada. We provide critical local and intercity transport services for communities throughout the New York metropolitan area. Our services are particularly crucial for a diverse range of economically vulnerable families who rely on affordable transportation to access work opportunities in Manhattan who on average pay \$10.50 for travel into the Congestion District, making it the most affordable and in some cases the only mode of transportation available to them. In total, Coach USA operates more than 25 bus carriers that operate scheduled bus routes, motorcoach tours, airport shuttles and charters. The bus routes operated by Coach USA subsidiaries include private passenger service as well as federally funded public transit service, including our service throughout New York. Thus, while a private carrier, we are fundamentally intertwined with public transit bus service in the New York region.

Among our subsidiaries is Megabus, a noteworthy intercity motorcoach service launched in April 2006. Megabus focuses on the northeast and provides daily express service with fares as low as \$1. With 196 daily routes and 4 Manhattan stops, Megabus facilitates travel to various destinations in New York and beyond. The relationship between Megabus and Manhattan is crucial, as it benefits our passengers who depend on affordable and efficient transportation to the New York metropolitan area.

Congestion Toll Pricing is what economists call a demand-side solution. Raise the price of something and demand will fall, resulting in less congested streets and improved air quality. However, this approach while also trying to maximize revenue makes it tricky, especially when it's to lower the current \$43 billion deficit the MTA is currently grappling with.

I want to emphasize and make clear that we are committed to addressing New York's traffic congestion concerns. Through our public transportation services, we transport 24,000 passengers daily and over 8 million annually, removing the equivalent of 8 million cars from Manhattan streets. Collectively, private bus carriers contribute to removing over 22 million individuals, equivalent to over 22 million cars, from NYC's roads. And have been doing so from the beginning of bus service to the area. We are not asking for special treatment, but rather what's already being done successfully where the program has been implemented in other major cities.



The existing traffic congestion generated by passenger cars and their emissions negatively impacts quality of life, public health, and businesses. However, buses, which serve public interests, should not be penalized through congestion tolls. By removing millions of cars from Manhattan streets each year, we are significantly reducing the carbon footprint. Moreover, our buses serve a vital economic benefit by stimulating economic activity, contributing billions of dollars annually to Manhattan's economy through activities like attending Broadway shows, concerts, attractions, and shopping. Economic activity in New York City is still in its recovery period, sitting at 5% below pre-pandemic levels. It is our belief that tolling carriers could cause reduced service; in turn, restaurants, shops, and other services could struggle to stay afloat. Given that each dollar invested in public transportation yields a fourfold economic return, the decision to eliminate tolls for carriers is financially justified.

Our riders, most importantly, are essential members of New York City's daily life, including first responders, healthcare, and union workers. Additionally, 83% of New York voters say that public transportation provides easy access to the things they rely on in their daily lives, which they may not have access to otherwise according to the NY Public Transit Association. In recognition of these invaluable public benefits served by our bus services, and to prevent operational disruptions from congestion tolls, we urge the MTA, the Board, and the Traffic Mobility Review Board to exempt buses from the Program's tolls.

Major international cities, such as London, Stockholm, and Singapore already adopt this approach – no bus in these cities is required to pay a toll. This promotes bus ridership, which in turn reduces passenger cars and their resulting environmental impacts, while also boosting economic activity. There is a reason that these cities concluded that buses are to be exempt from tolling, and a contradictory conclusion should not be reached here.

Exempting all buses aligned with the Program's goals is logical and fair. A tolling exemption should apply equally to all buses, whether publicly or privately owned and whether operated for intercity or other services. While some of Coach USA's buses are operated through public transit agencies, others, like Megabus, are privately operated. All bus services benefiting Manhattan and surrounding communities should be toll exempt.

We do not believe that the MTA, the Traffic Mobility Review Board, or FHWA can justify imposing tolls on certain buses while exempting others, especially in light of the significant environmental, economic, and public benefits provided by all bus services. Moreover, many customers who seek out bus service are of limited means and do so as it is the most affordable option. Tolling buses will only mean they will end up paying more as well.

In conclusion, securing funds for essential expansions of park and ride facilities and bus lanes is imperative. Coach USA believes that the Program's funds could be used for these very purposes, not only to enhance commuter parking and the creation of rapid bus lanes, but also to promote commuter bus ridership to the congestion district.



Coach USA believes the concerns that I have identified – an exemption for all buses, expansions for park and ride facilities, the creation of rapid bus lanes, and funding by the Program for such improvements – are achievable without compromising the Program's objectives.

I appreciate the opportunity to address the Committee on this important issue and look forward to your coordination with the bus industry to ensure the success of the Program.



August 17, 2023

Thank you for providing this opportunity to discuss the merits of congestion pricing. My name is Felicia Park-Rogers. I am the Director of Regional Infrastructure Projects at Tri-State Transportation Campaign. For 30 years TSTC has been working to bring better transit, transportation, and streets because better regional transportation is key to improving the environment and equity.

Everybody here wants the same thing- a city that is vibrant, livable, economically thriving, and that serves as a potent metropolis that fosters and nurtures the people who live, work, and visit. Key to achieving those goals is making it safe, easy, and economical for people to get from point A to point B. Congestion pricing is a key method to achieve those goals. Its basic premise is simple: discourage unnecessary car trips and make travel by transit, bicycle, and foot better and more convenient. Reducing car congestion improves public health, slows climate change, and makes for more efficient use of highly limited street space in a city where every inch of ground is a highly valuable commodity.

The funds raised by congestion pricing tolls are mandated by state law to total \$1 billion dollars a year. These funds are mandated to be used for the MTA capital budget which includes important transit improvements such as more elevators, faster subways, electric bus conversion, and extending the second avenue subway. The 2020-2024 capital plan is ambitious and detailed and will vastly improve mass transit for millions of New Yorkers and people who come to work and play here. It is the job of the MTA to implement these improvements as quickly and efficiently as possible.

But that is only the beginning of the story of what congestion pricing can bring. It is the job of the City to make streets work better for us. The City Council, the Mayor and the NYC Department of Transportation have an incredible opportunity before you. If cars are taking up less space on our crowded streets- what will fill that space? What is your plan to improve street use?

Last year the City Council and the Mayor passed its ambitious Streets Plan. This plan creates an exciting vision of streets that are safe, accessible, and enjoyable for use by the majority of users- pedestrians, cyclists, transit users. Today I urge you to walk through the door that congestion pricing is opening and begin the worthwhile and hard work of transforming our city streets by implementing your streets plan. The rewards will be felt instantly by your constituents and will last for generations to come. Today is the day to take back our streets and return them to the children, seniors, commuters, and travelers who need them most.



TSTC@TSTC.ORG



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NEW YORK, NY 10001



(212) 268-7474

Madame Chair and esteemed members of the council,

My name is Andrew Schloss, and I am a New York City-based urban planner working for Flix North America, which operates two intercity bus brands in New York City, FlixBus and Greyhound Lines. Thank you for the opportunity for us to speak about this policy. I am here to represent Flix and express our sincere belief that intercity buses, as a vital part of the solution to congestion and climate change, should be exempt from the Central Business District Tolling Program.

We are proud to call New York our home and are proud to provide vital connections from Manhattan to hundreds of destinations throughout the Northeast, Mid-Atlantic, New England, Canada, and all over the United States, along with our partners in the industry. Flix is proud to support this policy as it advances our shared commitment to ensure a green and smart transportation future for all New Yorkers.

We believe that exempting intercity buses from the program is key to making it a success. Firstly, intercity bus service is one of the best ways to fight congestion. Each intercity bus can take at least 50 single occupant vehicles out of the CBD's roadways.

"Second, studies have shown that intercity buses are the most energy efficient and environmentally beneficial mode of motorized passenger transportation. These studies demonstrate that intercity buses use the least amount of energy and produce the lowest carbon dioxide emissions per passenger-mile of any motorized transportation mode. The studies include Getting There Greener by the Union of Concerned Scientists and Updated Comparison of Energy Use and Emissions from Different Transportation Modes by MJB&A, June, 2019.¹"

Additionally, we believe exempting intercity buses would allow the policy to best advance environmental justice. Persons in minority populations and "low-income persons rely on the bus for intercity travel much more than other demographics. Intercity buses carry a disproportionate percentage of low income and minority passengers. Greyhound's passenger profile illustrates that point.

Greyhound is a majority minority bus service provider. In a survey conducted in 2019 just prior to the pandemic, Greyhound found that 56% of its passengers were minorities (35% Black, 14% Hispanic, 7% Asian). The survey also found that 43% of Greyhound passengers had annual household income of less than \$35,000 and 57% had annual household income of less than \$50,000."

Finally, "Federal law requires that privately operated over-the-road buses be treated the same as public transportation buses in FHWA-sponsored projects. As explained in the following section, that requirement should mean that all buses, both transit and intercity, should be exempt from CBDTP tolls."

Thank you again for the opportunity to comment on this policy.

¹ These studies refer to motorcoaches, which are also large passenger carrying vehicles characterized by an elevated passenger deck over a baggage compartment. All intercity buses are motorcoaches, as are most charter and tour buses.

Hello and thank you to the Chair and committee for holding this hearing today. My name is **Tiffany-Ann Taylor** and I am Vice President for Transportation at the Regional Plan Association. I am also representing the *Congestion Pricing Now* coalition which includes dozens of civic, community, transit, and environmental groups that support congestion pricing. We support improving the bus and bike networks of the city as this program advances, and look to your support to ensure the Streets Master Plan is implemented.

We also would like your support on five recommendations we have shared with the Traffic Mobility Review Board:

First, use bridge and tunnel toll credits to reduce excess travel, especially through environmental justice communities. By equalizing tolls across all entry points, we can reduce “toll shopping” by incentivizing drivers to take the most direct route. This will require the program to consider other MTA and Port Authority toll credits.

Second, with for-hire vehicles, we think the program should assess a per-ride surcharge paid by the passenger rather than a once per day toll paid by the driver. A per-ride surcharge paid by passengers will reduce financial burdens for drivers while creating a new revenue stream. We do not believe this per-trip surcharge should apply to taxis given their existing financial burdens.

Third, both public and private commuter buses should be exempt from tolls. We should be encouraging the use of public and private bus fleets that connect riders to intermodal transportation hubs within the zone.

Fourth, no additional exemptions should be granted beyond commuter buses and the legislatively mandated exemptions. Any exemptions beyond these recommendations and commitments made by the MTA earlier this year will raise the base toll paid by drivers and deteriorate the effectiveness of the program.

And fifth, trucks and large vehicles should pay a per axle toll. These vehicles have a greater impact on our infrastructure and health, and should pay more based on their size and weight.

Thank you for your time.

New York City Council

August 16, 2023

Re: Congestion Pricing

Dear Council Members,

As a resident of the zone targetted for congestion pricing, I am concerned that our community, the one we call home, will be negatively and forever impacted by the proposed congestion tax.

We already pay State and NYC Local Income Tax, parking taxes on our automobiles, in addition to Use Taxes by the DMV. We pay excise and other taxes when we fill up with gasoline at the pump. Now we are being asked to pay a \$23.00 tax each time we drive home? Does any other American citizen require this to go home?

The clothes on our backs, the sandwich for lunch and milk we drank for breakfast, the laptop I am writing on, all were brought in by truck. Each and every truck delivery will be taxed over \$80.00 a trip. We will be saddled with these added costs just to live here?

I live in Chinatown. Visitors come in from all over to shop and dine here, many by car, even buses will be taxed. Little Italy, just adjacent, is similarly invested in visitors coming in to do business. What will become of the businesses here? Visitors will stop coming, going to other boroughs instead. Truck deliveries being taxed will drive up costs.

We are still reeling from the COVID 19 closures and work stoppages. How can you think of adding this burden to an already shaken community?

Regards,
Albert Hom

Barry A Cooper
E 54th Street
New York, N.Y. 10022

This is submitted to the New York City Council Committee on Transportation and Infrastructure (“the Committee”) in order to register my objection to the proposed Congestion Pricing Plan (“the Plan”) for the Central Business District (“CBD”).

As I understand it, the Plan envisions charging drivers for driving into the CBD which starts at 60th Street.

I am a retiree on a fixed income. I also reside in the CBD at 54th Street and have a car which I garage there. It is extremely unfair to charge me a toll should I venture more than 6 blocks to the north and then return to my residence and put the car back in my garage.

I understand that it is contemplated that residents living in the CBD and making \$60,000 or less will get a tax credit equal to the tolls paid. This is a joke! Does the Committee believe that this measly amount covers the vast majority of residents who, like me, live in the CBD and have a car which they are forced to garage because on-street parking is almost non-existent in NYC?

I write to register my strong objection to the Committee for any Plan that does not grant a significant and meaningful reduction to all residents who reside in the CBD. I understand that in London, which has had congestion pricing, residents in the CBD get a 90% discount of any tolls that they must pay. This would seem to be fair for New York CBD residents as well.

Respectfully submitted,

Barry A Cooper

Hello, my name is Ben and I am testifying against congestion pricing because of how much the cost will affect my family and the many local businesses. My mom comes here almost every day for work. I come here most of the time to have fun with friends and have fun. Most of the time I come here for my doctor appointments or to visit my grandparents and because of congestion pricing this will cause us to visit them less because of the amount of money it would cost us to visit them. But not only will this make us not want to come to Chinatown but others as well. Businesses will leave the city or struggle to survive those who stay will have a huge bill coming their way to restock on supplies when they need them. But why are they doing this is it really to do good for the city to build things or is it a quick cash grab for the MTA why don't they try and fix their own subways before doing this? The MTA said that they had sent letters informing the people in the tax zone but did they really because people who live in the area are saying they did not receive any notice? Why is that the case here? Not only will this cause a problem for many this will make the city itself crumble to the ground. People will not pay 6000-7000 a year to go to work in the city when they can work elsewhere and shop elsewhere. So please take this comment and others seriously otherwise you will see your own city slowly crumble and fall apart.

Hopefully, you choose not to watch the city slowly crumble.

Chinatown East neighborhood council

From: bert hirsch <berthirsch@yahoo.com>
Sent: Wednesday, August 16, 2023 1:26 PM
To: Testimony
Subject: [EXTERNAL] Congestion Pricing and Residents in the Zone

I am requesting that the Council consider the unique situation those of us who live within the Congestion Zone face. Unlike all other residents in the NYCMetropolitan area we do Not have the option of choosing to avoid driving in the zone.

We live in the zone. We cannot travel freely anywhere in the region without paying the toll.

Example: when I visit grandchildren, friends, do errands, go for a day trip on holidays, etc, when I return home on 55 th Street I will be tolled. This is unfair and inequitable.

It is my understanding that in London, which has served as a model, residents in the zone are discounted 90% of the fee.

Additionally when first conceived in 2019, prior to the pandemic, things have changed in midtown Manhattan. Many office workers have not returned. Retail businesses have shuttered. Except for Ubers the streets are not as crowded a they once were. I am afraid that installing the zone and fees will only exacerbate these trends and result in even higher costs to businesses and residents in the zone.

Sincerely

Bert Hirsch

Sutton Place South

NY NY 10022

Aged 75, retired Federal Employee.

New York City Council hearing on Congestion Pricing and the MTA’s Fiscal Future ▪ August 17, 2023

Testimony of Charles Komanoff¹

Done right, congestion pricing can accomplish even more than its two primary objectives of unsnarling traffic in and en route to the Manhattan core and financing \$15 billion in new investment to enable the MTA to modernize its signals and other vital transit infrastructure.

As Columbia economics professor Gernot Wagner and I pointed out in our July paper, [A Congestion Toll New York Can Live With](#), congestion pricing can help redress the severe injury to New York City’s vital and iconic taxi sector caused by allowing ride-hail companies like Uber to plunder its hard-earned exclusive franchise to service street hails in Manhattan south of 96th Street.

Using my BTA spreadsheet — the model that [state officials employed](#) in 2018 and 2019 to draft congestion pricing legislation (with updated traffic data reflecting reduced office commuting) — ***we devised a toll plan that will lead to nearly 20,000 more taxi trips per day in the congestion zone (a 14 percent increase) without reducing trips in Ubers or compromising traffic-reduction goals, while generating the mandated \$1 billion a year in net congestion revenue.***

Our “15-9-3” plan charges private cars \$15 to enter Manhattan south of 60th Street during peak times, \$3 off-peak, and \$9 in “shoulder” hours, and tacks \$2.25 onto the current congestion zone surcharge for Uber trips.² This chart from the Komanoff-Wagner paper depicts our model’s projections for usage of yellow cabs and Ubers (a category that includes Lyft trips as well). Note the box in the bottom row toward the left, showing a projected 19,000 per day rise in trips in yellow cabs; to the right of that box, the projected 1,000 per day rise in Uber trips indicates that the increase in cab rides won’t come at the expense of Ubers.

**TABLE 1
EFFECTS OF BOOSTING UBER SURCHARGES BY \$2.25 WHILE KEEPING YELLOW SURCHARGES UNCHANGED**

SCENARIO	FARE TRIPS / DAY (Δ FROM CURRENT BASELINE)			NEW REVENUE	Δ TO CBD SPEEDS
	YELLOWS	UBERS	COMBINED		
CONGESTION PRICING W/ CURRENT \$2.50 / \$2.75 SURCHARGES	+8,000 / +6.1%	+18,000 / +2.8%	+26,000 / +3.9%	+\$30 million	+9.7%
CONGESTION PRICING ADDING \$2.25 TO UBERS WHILE LEAVING YELLOWS ALONE	+19,000 / +14.0%	+1,000 / +0.2%	+20,000 / +3.1%	+\$200 million	+11.0%

BOTH CP SCENARIOS REFLECT 50 PERCENT OF THE EVENTUAL SUBWAY SERVICE IMPROVEMENTS FINANCED BY THE CONGESTION REVENUE. REVENUE GAIN IN SCENARIO 1 REFLECTS MODEST INCREASE IN FHV USE WHICH TRANSLATES INTO MODEST REVENUE INCREASE WITH CURRENT SURCHARGES.

¹ A brief professional biography is included at the end.

² Since early 2019, Uber trips touching the Manhattan taxi zone have been surcharged \$2.75, and taxi trips \$2.50. It is worth noting that since 2009, all taxi trips have also paid a \$0.50 surcharge (enacted as part of an MTA rescue package).

Note also the table's "New Revenue" column. Embedding the additional Uber surcharge of \$2.25 per zone trip within congestion pricing generates \$200 million in new annual revenues. This revenue boost allows us to cap the peak congestion toll on private cars at \$15 and also offer an off-peak toll of just \$3.

Increasing the surcharge for zone trips in Ubers (but not taxis) is supported by a broad coalition of transit groups including Riders Alliance and Regional Plan Association. Yet even they may not have fully realized the benefits to taxi workers. Those benefits are deserved and overdue. I urge the City Council to recommend that the Traffic Mobility Review Board embrace them as part of congestion pricing.

* * * * *

Economist and policy-analyst **Charles Komanoff** created the "BTA" spreadsheet model used by state officials to draft the 2019 legislative framework enabling congestion pricing for New York City. His work as policy analyst and organizer, including co-founding the Carbon Tax Center (2007) and the direct-action pedestrian rights group Right Of Way (1996), and "re-founding" and leading the bicycling advocacy organization Transportation Alternatives (1986-1992), was catalytic to the livable-streets movement in New York City and across the country. Earlier, as expert witness for state government agencies in New York, California and a dozen other states, Komanoff helped save billions for electricity customers by documenting utility company misfeasance in failed nuclear power plant ventures. His work includes books (*Power Plant Cost Escalation*, *Killed By Automobile*, *The Bicycle Blueprint*), scholarly articles and journalism. An honors graduate of Harvard and married parent of two grown sons, Charles lives in lower Manhattan. Web site: www.komanoff.net.

From: Christine Williams <christine_j_williams@yahoo.com>
Sent: Thursday, August 17, 2023 9:37 AM
To: Testimony
Subject: [EXTERNAL] Central Business District Tolling Program - Congestion Pricing

>>>> What is congestion pricing really? It is a tax and an unfair way
>>>> to prop up the MTA. If politicians really wanted to cure
>>>> congestion, there are many things that could be done including limiting the number of ride sharing vehicles on our roads. They could enforce existing laws about double parking on both sides of our avenues which create massive traffic jams. They could create resident-only parking in neighborhoods to stop cars from coming in from outside to cruise for parking spots. I see that NYC is considering making outdoor restaurant structures permanent thus further reducing parking spots and increasing the number of cars looking for spots. While I generally support bike lanes although they have reduced street lanes and have increased congestion.

>>>> If the goal of this plan is to stop congestion, why is the fee being charged 24/7/365 rather than just 7am-7pm on weekdays when the congestion might be an issue. Although most days it appears that it is not.

>>>> Furthermore, why should people who live in the zone have to pay
>>>> this fee? Is it fair to charge people \$14 or more to go anywhere? Or to return home? This is in addition to all of the bridge and tunnel tolls we already have to pay to return home if we EVER leave this small island for any reason. I would hope that the proposed congestion pricing plan makes allowances for those who reside in the zone. People who live in and garage or park their vehicle in the CBD zone should be exempt from the surcharge or receive a very large discount. One would also hope that those who have a residence in the zone would be exempt. It would be unfair to charge people to return to their homes.

>>>> I understand why this may be useful to stop people from coming into
>>>> the city by car from other areas but charging an exorbitant fee for people to leave and return to their homes in their own neighborhood is just crazy, misguided and wrong!

>>>> Is the entire area below 60th Street traffic-choked? NO. For
>>>> instance – where I live in Peter Cooper Village, the traffic is generally not bad? Why isn't this tax only in midtown and the financial district? I can't help but think it is because the richest most powerful people in the city live on the Upper East and Upper West sides. This is an unfair burden on residents who live below 60th Street, making them pay for a program that supposedly benefits everyone!

>>>> Why aren't commuters who come into NYC by train and bus and then use NYC buses and subways not paying to prop up the MTA? Raise the price of a bus/subway fare to cover what you need! Let the people who use this service pay for it. If a ride is \$10, so be it, that's what it costs! And I say this as someone who commutes to work via public transit.

>>>> We already pay a fortune to live in Manhattan (rent, goods,
>>>> services, etc., in addition to auto related costs such as
>>>> insurance, bridge and tunnel tolls, heavily-taxed and incredibly
>>>> expensive garage parking. Congestion pricing will make it
>>>> unaffordable to own a car for many (particularly minorities with
>>>> lower

>>>> income) and thus contribute to the already very bad income inequality in this city and country, particularly with current inflation.

>>>> Only the very wealthy in NYC will be able to own a car after this plan goes into effect. Owning a car is uniquely American - owning a car shouldn't be only a right of the very wealthy. Congestion pricing will contribute to making NYC a place that only the very rich can afford to live in. Diversity will continue to disappear.

>>>> New Yorkers will not only pay directly but indirectly. Ubers, taxis

>>>> etc. will be passing on these fees every time you go to the

>>>> airport. The cost of everything in our already over-priced

>>>> supermarkets and other stores will increase as every truck delivery into NYC is charged this tax and then will pass this fee back to the consumer. Every time New Yorker's have services done in their homes like air conditioning installation, painting, window treatments, plumbing, electrical work, etc., those service people who have to drive into the city will be passing along the congestion fees back to us. People are struggling to keep up and this will likely be the last straw.

>>>> It is very time-consuming and difficult to make a trip outside the city using our inefficient, dirty, crowded, COVID-dangerous mass transit. In my case, I have elderly parents who live upstate and I have a car so that I can visit them. My other option is an 8 hour bus ride or renting a car. This plan will imprison us in Manhattan!

>>>> Personally, I have a car that I keep in a local garage. I

>>>> purchased it in 2016 and it has 42k miles on it. Almost all of which are the 700 mile round trip upstate. I rarely use the car and never to drive around Manhattan. I and almost everyone I know with a car am not contributing much to pollution or congestion. Perhaps, only NYC drivers who put on over a certain number of miles should be charged the congestion fee or maybe all drivers who live in the zone should be allowed a certain number of free trips per year.

>>>> ENOUGH ALREADY! We are already hit with a surcharge for the MTA

>>>> every time we get in a NYC taxi cab, there is an employee payroll

>>>> tax for the MTA, we pay an additional 3/8% additional Sales tax

>>>> every time we buy something in NYC and surrounding counties, and there is even an MTA surcharge on my cable TV and cell phone bills. We pay additional income taxes as a NYC resident, all of which results in paying a fortune in extra taxes to live in NYC. Why aren't these taxes enough to prop up the MTA? The MTA just got \$20 billion in extra money, because of the pandemic. When does it stop? When is enough enough? When has the MTA taken enough from our pockets?

>>>> The MTA has a long history of corruption, waste and mis-management.

>>>> Why am I paying for this? The transportation infrastructure in NYC has been ignored for decades. Why am I expected to make up for this? Why are mostly people who don't ride MTA subways and buses being required to pay to fix them? And on top of all of this, I take 2 buses each way to work because I am too afraid to go on the subway these days.

>>>> I mostly walk when I have to go places in NYC and occasionally take

>>>> a cab (never my car). If I should use the bus or subway, it's only to go 20-30 blocks. Why are people who are taking NYC Transit to the far reaches of Queens, Brooklyn and even to the Rockaways paying the same fare? Shouldn't they pay more using a zone system like they use in other cities in the U.S. and Europe to be fair?

>>>> The streets in this city are abysmal, potholes everywhere causing blowouts requiring new tires, broken rims and shocks. There are nails and screws everywhere from the un-ending construction on these dirty streets also requiring tire repairs and new tires. The bike lanes are full of huge craters that can kill a biker. Yet, NYC thinks it's OK to charge more for the privilege of driving here? Will any of this congestion money go to repairing the roads and benefitting the people who are actually paying it?

>>>> PEOPLE LEAVING NYC! Even before Covid, studies showed that people

>>>> were leaving New York City in droves mostly due to the high cost of

>>>> living here. The population of NYC continues to decline. After what happened during Covid with so many people abandoning New York City, congestion pricing will undoubtedly force many more to leave NYC. You can raise taxes and fees all you want but if there are less people to pay them, it will not succeed in raising more money. Taxes will have to increase even more. Businesses will leave. Crime will increase. Only wealthy foreigners who don't pay taxes will be living

here. I have been living in Manhattan for most of my adult life, but if I am required to pay \$14 or more every time I want to use my car and have to face getting rid of my car, I will probably look to leave Manhattan.

>>>> Some seem to think that if there is an exemption or discount for

>>>> those that live in the CBD, there will be little reduction in traffic. A very small minority of people who live in the CBD own cars and most of those only use them occasionally to get out of the city, not drive around in the city and even then, they largely use their cars in the evening and on weekends, not during the prime congestion hours. The large majority of the vehicles choking our streets enter from the outer boroughs and outside the CBD – they should pay a fee to do so.

>>>> The world and NYC are different post pandemic but all the analysis for congestion pricing was conducted BEFORE THE PANDEMIC. This plan makes even less sense now than it did pre pandemic!

>>>> PLEASE PLEASE PLEASE consider the well being of the CBD residents and Manhattan as a whole when analyzing this program!

I am writing in advance of the August 17 congestion pricing hearing to submit comments about assessing fees to residents who live in the congestion zone.

This pricing plan must exempt residents who live within the congestion zone. It punishes the very residents it is intended to benefit. As car owners are vilified and parking spaces are radically reduced and abused by local law enforcement officers, we are told that we now should not drive from outside the zone to pick up and drop off family members.

I note that I live at Third Avenue and 21st St., an area with significant traffic and noise. I constantly use mass transit and will continue to do so whenever I can, but I am also a car owner. I keep a 17-year-old car 5 miles to the north (almost an hour each way), out of the congestion zone, due to the cost of keeping it near my home. I have a spouse who has physical limitations and we do have travel needs, and now we are looking at a huge expense to fulfill them.

Whom are you trying to discourage, commuters and tourists, or your taxpayers who live in the zone and are trying to find a way to justify continuing to live in the city (in my case over 35 years). I am trying to comprehend how this city shows that it values me as a resident. I tolerate high taxes, noise, filth, and crime, and now you wish to take hundreds of dollars per year out of my pocket. Workers who serve me will pass on these fees when they bid for their work, and I suppose I'll have to live with that. You wish to raise funds to support mass transit when 22% of riders do not pay their fares. This fee (tax) on local residents is an insult.

David Gaines

NY, NY

davidgaines.ny@gmail.com

Testimony to the Committee on Transportation and Infrastructure

To: All Honorable Council Members

Regarding the Congestion Pricing Plan:

1. This is not an air quality issue. It is a money issue. This plan will force more and more commuters to work from home and the MTA will not reach its billion dollar goal. Those most affected will be the small business owners who have to enter the zone and will then pass the costs onto the consumers, adding to inflation.
2. The MTA Board overseeing the Congestion Plan did not allow one person onto the Board from Manhattan to represent the residents in the tolling district so they do not know or care about the unintended consequences of their decision.
3. However, they are giving \$20,000,000 to Congressman Richie Torres' district in the Bronx to pay for the medical consequences the rerouted traffic will cause due to disastrous pollution problems that will be created. So, they do know they are just pushing the congestion north and not solving the problems.
4. Community Districts 8 and 9 will be severely impacted by unbelievable traffic, pollution and parking issues created by whatever traffic is left by going into the Upper East Side and the Upper West Side to avoid the congestion zone.
5. The solution to all the MTA's financial and pollution problems created by the 150,000 Ubers and Lyfts and bike lanes that have narrowed streets and have created traffic flow problems is simple: Build municipal parking lots in the outer boroughs by the subway hubs and in Manhattan anywhere and everywhere there is a vacant lot. I found dozens. Commuters and drivers will be able to pay with e-z pass and jump on the subways and buses. This will create huge increases in ridership on subways and buses and huge revenues from the parking for the City/MTA. And air pollution will dramatically decrease.

Please consider this as it is your chance to affect change and help solve the problems in a rational, practical and realistic way.

Thank you for your consideration.

Evelyn E. David

Resident CB8

Contact : eedavid@earthlink.net

Hello Chairperson, my name is Harry Lin, I'm a current student at Brooklyn Tech and an intern for Justin Yu at Chinatown East Neighborhood Council. Congestion pricing will charge \$23 during peak hours every time you enter lower Manhattan. This congestion pricing plan was implemented to raise money for the MTA. This comes at a devastating cost especially to the many small businesses, families, and individuals that live or go into this zone for work. \$23 everytime you drive to lower Manhattan adds up to over \$5000 every year. If you are wondering why people don't just take the subway to avoid paying the fee, it's because they are afraid to, they're afraid because they don't think the subway is safe or sanitary. People who aren't willing, who aren't able to afford this fee will find new jobs outside of lower Manhattan, people will also no longer go there to dine, shop, which will cripple the local economy. Delivery trucks are also charged with this fee and will pass the fee onto the businesses who will then pass the cost onto the consumer. Who would ever want to go to Manhattan to eat if you have to pay \$23 along with an overpriced meal? Businesses will suffer, the lower-income families will suffer, the entirety of Manhattan will suffer. We want you to do something about this congestion pricing plan, this plan that will rob our communities and kill our city. Thank you

Howard Schell
Written Testimony
NY City Council - Committee on Transportation and Infrastructure
Oversight - Congestion Pricing and the MTA's Fiscal Future, August 17, 2023

The so-called Congestion Pricing has nothing to do with congestion, it is only a money-grab to prop up the mismanaged, money wasting MTA.

There are many things that can be done to reduce congestion before taking this drastic step; The city could have not permitted a hundred thousand Ubers, Lyfts, Vias, etc. onto the city roads. They could be aggressive about stopping trucks from double parking on both sides of our avenues and creating massive traffic jams. They could fine cabs, Uber's etc. for blocking a lane to pick up or discharge passengers. They could create resident-only parking in neighborhoods to stop cars from coming in from outside to cruise for parking spots. Limit outdoor restaurant structures to not further reduce parking spots and decrease the number of cars looking for spots. I am a bike rider as well as an occasional driver and in favor of bikes and bike lanes but the bike lanes have reduced street lanes thus increasing congestion.

If the goal of this plan is to stop congestion, why is the fee being charged 24/7/365 rather than just 7am-7pm on weekdays when the congestion is at its worst!

How can it be that the current proposed rules will charge vehicles like mine that are garaged full-time in the Zone? These vehicles are not causing congestion. This comes to \$8,400/year and will take away my right to own a car and limit the freedoms I enjoy as a citizen of the USA!

Why should people who live in the zone have to pay this fee? Is it fair to charge people \$23 to essentially back out of their driveways (assuming garaged vehicles). The congestion pricing plan should make allowances for those who reside in the zone. People who live in and garage or park their vehicle in the CBD zone should be exempt from the surcharge or receive a large discount. It would be unfair to charge someone for what is essentially leaving their own driveway! Those who have a residence in the zone would be exempt. It would be unfair to charge people to return to their homes.

I understand why this may be useful to stop people from coming into the city by car from other areas but charging an exorbitant fee for people to leave their garage and return to their homes in their own neighborhood is just crazy, misguided and wrong!

Seniors get a discount for almost all forms of transportation; MTA buses and subways, LIRR, Metro North, Jersey Transit, etc. There needs to be a senior exemption or discount. It is difficult for Seniors to get to Penn Station, Grand Central, etc. and climb onto over-crowded trains with luggage. Seniors need to get to medical care and to see their children and grandchildren outside the Zone. Seniors are largely unable to use alternate forms of transportation like riding a bike or walking a long distance. The accessibility of public transit is poor.

Is the entire area below 60th Street traffic-choked? NO. For instance - 2nd and 3rd avenue in the East 20's are rarely jammed. Why isn't this tax only in midtown and the financial district? This is an unfair burden on residents who live below 60th Street, making them pay for a program that benefits everyone! The studies supporting congestion pricing were done before Covid when commercial office buildings were fully occupied.

Why aren't commuters who come into NYC by train and bus and then use NYC buses and subways not paying to prop up the MTA? Raise the price of a bus/subway fare to cover what you need! Let the people who use this service pay for it. If a ride is \$10, so be it, that's what it costs!

We already pay a fortune for auto insurance, bridge and tunnel tolls, heavily-taxed and incredibly expensive garage parking, and high fines for the myriad traps the NYPD and DOT have sprung around NYC, etc. The price of gas has become prohibitive. Congestion pricing will make it unaffordable to own

a car for many (particularly minorities with lower income) and thus contribute to the already very bad income inequality in this city and country, particularly with inflation at a 40 year high. Only the very wealthy in NYC will be able to own a car after this plan goes into effect. Owning a car is uniquely American - owning a car shouldn't be only a right of the very wealthy. Congestion pricing will contribute to making NYC a place that only the very rich can afford to live in. Diversity will continue to disappear.

New Yorkers will not only pay directly but indirectly. Ubers, taxis etc. will be passing on these fees every time you go to the airport. The cost of everything in our already over-priced supermarkets and other stores will increase as every truck delivery into NYC is charged this tax and then will pass this fee back to the consumer. Every time New Yorker's have services done in their homes like air conditioning installation, painting, window treatments, plumbing, electrical work, etc., those service people who have to drive into the city will be passing along the congestion fees back to us. Inflation is at a 40 year high, people are struggling to keep up and this will likely be the last straw.

It is very time-consuming and difficult to make a trip outside the city using our inefficient, dirty, crowded, COVID-dangerous mass transit. I have elderly parents who are not well living separately that I need to visit weekly. Not being able to afford to travel by car will turn a 2-3 hour trip to Long Island into an all day affair. This plan will imprison us in Manhattan!

Personally, I have a car that I garage in my building that I only drive about 2,300 miles a year, rarely use except on weekends and use only to leave NYC. I am not contributing much to pollution or congestion. Perhaps, only NYC drivers who put on over a certain number of miles should be charged the congestion fee or maybe all drivers who live in the zone should be allowed a certain number of free trips per year.

ENOUGH ALREADY! We are already hit with a \$2.50 "congestion" surcharge for the MTA every time we get in a NYC taxi cab, there is an employee payroll tax for the MTA, we pay an additional 3/8% additional Sales tax every time we buy something in NYC and surrounding counties, and there is even an MTA surcharge on my cable TV and cell phone bills. I have a small business in NYC, NYC double-taxes and screws me by not recognizing Subchapter-S Corporations as the federal government and NY State do. I pay additional income taxes as a NYC resident, all of which results in me paying a fortune in extra taxes to live in NYC. Why aren't these taxes enough to prop up the MTA? The MTA just got \$20 billion over the last year in extra money, because of the pandemic. When does it stop? When is enough enough? When has the MTA taken enough from our pockets? The MTA has a long history of corruption, waste and mismanagement. Why am I paying for this? The transportation infrastructure in NYC has been ignored for decades. Why am I expected to make up for this? Why are mostly people who don't ride MTA subways and buses being required to pay to fix them?

I mostly walk or take my bike when I have to go places in NYC and occasionally take a cab (never my car). If I should use the bus or subway, it's only to go 20-30 blocks. Why are people who are taking NYC Transit to the far reaches of Queens, Brooklyn and even to the Rockaways paying the same fare? Shouldn't they pay more using a zone system like they use in other cities in the U.S. and Europe to be fair?

The streets in this city are abysmal, potholes everywhere causing blowouts requiring new tires, broken rims and shocks. There are nails and screws everywhere from the un-ending construction on these dirty streets also requiring tire repairs and new tires. The bike lanes are full of huge craters that can kill a biker. Yet, NYC thinks it's OK to charge more for the privilege of driving here? Will any of this congestion money go to repairing the roads and benefitting the people who are actually paying it?

CONGESTION PRICING WILL DESTROY NEW YORK CITY! Even before Covid, studies showed that people were leaving New York City in droves mostly due to the high cost of living here. Taking a cab now even a short distance costs a fortune (including the existing MTA surcharge). The population of NYC continues to decline. After what happened during Covid with so many people abandoning New York City, congestion pricing will undoubtedly force many more to leave NYC. You can raise taxes and fees all you want but if there are less people to pay them, it will not succeed in

raising more money. Taxes will have to increase even more. Businesses will leave and commercial Real Estate will fail. Crime will increase. Only wealthy foreigners who don't pay taxes will be living here. I have been living in Manhattan for 42 years. If I am required to pay \$23 or so every time I want to use my car and have to face getting rid of my car, I will probably look to leave Manhattan.

Congestion pricing is an awful idea for New York City. If this plan goes forward, there needs to be a deep discount or exemption for those who live in the CBD and at the very least, an exemption for seniors. The current ceiling of \$60,000 to get a tax credit for the congestion tax is ridiculous; That excludes all except the destitute.

Just a few links to recent articles about the MTA's mismanagement:

<https://nypost.com/2023/08/13/somethings-gotta-give-either-the-mta-or-ny-taxpayers>

<https://abcnews.go.com/US/lirr-employee-unauthorized-dual-employment-mta/story>

<https://www.nydailynews.com/new-york/ny-mta-overtime-costs-mount-brooklyn-bus-depot-20230807-yd7ntv5kyndnxou677c66lypp4-story.html>

<https://pix11.com/news/local-news/mta-general-superintendent-fired-for-flying-to-florida-during-his-shifts-report-says>

<https://www.amny.com/transit/mta-billion-overtime-employees-rack-up-six-figures-extra-pay>

<https://www.msn.com/en-us/money/careers/study-over-1-100-mta-employees-doubled-salaries-by-collecting-thousands-in-overtime-pay/ar-AA1es9CC>

I am a resident of ### E 51 Street. I am writing to express my concern about what appears to be a lack of attention being paid to the plight of the residents who wake up each morning in the congestion zone. There should be accommodations made for those of us who have had cars within the congestion zone for years.

Typically, my car is used each morning to drive to my job in New Jersey. Will I be charged to leave the congestion zone? I will be reducing the amount of vehicles in the zone when I drive to work so maybe I should get a credit for helping out.

There are so many issues that come up when thinking about this plan but. over all, please try to get reductions, discounts, exceptions, and accommodations for those of us who already live here and have no choice but to return home each day through the toll barriers.

The impact on the property values of our homes will be significant in itself. Also, providing a discount for low income residents is a joke as I don't think there are many who fit that category and also maintain cars in the area.

I would welcome a response either by email or phone to learn more about your position on this matter.

Your supporter,

Ira Saperstein

E 51 Street

###. ##

New York, NY 10022

8/17/23

To the Committee on Transportation and Infrastructure:

My name is Jane.

I live and work literally 2 blocks north of Manhattan Bridge.

I look and walk outside on the Bowery and surrounding streets, and aside from maybe 3 or 4 hours a day, the streets do not experience congestion AT ALL. In fact, the streets of Chinatown are pretty dead after 7 o'clock. It seems utterly disingenuous to charge a punitive \$20+ congestion pricing during the vast majority of the day when there is no congestion whatsoever. For reference, Singapore, the godfather of congestion pricing and heralded as possibly the most successful example, charges \$0.50 - \$4 for only the 2-3 high congestion hours in the morning or evening. There is no toll on Sundays or holidays at all. But this is not what is suggested here.

Why not?

(<https://blog.seedly.sg/erp-rates-gantry-avoid-erp-fines/>)

Because plainly, our so-called congestion pricing is not actually about congestion or clean air or all the things they claim.

I am blessed to have great access to public transportation, which I use regularly. At the same time, the way MTA is now, I do not want people like my parents to use public transportation. In my trips, I've dealt with sweltering heat, flooded stairs and platforms, trip hazards on stairs, crowds and lurching stops, icy/slippy, dirty floors and angry, aggressive riders. My mother has had spinal surgery twice, and my father has very high blood pressure, and both are older Asians, one of the most targeted and vulnerable demographics the past several years. Even for myself, when faced with the more challenging conditions, and when I have had several surgeries over the past couple of years, when I was faced with victims of attacks that look with me, I have also on occasion be relieved to be able to use the option of vehicular travel to go the hospital, to visit friends and relatives. I appreciate that MTA is looking to address many of the issues, but frankly they're longstanding issues they've not fixed yet, I do not believe it is fair to punish vulnerable populations for using the transportation that is safer, better alternative for them in the meantime in order to force them to use transportation that is problematic for them. Normally, they come out to Chinatown 3 to 5 times a week, to visit me, to visit, spend time with, bring home cooked food to me and other family & friends, to do their groceries, shopping, banking, and medical care as longtime members of the Chinatown community, patronize all the Chinatown businesses that exist to serve people like them. I can say with certainty that if congestion pricing is, they will drastically curtail their activities in Chinatown. I'd expect them to come in maybe once every one to 2 weeks, perhaps not at all over time as they are isolated from their community. And all the small businesses that benefit from their presence in Chinatown will suffer. And I expect their situation to be very similar in our community.

Our small business located in Chinatown serves the extended NYC community from all boros, Westchester, Long Island, and NJ, with a strong specialty in serving the Chinese diaspora. We, like almost all small businesses in our community, have been hard hit by the pandemic, anti Asian assaults that have kept customers away and staff on edge the past couple years. My bookkeeper who previously came in by train only felt comfortable driving or getting a ride in during that time. Hours are short everywhere - everyone rushes home early to avoid taking the MTA late. It is a very vulnerable community right now.

I surveyed over 50 members of the Chinatown community who live/work in the CBD. Some eye opening stats:

- 53.8% live in Manhattan, but everyone else lives outside Manhattan
- 62.7% of responded said they or their family visit or leave CBD 4 or more times a week
- 94.3% said they use cars to travel to/from the CBD
- Among the reasons they said they use cars, either self driven or driven by others...
 - 71% said it is because they "need to carry/transport a lot of goods or people"
 - 70% said "other methods of transportation are not available or would take significantly more time"
 - 42% said "I or other passengers I travel with have physical limitations that make other methods difficult or dangerous sometimes or all the time"
 - 64.2% said "I am concerned about personal safety if I/other passengers used other methods (ex. Late at night, hate crimes, random assaults)"
- 94% said congestion pricing would negatively impact their ability to stay connected with friends / family inside and outside the CBD
- Of those who worked in businesses operating in CBD
 - 65.3% said half or more people of the people at work use cars to get into/leave CBD for work or personal life
 - 81.3% said "a significant number of the customers/clients/patients [they] serve at work rely on cars to get in and out of Lower Manhattan"
 - **68% said they expect that they will need to increase the price of goods/service they provide after congestion pricing**
 - 79.6% expect that the number of customers they serve will decrease after congestion pricing
 - **65% said that after congestion pricing, they think the # of staff will decrease**
 - 66% said they believe their work will "reduce operations in CBD (reduce locations, hours, staff, services, etc.)"
 - **26% said that their work will "Cease operating in CBD" altogether**

Are we really planning to get cleaner air by turning Chinatown, Little Italy, and other immigrant communities (who've already been forced out into the boro) into ghost towns, to be then occupied and gentrified by only the healthy and wealthy, those who don't bat an eye at double digit entry/exit fees?

Finally... The MTA will certainly not be raising the money expected, because so many people will stop coming because the only transportation that works for them has had a huge paywall erected around it. London raised significantly less than forecasted. They had initially projected taking in a 130 million pounds per income, and ended up with 65M pound shortfall, about 50% less, part of why they had to triple their congestion tax over 10 years.

You can squeeze blood out of people who have no choice, but those that don't want to be bled will do their best to stay away.

http://news.bbc.co.uk/2/hi/uk_news/england/london/2985554.stm

Sincerely,
Jane Lok

My name is Jean Hahn and I live in Queens. Thank you Chair Brooks Powers and the Committee for this opportunity to speak.

I'm here today to testify on behalf of my family and the many others like mine who will be adversely impacted by Congestion Pricing.

My husband is an essential worker at Bellevue Hospital as an equipment technician. Almost every night throughout the first 2 years of covid, he worked without a single break or taking a day off – many times doing long shifts, working on his days off, and working off-hours shifts because the city's largest hospital is perpetually short staffed. He takes his job seriously - he made these sacrifices because he knows lives depended on his role even though our daughter constantly wondered why he wasn't home at bedtime to tuck her in.

And the main reason he was able to extend his duties is because he was able to drive to and from work since Bellevue Hospital isn't easily accessible by subway.

He still doesn't get home until midnight. He is not alone. He, like many of his colleagues, works off-hour shifts which are a necessity to keep the hospital open 24/7.

It is not safe for him to walk 15 min to the nearest subway at midnight or 5am, and then wait for a train during an unreliable off peak subway schedule. Taking public transportation this late at night would double his commute time home.

If Congestion Pricing goes through without any exemptions for Manhattan hospital workers as planned, the city will lose them. Asking essential workers who already sacrificed so much during covid and who are still making sacrifices to pay a **regressive tax which would amount to approximately \$6,000-7,000 a year** to work at an already thankless job will be the nail on the coffin for the city. **This sacrifice goes too far and just doesn't make sense.**

I request council members to give this serious consideration in their advocacy of their constituents - is the City prepared to lose thousands of essential workers like the ones at Bellevue Hospital? Isn't health care for the millions served annually in Manhattan hospitals where lives are saved worth preserving over a plan that was contrived because the MTA - can't get its act together and where congestion will be redistributed and create additional health disparities outside the ivory towers of Lower Manhattan? I am also requesting that exemptions be done in such a way where busy low income & working families don't have to spend exorbitant hours doing bookkeeping filing their taxes in order to receive a reduced fare.

Thank you.

testimony

As a daughter of a hard working New York City single parent family, living in the East village for 28 years, bringing congestion charges to New York city will cause poverty.

The working poor are working people whose incomes fall below a given poverty line due to low income jobs and low family household income.

Food prices will continue to increase, services and goods will increase, as businesses will have to incorporate the congestion charge in their costs, workers living in New York city will be impacted with increased costs - incomes are not matching the huge increases in the cost of living. Workers are essential to keeping NY city serviced. Workers will be impacted disproportionately.

Congestion prices will devastate the working class and will have a massive impact on the middle class. Families & individuals will fall into sheer debt. The American dream will be shattered!

Kaolín O'Connor

Lower East side resident

From: Lisa Hirsch <lisaweekend@yahoo.com>
Sent: Wednesday, August 16, 2023 1:22 PM
To: Testimony
Subject: [EXTERNAL] Anti Congestion Pricing

I have personally contacted several congresspeople offices to voice all the reasons this should be abolished or at least for those of us who live in the zone we should get a 90% reduction like those in London.

The streets are filled with TC license plates. I don't even understand how they & the yellow cabs exist. Now the new comer blue cars "Revel".
They should be the only ones that should be paying.

To many reasons to list why this should be cancelled .

Lisa Hirsch
74 year old who pays \$28,000 a year to NY C in taxes living on a fixed income.

Statement to the
NYC Council Committee on Transportation

Lucius J. Riccio Ph.D. P.E.

August 17, 2023

Thank you, Mr. Chairman, for the opportunity to address this committee on the issue of traffic congestion and the funding of the MTA.

As a former MTA Board member, I am supportive of almost any program that will enable the MTA to expand and improve our essential mass transit systems. I believe NYC needs to build a new subway line each decade for the next 100 years just to maintain our position as one of the great cities of the world. Funding is the key.

Congestion pricing is advancing as one way to raise a substantial amount of money. However, one issue of fairness needs to be addressed in the charging strategy. Let me explain.

About 80 years ago, the Taxi and Limousine Commission was created to bring order and respectability to the hodgepodge of surface transportation options available at that time. Its medallion system was the city's first congestion

pricing program. Medallions were sold at auction. Their number was limited. Exactly what a congestion program is supposed to do.

As a result, in addition to having America's most extensive public transportation network, NYC has the best regulated yellow taxi system in America, a model for the country and for big cities around the globe. It was created to provide professional surface transportation services.

The yellows were to serve as the appropriate and exclusive alternative to the mass transit system. Together these two systems have enabled NYC to be the great city it truly is.

“Black Car”-For Hire Vehicles- were created in the late 70s to serve a very limited upscale clientele, Wall Street Banks, Law Firms, special events. Two major mistakes were made at their creation.

First, no limitation was imposed on the number of FHVs that would be allowed to operate. It was assumed that the free market would “regulate” the amount to an inconsequential small number due to their considerably higher charges. They were not allowed to pick up hails, and could only transport people by “pre-arrangement.”

Second, they were not charged an “entry fee” as the yellows had been, denying the City of billions of additional revenue.

When Uber came along it represented itself to be a new and exciting transportation alternative. The media played it up that way, investors threw money at it (they still do), and politicians sat idly by under the guise of free market capitalism. In reality Uber is just a car and a driver. From a transportation standpoint, nothing is new. But from a customer service standpoint, the app seemed revolutionary. That, along with the investor and government subsidized lower charges, made Uber look like the “next big thing.”

The TLC made the mistake of classifying these “new” vehicles as FHVs, rather than creating a new class. As a result, their numbers grew unabated. While yellows were limited to less than 14,000 medallions, over 100,000 FHV invaded the central business district. And unlike the yellows who paid as much as \$1 million to be in business, these new vehicles saturated the streets essentially free of charge. They paid only \$275.

My own studies show that these app-based FHVs account for a significant amount, nearly 40%, of the midtown daytime congestion. And the yellows have been devastated, leading to 9 suicides and hundreds of bankruptcies.

Congestion pricing provides an opportunity to correct several of the City’s mistakes; first, exempting the yellow and green cabs from any additional charges. They have already paid a substantial “entry fee” as well as \$2.50 per

trip to the MTA, providing billions to our mass transit system. That \$2.50 fee was specifically called a “congestion charge.”

In addition since 2009, taxis have also been paying the MTA a 50-cent per ride surcharge. Uber and Lyft do not pay this surcharge. According to the TLC, this has generated more than \$800 million since its inception. In total, taxis have been paying longer and are paying more to MTA than Uber.

Second, the plan should include a substantial per-trip charge on every FHV trip, something on the order of \$3 to \$5 per ride. That charge alone will raise tens of millions, perhaps hundreds of millions per year, making a significant contribution to the billion dollars that congestion pricing is targeting.

I offer these suggestions in attempt to correct the mess we are in now. As the City grows, it will depend more and more on smart transportation policy and infrastructure decisions. I congratulate this committee for recognizing the urgency of these matters.

Respectfully submitted.

Lucius J. Riccio was the Commissioner of the NYC Department of Transportation and member of the MTA Board 1990-93. He currently is an adjunct professor at NYU’s Stern School of Business.

I am writing to express my concern about the congestion pricing program as it pertains to residents in the effected area. I know there is an exemption for low income residents. However, most NYC residents in this area do not meet that criteria. I am requesting your consideration of a resident discount (90%) for ALL residents in the zone. I know that the London program (which the NYC plan seems to emulate) offers this same discount.

It is discriminatory to penalize residents in the zone who have vehicles garaged near their homes and no option to move them without incurring a high congestion fee. If I were to live in an adjacent neighborhood, I would have the option of garaging my car near my home and moving it without any costs.

THank you for your consideration.

Michelle Ehrich
E.37th St.

Trust in the MTA is at an all time low. They made a bus lane two blocks from my home in East Elmhurst. There are buses to Manhattan--but not for us. We were left out. Yes we are a transportation desert. No there is no plan to add a bus to Manhattan down Northern Blvd. Yes the community has been advocating for a bus to Manhattan for years. We are ignored completely.

My mother lives in rural NJ. She is 80 years old on a fixed income. She isn't wealthy. I live in East Elmhurst Queens NY and drive a 16 year old car. There are three ways to get to NJ from Queens. One, is the Holland Tunnel. Two, is the Lincoln Tunnel. And three, is the GWB. If the city puts the first two out of commission due to price, everyone will take the GWB. This will increase traffic and gridlock in the Bronx and Fort Lee. My mother said she will drive to the Tappan Zee to avoid the traffic. But that's an extra hour in the car for her (an 80 year old).

Congestion pricing will hurt families who want to visit eachother. My choice will also be to either sit in heavy GWB traffic or drive up, an hour out of my way, to the Tappan Zee.

When my cousin in NJ had cancer, I drove her to chemo, the doctor, and church. My EZ pass bill was high. There is no way to get a person with a brain tumor around on a city bus in NJ. There was no way for me to get to her without a car (she didn't live near a bus stop). Think about the hardships congestion pricing is causing families.

I know several people who live in Queens and travel to NJ for work. I know a small business owner who travels to Union City from Queens. The direct way, from Queens, is to take the Lincoln Tunnel to Union City. Why does he now have to travel an extra hour at least? Why must we be forced to travel way out of our way? My friend can't take public transportation due to the nature of the business.

Sincerely,
Penelope Katsaras
East Elmhurst
Queens NY
wingeddancer123@hotmail.com

To: New York City Council

LOWER MANHATTAN RESIDENTS MUST BE EXEMPT FROM CONGESTION PRICING CHARGES!

I have been living in the East Village of Manhattan for 45 years in the same rent stabilized apartment. I am low income/fixed income, retired and disabled (although not officially designated as disabled).

I have been parking my car on or near the street where I live for decades, and I dutifully obey all alternate side parking regulations. I depend on it to go food shopping, to go to doctors and for many other crucial needs. I and other residents of lower Manhattan should be exempt from the outrageous proposed congestion pricing.

The policy as it stands is BIASED AGAINST long-term residents of downtown Manhattan such as myself and BIASED IN FAVOR OF WEALTHY RESIDENTS living above 60th Street. Why have we been targeted and another area favored? There is also traffic above 60th Street. Why not target residents there as well? The proposed policy is intrinsically unfair. At the very least, elderly, retired, and long-term residents should certainly be exempt.

The proposal to make the congestion charges deductible from NYS income tax means nothing to me because I am low income and on Social Security.

PLEASE WORK HARD TO PROTECT DOWNTOWN MANHATTAN RESIDENTS FROM THIS UNFAIR TAX ! DO NOT STIGMATIZE RESIDENTS OF THIS BELOVED HISTORIC AREA ! Not everyone here is a tourist or a transient newcomer. The city should cherish its long-term residential elders and the community we are trying so hard to maintain.

If the plan went through without an exemption for residents I would be forced to give up my car and rely more heavily on other city services such as Access a Ride, meal delivery, and other elder services. My quality of life and sense of independence would be greatly reduced. Thousands like me would put greater burdens on these city services. Please allow us the dignity of being able to take care of ourselves!

Do not contribute to inflation by raising the cost of deliveries downtown.

I beseech you to take steps to enact exemptions for residents. I am available at any time for further communication or as a witness in any hearing.

Thank you for your attention. I hope you care enough to act.

Respectfully yours,

Peter Zabielskis

East 6th Street ###

New York, NY 10009

###-###-####

The expense of maintaining a congestion pricing system will come at the cost of the city's residents, who shouldn't have to pay to travel in the city they live in. Instead, the investment should go towards improving and fixing the MTA's service, before we consider congestion pricing. Although public transit is an option, only a few who are used to driving would be willing to leave their safety in the hands of a stranger. Many in Chinatown do not feel safe using the subway and are considering getting jobs in Brooklyn and Queens to avoid the exorbitant cost of congestion pricing.

Currently, the MTA is in a state of disrepair: fewer people are willing to take public transport for reasons ranging from increased crime rates to unsanitary stations and subway cars. Pouring resources into alleviating these issues, such as improving safety or renovating the stations will result in increased public transport usage, thus relieving congestion. Only after implementing this will congestion pricing be effective.

The addition of congestion pricing, which ranges from \$9 to \$23 in peak travel hours, will only weed out people with lower incomes who do not have alternative ways to travel into Manhattan. In doing so, this creates a cycle: people who planned to visit would cancel due to the prices, and business owners will have to pay another fee in the already surging costs of being in Manhattan on top of being affected by the loss of revenue from the decrease in visitors. If congestion pricing must be implemented, the price should lower from \$23 to \$10 as a compromise.

q1a0jun13396@gmail.com

TESTIMONY

To the New York City Council
Committee on Transportation and Infrastructure
Hearing: Oversight- Congestion Pricing and the MTA's Fiscal Future
August 17,2023

By Ralph Palladino

I am a resident of lower Manhattan living in the East Village. I oppose Congestion Pricing.

The Plan is a farce. It is not needed to clean up the environment and is a regressive tax aimed at the middle class and low-income people who already find it near impossible to live in the city as it is. This last point is especially true for those of us living below 60th street who need to have automobiles. It rewards the MTA for years of mismanagement, and state governors and legislators for underfunding public transit.

To label the area beginning at 60th Street the "Financial District" is false. The financial district officially is the area just south of the Brooklyn Bridge. Areas like where I live on 2nd Avenue between 10th and 11th streets are RESIDENTIAL AREAS.

The biggest mobile polluters are trucks. Anyone who says there will be less trucks coming into Manhattan from 60th street is either crazy or lying. All the truckers will do is pass along the costs of what they are charged to the consumers. This will add to the financial burden on the middle class and low-income residents living in lower Manhattan. That is as long as they can afford to live there and are forced to move.

To give a tax credit to those making under either \$50,000 or \$70,000 (two numbers I have read that are being proposed) will not help, especially when you add the increased costs of goods and services delivered by trucks to the area. People rarely cash in those credits. Instead of a credit that forces residents to ask for, why not just give an exemption?

I googled income levels for affordability to live in lower Manhattan." What came up was an estimate that it requires people who live in the area \$58,000 NET not gross income to live there. Giving a credit or exemption for people earning in the gross income area proposed will not help middle class citizens.

Finally, I lived in Los Angeles, California back in the late 1960's and 70's when you could not see the nearby hills and mountains and gagged on the pollution levels thanks primarily due to automobiles. It was the smog capital of the country. I

visited twice in the past two years and marveled at how clean the air was in downtown LA. How could they clean up the air so much in a town where it basically required to own a car and New York cannot without taxing its' residents more?

So, the term "Congestion" Pricing is not about reducing pollution. It is about regressive taxation. It rewards financial bad behavior. It will contribute to driving the middle class and low-income people out of the area and continue the trend of making Manhattan the playland for the rich only. All aided and abetted by our elected officials who support the plan.

THANK YOU

Note that I was an elected union official and H+H Hospitals Community Advisory Board member from Bellevue Hospital who testified at city and states hearings the past 30 years.

From: Sarah Kress <snliang@gmail.com>
Sent: Wednesday, August 16, 2023 11:44 AM
To: Testimony
Subject: [EXTERNAL] Congestion Pricing

Dear City Council Members,

I was born in Manhattan and have lived here my entire life. I have seen many wonderful things in this city, as well as some not so great things. I'm an ethnic minority, college educated.

I believe in protecting this earth, as well as NYC... but I do **not** support congestion pricing.

Life has gotten harder and harder for New Yorkers, especially post pandemic. If congestion pricing comes into effect I will have to consider moving out of NY for the first time in 40+ years.

I've served as President of my COOP Board of 280 apartments for many years. I know a fundraiser when I see one. I'm an executive at a Fortune 500 company. I get business. But I cannot support congestion pricing for a long list of reasons.

As my elected representative, I want you to be clear on my stance. I plead with you to find another solution. Congestion pricing is not the answer.

Respectfully,

Sarah Liang

From: Sheldon Hirsch <sheldon.hirsch@gmail.com>
Sent: Wednesday, August 16, 2023 3:16 PM
To: Testimony
Subject: [EXTERNAL] Congestion Pricing

As a resident living in the Congestion Zone I feel that I am being discriminated against and forced to pay for what will amount to be a Cash Grab by the incompetent MTA. The Zone is currently almost abandoned so adding a high tax to enter a Zombie Zone is utterly ridiculous. This Tax will destroy Broadway, many Restaurants and most Garages who depend on commuters coming into the zone for work and Play. Kiss Chinatown and what remains of Little Italy goodbye. I am calling for the removal of the entire City Government for this act of Citizens Treason. And in conclusion the value of most if not all cooperative and condos will severely be negatively impacted by this lunacy

Sincerely

Sheldon Hirsch
Sutton Place

New York Ny 10022

Hi my name is Tenzin Choko and I live in Queens.

I'm testifying to oppose Congestion Pricing.

I am an essential worker at Bellevue Hospital. I work late shifts there as an equipment technician and cannot afford \$6,000 a year on congestion pricing.

I drive to and from work because it isn't safe to take the subway at midnight and it would take me twice as long to commute because Bellevue isn't easily accessible by subway and I don't live near a subway.

This is an extra tax for workers like me and isn't fair. I won't be able to afford to work for the City if I have to pay \$6,000 just to go to work.

Healthcare workers need an exemption.

Thank you,

Tenzin Choko

This is written in response to an email sent by the MTA regarding congestion pricing for lower Manhattan below 60th Street. A link in the email was to the proposed map for congestion pricing (<https://new.mta.info/map/6726>). Many discussions with friends and co-workers from New Jersey and New York have occurred about this topic in the last several years and the conversation usually gets heated and ends with a sense of futility and dread. However controversial the plan, it seems to be marching forward. The City Council has even published an MTA Budget (<https://council.nyc.gov/budget/wp-content/uploads/sites/54/2022/03/MTA.pdf>) with a proposed Capital Improvement component, 27% of which is to be funded by congestion pricing for years 2020-2025.

<https://rem-embers.us/Sketch/img/EDC-NYC-carownership.png> (Image online because of upload difficulty)

According to EDC.NYC (<https://edc.nyc/article/new-yorkers-and-their-cars>) Approximately 20% of households below 60th Street in Manhattan own an automobile. Additionally about 8% of them drive to work. In that there is no reasonable way of parking easily in lower Manhattan, one can presume that they are long term resident, working class driving to a location outside of Manhattan, that is not easily accessible by mass transit. Why else drive?

When officials argue in favor of congestion pricing they site the implementation in several large cities like London, UK and Singapore and Stockholm, Sweden as to imply that we have an equivalent situation in Manhattan. They even have a cute acronym for their report - FONSI (Finding Of No Significant Impact) evoking the the image of Fonzi from "Happy Days". proper Orwellian Happy Talk phrase.

<https://rem-embers.us/Sketch/img/NYCMaP1mileCropped.png> (Image online because of upload difficulty)

To that point, look at how the maps of these 3 different cities compare to Manhattan. The map above is congestion pricing zones of Singapore, London and Stockholm overlaid on an image of the proposed Manhattan Congestion Pricing Zone.

Let's look at the London Congestion Pricing Zone (<https://tfl.gov.uk/modes/driving/congestion-charge>) below and how it is implemented.

The first thing to note is that while it is approximately the same size as the proposed zone for lower Manhattan, there are multiple ways of going around it, including the ring road that borders it. Additionally the residents of the area can get a 90 percent discount on the charge with proof of residence. Until 2025 fully electric vehicles pay no fee.

<https://rem-embers.us/Sketch/img/London-Congestion-Pricing.png> (Image online because of upload difficulty)

None of that is the case with the proposed NYC Congestion Pricing. There is no real proposed ring road. The West Side Highway to FDR loop does not directly connect to either the Manhattan Bridge or the Williamsburg Bridge which are the most efficient means of traveling from the Holland Tunnel to Brooklyn. ALL vehicles in the Central Business District will pay the \$17-\$23 fee per day, meaning the local residents will pay \$6205 to \$8395 per year to keep a car in Manhattan below 60th Street, whether they drive it or not. There is no accommodation for those driving electric vehicles, which would lower local pollution. Those making less than \$60,000 per year can request some of that money back when they file their taxes. It will be like a savings account for the working poor.

It is important to note that contained in the London Congestion Pricing Zone are Buckingham Palace, 10 Downing Street, Westminster, Parliament, Trafalgar Square, Big Ben, London Bridge, The British Museum, The Tower of London, The Imperial War Museum, The Royal Academy of the Arts, Covent Garden and St Paul's Cathedral. A center of power, prestige and privilege. Just like Soho, Chinatown, Little Italy and the East Village.

<https://rem-embers.us/Sketch/img/London5MileCropped.png> (Image online because of upload difficulty)

London has 2 additional zones in their congestion / air quality strategy. They are shown in the above map and are the LEZ (low emission zone in green) the cost of which is between £100 - £300 per day and mostly seems to pertain to Trucks and vans. Website - <https://tfl.gov.uk/modes/driving/low-emission-zone/make-a-payment> and the ULEZ (ultra low emission zone in violet) which is £12.50 and is going into effect on Aug 29, 2023 This pertains to automobile and motorcycle pollution. On the website they mention that 9 out of 10 cars already meet the emission standards so they would pay no fee. Website - <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-payments> This is a strategy that is actually about improving air quality for the greater London area. No such strategy for New York City.

<https://rem-embers.us/Sketch/img/NYC5MileCropped.png> (Image online because of upload difficulty)

The London Congestion Pricing Zone in red, the LEZ in green and the ULEZ in purple is overlaid on the above map of the proposed Lower Manhattan Congestion Pricing Zone to demonstrate the larger scale of the burden of pollution pricing that would be shared by the residents of and travelers to the area. In NYC's plan all of that would be borne by the residents and travelers in lower Manhattan. This is mentioned partly because there is a "rebate" that anyone that makes below \$60,000 would get on their taxes in the proposed plan, with no regard to how much pollution their automobile emits. There is an old adage that 10 percent of the cars emit 90 percent of the pollution. This isn't about pollution, this is about money for the MTA and

the people who are trapped into paying it. There is no carve out for individuals with electric vehicles, which do not pollute where they are driven or while they idle.

Next is the congestion pricing in Stockholm, Sweden

<https://rem-embers.us/Sketch/img/Stockholm-1mileCropped.png> (Image online because of upload difficulty)

Stockholm Congestion Pricing -

(<https://www.toolsofchange.com/userfiles/Stockholm%20Congestion%20Pricing%20-%20FINAL%202014.pdf>) -

The cost of passing the cordon, in any direction, on weekdays was:

€2 (~\$2.90 CAD) during peak hours (7:30- 8:30 am / 4-5:30 pm)

€1.5 (~\$2.20 CAD) 30 minutes before and after the peak periods, and €1 (\$1.45 CAD) during the rest of the period 6:30 am to 6:30 pm.

The total charge per day was capped at €6 (~\$8.70 CAD).¹ There was no charge for evenings, weekends or holidays, and exemptions were given for emergency, transit and other government vehicles, as well as for those with disabled parking permits.

One major item to note is that there was a major highway with no charge through the Stockholm Congestion Pricing zone for those only needing to pass through. This is not the case for the proposed NYC Central Business Zone.

<https://rem-embers.us/Sketch/img/SingaporeMapCropped.png> (Image online because of upload difficulty)

According to a blog post on Scientific American

(<https://blogs.scientificamerican.com/plugged-in/singapore-is-banning-additional-cars-from-the-road-to-gain-control-of-traffic/>)

“Singapore is already one of the most expensive places to own a car in the world due to its restrictions on vehicle ownership. In order to register a car in Singapore, owners must buy a “Certificate of Entitlement” (COE). At an offering of these permits earlier this month, a single permit for a small car cost just over S\$41,617 (about 30,000 USD at current exchange rates).”

This certificate is good for 10 years and then must be renewed. It seems that it is only the affluent that can afford the entry price of the COE, although the daily cost seems reasonable.

From Wikipedia -(https://en.wikipedia.org/wiki/Electronic_Road_Pricing)

“A device known as an In-vehicle Unit (IU) is affixed on the lower right corner of the front windscreen within sight of the driver, in which a stored-value card, the CashCard, is inserted for payment of the road usage charges.[3] The second generation IU accepts Contactless NETS FlashPay and EZ-Link. The cost of an IU is S\$150. It is mandatory for all Singapore-registered vehicles to be fitted with an IU if they wish to use the priced roads.

The charge for passing through a gantry depends on the location and time, the peak hour being the most expensive. Examples include a trip from Woodlands to Raffles Place via Yishun – CTE – CBD will cost about S\$15 during peak as the driver will pass about 5 gantries, whereas during lunchtime, it will cost about S\$2.”

It would be worthwhile to also look at which demographics, both financial and racial, that would be affected by the implementation of congestion pricing in the so called Central Business District, large swaths of which are really mixed use and or fully residential. Below is a diversity map detail from [The New York Times](https://www.nytimes.com/interactive/2015/07/08/us/census-race-map.html) followed by a spreadsheet of the median and mean incomes of all of the zip codes below 60th street in Manhattan created from data downloaded from The Us Census Website ([https://data.census.gov/table?t=Income+\(Households,+Families,+Individuals\)](https://data.census.gov/table?t=Income+(Households,+Families,+Individuals)))

<https://rem-embers.us/Sketch/img/NYT-DiversityMap.png> (Image online because of upload difficulty)

Though predominantly white, it is mixed among Asian, Latino and Black throughout Lower Manhattan and densely populated. There are also majority Asian and Latino areas in the major residential areas. The income spreadsheet is shown adjacent to diversity map to illustrate the median income for these areas. The point being is that in an area that is so expensive to live in, one needs to earn \$120,000 to \$190,000 to be considered middle class. Under the current proposal, a married household making \$120,000 per year would pay a congestion fee of 7 to 9 percent of their after tax income of \$89,000. Even those making more would take a hard look at whether to maintain a car or to even remain in Manhattan, subtracting from an already diminishing tax base.

<https://rem-embers.us/Sketch/img/LowerManhattanIncome.png> (Image online because of upload difficulty)

Congestion pricing can be seen to be for the benefit of the affluent, to keep the working class from clogging up their streets, just like in London and Singapore. The median income level for New York State is \$75,157 per household and so the higher income in Manhattan seems affluent, when in fact many are just keeping up.

In the London, Stockholm and Singapore if you need to travel from one side of the congestion zone to the other it is easy to go around the zone. In London there is literally a ring road around it. To go around lower Manhattan to travel from New Jersey to Brooklyn or Queens would add hours of travel time and displace pollution

The highest rates of asthma in New York City are in Northern Manhattan and the Southern Bronx, where higher rates of pollution would make that condition even worse.

(<https://www.publichealth.columbia.edu/research/centers/columbia-center-childrens-environmental-health/our-research/health-effects/asthma>)

Bureaucrats contend that traffic and congestion in New York City is a problem, but then close one of the inbound lanes to the Brooklyn Bridge for a bicycle lane, while one already exits on the bridge. It is next to the pedestrian lane and tourists keep backing into it for a picture on the bridge, but there is such a thing as fence to separate them. This makes the traffic back up even worse and that problem is used to explain why we need congestion pricing.

Lyft is currently financially backing the Citibike bike share program and in the last few years they have expanded the number of bike stations taking up 5 to 7 parking spaces on each block

<https://rem-embers.us/Sketch/img/Citibike-Kiosks.png> (Image online because of upload difficulty)

where the kiosks are installed. They are promoting a service which is making it harder to bring a car into Manhattan, making it harder to park that vehicle, causing what drivers there are to drive around longer, causing more pollution in the hope that those individuals will next time give up and take a Lyft instead. The bike stations are a chess move to increase the use of Lyft. The local politicians seem to think that Lyft/Citibike is a boon to healthier city, while Lyft drivers idle their vehicles waiting for riders.

You want to provide rides in Manhattan, drive an electric car.

The drivers who can currently avoid Manhattan, efficiently, do. Those who can efficiently car pool do. Those who can avoid the aggravation of rush hour traffic in Manhattan currently do. What the MTA needs to do is really look at where people are actually coming from and where they are actually working and facilitate that travel if they want to rethink public transit in the future.

The correlation between Manhattan and the several other cities in the world that have implemented congestion pricing seems misplaced, approved by a state legislature that doesn't want to fund the MTA, doesn't understand how the city functions and doesn't understand the regional blow back that will come from congestion pricing. This is even more true of the congressional approval which sees New York City as a suburb of the European Union.

An online link to this can be found on my website:

<https://rem-embers.us/NYC-CPZ.html>

Thank You,

Tim Palmer

mit@rem-embers.us

Chinatown has been through a lot over the past several decades, none of which has made a more devastating impact than 911. People are still getting sick from the fallout and many have died as a result from the various illnesses associated with 911. Businesses, mostly mom and pop shops, family run restaurants and grocery stores, closed and never reopened. Then Hurricane Sandy came and left lower Manhattan without electricity for two weeks, further exacerbating the downward spiral of Chinatown. You can say, it knocked the wind out of Chinatown. But we got back up, like we always do, and just when things started to improve, Covid19, the Coronavirus, the “China Virus” as Donald Trump called it, swept the world, killing millions and collapsing the world economy. More businesses closed, this time, taking down the bigger restaurants and supermarkets. Hundreds, if not thousands of people out of work. Racism and discrimination against Asians on the rise, Anti-Asian hate crimes became a thing, most of which took place in Chinatown of course. Now, with the implementation of the Congestion Tax, it could very well be the “nail in the coffin” for Chinatown. It will kill what’s left of this historic community. It will reduce Chinatown to a 3 to 4 block radius and displace everyone else that is not catering to tourists. The economy of Chinatown relies on outside visitors, many which rely on driving. It will deter everyone but the rich from driving into Chinatown. I don’t see how “carve outs” benefit us either. One, I rarely drive, two, most of the people I know in Chinatown don’t even own a car, and three, people still won’t be coming into Chinatown. I’ve been told that this Congestion Tax has already been passed and there is nothing we can do to stop it, so I just ask that we delay the implementation for a period of time. Allow Chinatown to regroup from all the devastation we’ve had to endure. Just let us get back on our feet and give us a fighting chance, and we will make it work, we always do.

-Tom Lo

HONORABLE COUNCIL MEMBERS

MY NAME IS JOSEPH FAMA AND I AM A FORMER ASSISTANT COMMISSIONER AND DIRECTOR OF FISCAL AFFAIRS OF THE NYC PARKING VIOLATIONS BUREAU.

THANK YOU FOR THE OPPORTUNITY TO ADDRESS YOU CONCERNING INTRO 0885-2023. LET ME FIRST STATE THAT I AM STRONGLY IN FAVOR OF THIS PROPOSED LEGISLATION AND I APPRECIATE THIS COMMITTEE'S WORK ON THIS BILL. I ALSO WISH TO RECOGNIZE THE EFFORTS OF COUNCIL MEMBER NARCISSE AND COMMITTEE CHAIR BROOKS – POWERS IN OBTAINING 45 COUNCIL MEMBER SPONSORS OF THIS BILL.

THE FUNCTION OF THE BILL IS TO REQUIRE AT HEARING THE DISMISSAL OF PENALTIES ACCRUED FOR PARKING VIOLATIONS WHEN A DECISION OF GUILTY IS RENDERED BY THE ADMINISTRATIVE JUDGE. THE INTENT OF THIS BILL IS TO PROVIDE RELIEF AND EQUITY FOR THE CITIZENS OF THE CITY.

THE BILL IS INTENDED TO PROVIDE FINANCIAL RELIEF TO THE CITIZENS OF THIS CITY BY ELIMINATING AN UNNECESSARY FINANCIAL PENALTY. PENALTIES ARE INTENDED TO COERCE COMPLIANCE WITH PARKING VIOLATION FINES NOT TO EXTRACT ADDITIONAL DOLLARS FROM PEOPLE'S POCKETS. INDIVIDUALS APPEARING BEFORE A JUDGE FOR HEARING, IN PERON, BY MAIL OR THROUGH THE WEB ARE MAKING EFFORTS TO COMPLY AND RESOLVE NYC PARKING VIOLATIONS AND DO NOT NEED TO BE COERCED. THE VAST MAJORITY OF NEW YORKERS ARE GOOD, HARD-WORKING, CITIZENS TRYING TO DO THE RIGHT THING AND THAT SHOULD BE RECOGNIZED BY THE CITY WITH THE DISMISSAL OF ANY ACCRUED PENALTIES.

INDIVIDUALS WHO ADJUDICATE PARKING VIOLATIONS AT HEARING HAVE A VERY HIGH RATE OF PAYMENT AFTER HEARING. PENALTY RELIEF IS A WAY TO ENCOURAGE CITIZENS TO ADDRESS THEIR PARKING VIOLATIONS AT HEARING. THE CITY SHOULD BE MAKING EVERY EFFORT TO ASSIST INDIVIDUALS WISHING TO RESOLVE THEIR TICKETS. THIS BILL WILL FOSTER AN ATMOSHERE OF COOPERATION AND GOOD GOVERNMENT WHICH WILL RESULT IN MORE

VIOLATIONS BEING SATISFIED AND BRING REVENUE TO THE CITY WITHOUT EXPENSIVE COLLECTION EFFORTS.

THIS BILL ALSO ADDRESSES ISSUES OF EQUITY. THE CITY OFFERS PARKING TICKET RELIEF TO COMMERCIAL ENTITIES THROUGH VARIOUS COMMERCIAL PROGRAMS, THE STIPULATED FINE PROGRAM AND THE FLEET PROGRAM. THE STIPULATED FINE PROGRAM ENABLES COMMERCIAL ENTITIES TO PAY PARKING VIOLATIONS WITH AN AUTOMATIC REDUCTION BELOW THE FINE AMOUNT. THE COMMERCIAL FLEET PROGRAM PROVIDES AN ADDITIONAL PENALTY FREE PERIOD FOR COMMERCIAL ENTITIES TO RESOLVE THEIR TICKETS. CURRENTLY, THERE IS NO PROGRAM TO PROVIDE ANY RELIEF FOR THE AVERAGE NEW YORKER TO ASSIST WITH THE COST OF PARKING VIOLATIONS. THIS BILL WILL PROVIDE A MEASURE OF EQUITABLE RELIEF FOR CITIZENS IN LINE WITH RELIEF PROVIDED FOR COMMERCIAL ENTITIES.

FINALLY, THE MAYOR HAS ESTABLISHED A PRIORITY FOR HIS ADMINISTRATION TO REMOVE OR REDUCE WHAT HE CALLED NUCIENCE BUSINESS FEES. THIS BILL WILL ELIMINATE ACCRUED PENALTIES AT HEARING FOR PARKING VIOLATIONS, A MAJOR NUCIENCE FOR NEW YORKERS.

I STRONGLY URGE THIS COMMITTEE TO VOTE AFFIRMATIVELY FOR THIS BILL AND REQUEST THAT THE SPEAKER MOVE IT FOR A VOTE BY THE CITY COUNCIL.

City Council Committee on Transportation and Infrastructure

Lucy Koteen

Lafayette Av

Brooklyn, NY 11238

lucy.koteen@gmail.com

August 17, 2023

Last August the MTA held public hearings for several days. The people who testified, spoke 3 to 1 against congestion pricing and with good reasons. Because they will be hurt! Did any of you listen to the people? I did, and I took notes and I will send them to you. And all will be hurt when all prices for all goods will increase due to the tax on trucks which will be passed along.

There are over 100,000 App cars circulating in the city. DOT has removed streets from circulation. 1000s of parking places have been taken away throughout the city creating more cars circling the streets. All areas outside of the zone will see an increase in cars.

Many have called for a forensic audit of the MTA to see where they can cut costs and increase efficiency including looking at the fact that many executive salaries are over \$300,000.

Here are a few points of many:

1. The people who will be hurt the most are the working class people who have no choice but to take a car into the area. Many are the workers who have to carry tools and equipment to do their job. And essential workers including city workers, who work at odd hours.
2. It creates the idea that one part of the city is more precious than other parts of the city and that we have to pay extra to enter there with a car but not in other areas. Manhattan becomes the shiny city on the hill that we have to pay to enter.
3. If you live in the pricing area and use a car you have to pay an extra tax just to return to your home.
4. There are more equitable ways to raise money such as by taxing the wealthy, such as an increase in capital gains on money made in the stock market which is not earned money and dedicate it to the MTA How about asking Jeff Bezos to give back a couple of billion that he made off of New Yorkers and for clogging our streets with Amazon trucks and Amazon garbage. No-seriously! He will make it back in an hour or two. And the other billionaires like Bloomberg who made their money from New York residents, should give back to the MTA because without the subways to transport their workers they would not have made their billions.
5. Charging \$23-\$35 dollars is an outrageous amount of money and businesses will pass these costs onto their customers who are already the taxpayers that keep the city going.
6. People who drive from the outer boroughs often have no choice but to drive due to lack of public transportation near to them or because they have a disability that does not allow for them to take public transportation
7. The subways are not available to many people who are unable to manage stairs.
8. It will hurt tourist areas like Chinatown and Broadway shows and other entertainment venues. People drive in from outside the city and are fearful to take public transportation home late at night.

9. Many of the hospitals and doctor offices are below 60th Street and people often need to be driven to appointments or to the hospital. These can be multiple trips. It is not a choice they have.

10. The city needs to look for other ways to decrease cars such as building parking lots outside of the city for commuters where there is lots of land, so they can leave their cars and continue on a bus to midtown.

11. Once the system is in place they can change it any time so those discounts and those exceptions can all go away at any time.

12. It will push more traffic onto the edges of the Central Business District including environmental justice areas creating more congestion and pollution there and taking up parking that is used by local residents.

13. Removing streets from circulation has condensed the traffic on surrounding streets adding to the congestion.

14. The huge increase in truck deliveries has been the biggest cause of pollution and congestion in Manhattan.

15. More office workers will choose remote work which will further the demise of office buildings as well as restaurants and shops that depend on office workers.

16. We need to create a government that serves the least of us. Those include the disabled, the working men and women who keep this city functioning. It includes those who must drive into the city because there is no public transportation close to them. They do not deserve another tax.

17. \$500 million of the CP budget will go to administration of CP alone and the administrative company is from outside NY State.

Testimony against congestion Pricing (CP):

I do not want to elaborate on the impacts of CP on the environment, congestion outside of the zone it may cause, or how absurd the concept of CP is .

- **CP is absurd. Wanting at the same time to reduce traffic but have high traffic to maximize revenue for the MTA. Improvement of Transportation should better be based on a concept to make it doable for people, not on a contradiction.**
 - **CP is extremely socially unjust.**
 - **Exemptions do not help to make CP less socially unjust. Therefore CP needs to be stopped.**
 - **CP collecting agencies will arbitrarily increase tolls disregarding the economic situation.**
 - **There are only 3 cities with CP in the world with questionable efficacy.**
 - **Improvement of Transportation needs to be a concerted effort by the affected parties, the Outer Boroughs of NYC, NJ and Connecticut.**
1. **CP is extremely socially unjust** because it puts the financial burden of paying money to the MTA on people that do not have other options than to drive into the city. These people are for example nurses, teachers, firefighters, police officers, disabled people and elderly people that need to see their doctors, and not top income earners. People for whom paying tolls of \$5000 or more a year is an extreme burden. These are not people that are too lazy to take public transportation. Also, CP is socially unjust, because prices for goods and services will go up in the CP zone and will push out low and medium income earners.
 2. **The whole implementation of CP needs to be stopped because it is not a viable solution.** Exemptions to CP to reduce the social unjustness are not making it better because all drivers will be charged first and then might get a tax return. Depending on the kind of exemption drivers may get (for example because of disability or income) they might not get their money back if they for example worked overtime and then just exceeded the income threshold by a little.
 3. **The CP Toll collecting authorities are not concerned about social justice.** We know how arbitrarily, for example bridge tolls are increased, completely disregarding the economic situation we are in (like inflation) or financial hardships for the toll payers.
 4. **Taxi, Uber and car sharing companies like getaround or Zipcar are by far too expensive for low and medium income earners** (for example for disabled or elderly people that need to go to a weekly medical treatment).
 5. **CP would just make it more difficult for a number of groups of people to get around in NYC, not easier.**
 6. **Improving the Transportation infrastructure needs to be a concerted effort** by all the New York City Boroughs, New Jersey, and Connecticut to be done fairly and effectively. This has not happened so far.

Thank you for the opportunity to express my opinion here.

CONGESTION PRICING ACCOMODATIONS FOR AREA RESIDENTS WITH CARS

Who We Are

We are long time Manhattan residents who live in middle income Mitchell Lama housing on 23rd Street and 2nd Ave. and who vote in all elections. We also happen to own and garage our non luxury car, within the congestion pricing zone. We are middle income people and NYC taxpayers; I'm a retired teacher; my husband and I live nicely on a fixed income, but if we have to face the cost of congestion pricing it will change the quality of our lives in a very negative way.

What we want

I want to know that special accommodations, considerations, are being made for Manhattan car owners living below 60th St.? We believe that we should be exempt from the congestion tax. We have heard that car owners earning below \$60,000 yearly might be given special consideration but that is not enough; it is not inclusive and it is discriminatory. Car owners who live **above** 60th Street pay no fees unless they choose to drive into the congestion zone. We are being penalized and discriminated against in a situation over which we have no control.

We use our car to:

- Get out of Manhattan to visit relatives and friends
- Occasionally go to Costco on 117 Street in Manhattan

As Manhattanites we know that the subway and buses get us places much more quickly than our car, and we do not have to worry about parking. We do **not** contribute to traffic congestion.

Conclusion

That said I'm willing to do my part within reason. If that means paying a small annual tax or payment, I would be willing, but according to all I've read about the proposed pricing, it would be prohibitive for us. We vote in Manhattan and pay all of our taxes here. As our elected representatives, I strongly urge you to come up with a plan that protects your constituents who own cars and live within the congestion pricing area from this costly and discriminatory pricing plan.

Wilma Cordero

Midtown East Against Traffic Tax

An Open Letter to the Traffic Mobility Review Board

July 27, 2023

We have serious concerns about the proposed congestion pricing plan. Few disagree with the goal of improving traffic flow in Manhattan, lessening its impact on the environment, and improving public transit, but those who live and work and keep private automobiles within the congestion zone—many of them less than wealthy, including tenants in rental buildings, shareholders in cooperative apartment buildings, owners of condominiums and private homes, and the doormen, mechanics, porters and more who work for them—will be unfairly impacted.

New York City's Congestion Pricing Zone was passed into law by the State Legislature in 2019 and has now received all the required approvals and the process of setting up the program is about to get underway. State law prevents New York City (and any other localities) and the City Council from determining how congestion pricing will be implemented. That goes for everything from the amount of the fees to the shape and positioning of the cameras that will monitor entrance points into the zone—which includes all of Manhattan south of 60th Street.

To create the rules around implementation, the State Legislature created the Traffic Mobility Review Board (TMRB). On Wednesday, July 19, the TMRB will address the new zoning laws for the first time. However, there is no opportunity for public comment at this meeting. This petition is our preliminary comment.

Manhattan has suffered greatly in the last few years. Post-COVID, many residents have still not returned to the city, rents are rising, cooperative apartment values are depressed, and the addition of congestion pricing to the cost of living in Manhattan in a stagflationary environment will only add more negative pressure, both to real estate values and to the image of our borough. Nearly every block below 60th Street has one or more vacant storefronts. The increased costs of congestion pricing will continue to negatively impact commercial real estate, too, which will lead to decreased amenities for the people of this area and lower tax revenues.

Meantime, the cost of living here—already great—will inevitably rise. Additionally, small businesses will likely be hurt. London's congestion pricing plan—often cited as the model for New York City's proposed program—gives a 90% deduction to people living within the zone, and does not charge taxis or minicabs. As the New York rules are currently written, there are no exemptions, caps or discounts for residents earning over \$60,000 a year, so even if they don't have (or get rid of) their private vehicles, taxis and for-hire cars will cost more. For many elderly and handicapped residents, public transportation is not a viable option.

Living in the congestion zone will mean financial hardship for those who do not own cars, as well. Any time a repair person, a contractor, or a delivery truck enters Manhattan, they will be charged a fee that will almost certainly be passed on to residents of the zone. If you take taxis or for-hire vehicles you will be charged extra every time you cross into the zone. If your doctor is above 60th Street, a visit will cost more. If you want to go to lunch or dinner or a movie or store above 60th Street, it will cost more. Inevitably, people will be forced to move, real estate values may fall, and lower Manhattan will be made a less, not more, attractive place to live.

The admirable goal of lessening congestion should not create an unfair and discriminatory burden on taxpayers who live below 60th Street. So, as decisions about congestion pricing are now upon us, the undersigned, residents of the Manhattan congestion zone, almost all of them voters who did not ask for or vote to be charged for our basic right of access to our homes, urgently call for an exemption from all congestion zone charges.

(Signatory List in Formation)

Joan Brothers, Executive Director

East Midtown Coalition

Representing 39 buildings and approximately 7,500 East Midtown residents

Turtle Bay Association

Representing 1,100 households

Sutton Area Community

Representing 800 households

Murray Hill Neighborhood Association

Representing 880 households

Daniel J. Wolf, President

Windsor Owner's Corp.

5 Tudor City Place

Representing 788 households

Tania Arias, President

45 Tudor City Place, Inc.

Representing 403 households

Crystal G. Persaud, President

Woodstock Owners Corp.

320 East 42nd Street

Representing 459 households.

Debra Erder Hirschfeld, President

2 Tudor Tenant's Corp.

2 Tudor City Place

Representing the Board of Directors and 334 households

Konrad Wos, President

The Manor

333 East 43rd Street

Representing 215 households

Sandra Grunfeld, President, and Michael Gross, Secretary

860 West Tower, Inc.

Representing 167 households at 860 United Nations Plaza

Erik Hepler, President

870 East Tower, Inc.

Representing 167 households at 870 United Nations Plaza

Elise Platt, President
349 East 49th Street Tenants Corp
Representing 103 Units

Carol Ying, President
Stewart Hall, Inc.
Representing 99 households at 10 Mitchell Place

Robert Salling, President, and the Board of Directors
Essex House
325 East 41st Street
Representing 94 households

Dr Glen Cosman, President
220 East 54th Street Owners, Inc.
Representing 144 units

14 Beekman Place Corporation
12 Beekman Place
Representing 69 households

Beekman Terrace
455 East 51st Street
Representing 38 households

And the following individuals (via change.org):

Name	City, State	Postal Code	Country	Signed On
Michael Gross			US	7/18/2023
William Ciaccio	New York	NY 10038	US	7/18/2023
Mark Williams	New York	NY 10118	US	7/18/2023
David M Gresham	Southampton	NY 11968	US	7/18/2023
Evan Scheuer	Southampton	NY 11968	US	7/18/2023
Benjamin Pardo	New York	NY 10017	US	7/18/2023
Robert Lane	New York	NY 10004	US	7/18/2023
Sandra Grunfeld	New York	NY 10004	US	7/18/2023
Francesca Pardo	New York	NY 10004	US	7/18/2023
Tom Grady	New York	NY 10030	US	7/18/2023
Barbara Hodes	New York	NY 10018	US	7/18/2023
David Silverman	Ashburn VA	20147	US	7/18/2023
Pamela Hanlon	New York	NY 10045	US	7/18/2023
lissa spiller	nyc NY	10065	US	7/18/2023
Lillian Santiago	New York	NY 10118	US	7/18/2023
catchia goggin	ny NY	10022	US	7/18/2023
Francis Underhill	New York	NY 10014	US	7/18/2023
Becky Breedlove	Greenbrier	AR 72058	US	7/18/2023
Karon Bihari	New York	NY 10075	US	7/18/2023
Elyse Kroll	New York	NY 10028	US	7/18/2023
Lynn Sherr	New York	NY 10017	US	7/18/2023
Scorpion Warrior	Los Angeles	CA 11226	US	7/18/2023
Jon Inwood	Brooklyn NY	11226	US	7/18/2023
Louise Black	La Quinta	CA 92253	US	7/19/2023
Adam Kaluba	Burleson TX	76028	US	7/19/2023
Mary Clarke	New York	NY 10016	US	7/19/2023

Skeleton Key	Los Angeles	CA		US	7/19/2023
Moon Knight	Los Angeles	CA	11226	US	7/19/2023
David Ligon	Salinas		93907	US	7/19/2023
Lawrence Burstein	New York		NY	10021	US 7/19/2023
Snahple Versace	Newark		7103	US	7/19/2023
Brian Bentley	Secaucus		7094	US	7/19/2023
Chad Rizzla	Amherst		1002	US	7/19/2023
Charles Sullivan	Flossmoor		60422	US	7/19/2023
Edith Dozier	Lake Charles		70605	US	7/19/2023
Onica Laws	Greenville		37743	US	7/19/2023
Thomas Woolbright	Temple		76502	US	7/19/2023
Lynn Rogoff	Stormville		NY	12582	US 7/19/2023
Debra Whisler	Acton	MA	1720	US	7/19/2023
Alicia Leatherbury	New York		NY	10003	US 7/19/2023
Gerard Leddy	East Hampton		NY	11937	US 7/19/2023
Soulzy 1 Kalamazoo			49001	US	7/19/2023
Joe Aberle	Denver		80206	US	7/19/2023
Yessica Maldonado	Harlingen			78550	US 7/19/2023
MAHAM CHEEMA				US	7/19/2023
Karen Pecsok	West Plains		65775	US	7/19/2023
Toby Smedley	Orland		95963	US	7/19/2023
Byron Hero	New York		NY	10075	US 7/19/2023
Sherrye Henry	New York		NY	10016	US 7/19/2023
Elizabeth Needle	New York		NY	10011	US 7/19/2023
Timothy Hays	Hastings-on-Hudson		NY	10706	US 7/19/2023
Jolie Hunt	New York		NY	10011	US 7/19/2023
Pamela Stanley	Carrollton		TX	75007	US 7/20/2023
Katlean De Monchy	New York		NY	10022	US 7/20/2023
Camille Grammer-Meyer	New York		NY	10004	US 7/21/2023
Patrizia Meda				Italy	7/22/2023
Sandro RISI				Luxembourg	7/24/2023
Jill Lindgren	New York		NY	10004	US 7/24/2023
Jessica Zang	New York		NY	10012	US 7/24/2023
Peter Santo	New York		NY	10017	US 7/24/2023
lauren levy	New York		NY	10011	US 7/24/2023
Adrian Yang	New York		NY	10017	US 7/24/2023
Margery Germain	New York		NY	10038	US 7/24/2023
Elizabeth Doherty	New York		NY	10017	US 7/24/2023
Idel Negron	New York			10009	US 7/24/2023
Tasha Morrison	Mansfield			76063	US 7/24/2023
Jayden Tan	Philadelphia			19134	US 7/24/2023
Michael Stratechuk	New York			10026	US 7/24/2023
Bayleigh Lasceski	Port Austin			48467	US 7/24/2023
Seymour Flug	New York		NY	10004	US 7/24/2023
Mollie Bell	Wenatchee			98801	US 7/24/2023
William Slight	Columbia			65203	US 7/24/2023
Mark Jarrett	New York		NY	10017	US 7/24/2023
don epstein	New York		NY	10003	US 7/24/2023
Roberta Schechter	New York		NY	10017	US 7/24/2023
Louis Woolf	Bronx		NY	10454	US 7/24/2023
Michelle Dipaolo	New York		NY	10075	US 7/24/2023
Joyce Lieberman	East Hampton		NY	11937	US 7/24/2023
Jessie Light	Desert Hot Springs			92240	US 7/24/2023

ijnanya foster	San Francisco		94103	US	7/24/2023
Robert Wechsler	Montauk	NY	11954	US	7/24/2023
G. Diane Matthews-Marcelin	Carson		90746	US	7/24/2023
Joey MacDonald	Edmond	73003	US		7/24/2023
evoney al,man	Austin	78767	US		7/24/2023
Cecilia00 Rayburn	El Paso		79941	US	7/24/2023
Paula Coronado	Buffalo	14222	US		7/24/2023
Bella Collins	Chesapeake		23322	US	7/24/2023
Christopher Bean			US		7/24/2023
Carlos Ortiz	Doral	33172	US		7/24/2023
Richard Mizrack	New York	NY	10004	US	7/24/2023
Nicole Belmont	Remsenburg	NY	11960	US	7/24/2023
Amethyst O'Dell	Indianapolis		46706	US	7/24/2023
Jessicka Woods	Atlanta	30305	US		7/24/2023
Carmella Rose	East Providence		2914	US	7/24/2023
raika kawahara	baltimore		21220	US	7/24/2023
avery popkes			US		7/24/2023
Nessa Gonzalez	Houston	77002	US		7/24/2023
Eileen Lipson	New York	NY	10004	US	7/24/2023
Joshua Curphey	Peterborough		PE7	US	7/24/2023
Keith D'Alessandro	Canton MI		48187	US	7/24/2023
susan gluck pappajohn	Sagaponack	NY	11962	US	7/24/2023
Kristie D'Agnes	New York	NY	10004	US	7/24/2023
Jacob Gitzis	New York	NY	10022	US	7/24/2023
Drew Trujillo	Colorado springs		80909	US	7/24/2023
Gila Budescu	New York	NY	10017	US	7/24/2023
Edgar Campos	Phoenix	85035	US		7/24/2023
Kelly Wilburn	Boston	2863	US		7/24/2023
Colin Anderson	Seattle	98008	US		7/24/2023
Kamani Karannagoda	Las Vegas		89108	US	7/24/2023
Srimali Mahamarakkalage	Las Vegas		89113	US	7/24/2023
Guadalupe Mena	Fort Worth		76119	US	7/24/2023
Camille Ellerbrook	Jersey City		7306	US	7/24/2023
Rita Hogan	Olympia	98516	US		7/24/2023
Olivia Holliday	Muskegon		49441	US	7/24/2023
Bryan Obi	Carrollton	TX	75007	US	7/24/2023
Kevin Devar	Davenport		33837	US	7/24/2023
James Mohn	Wexford PA	15090	US		7/24/2023
Tania Mistretta	New York	NY	10013	US	7/24/2023
Barbara Braun	Southampton	NY	11968	US	7/24/2023
Pauline Mistretta	New York	NY	10075	US	7/24/2023
Karen Lamp	BrooklynNY	11215	US		7/24/2023
Robert Leyva	New Braunfels		78130	US	7/24/2023
Lauren Arango	Port Saint Lucie		34953	US	7/24/2023
Emma Pershaud	Dallas	75032	US		7/24/2023
Kendrick Collins	Harrisburg		17112	US	7/24/2023
Devonte Dorsey	Natchitoches		71457	US	7/24/2023
Bernard Dixon	Atlanta	30308	US		7/24/2023
Margot Ernst	New York	NY	10118	US	7/24/2023
Cara Epstein	New York	NY	10017	US	7/24/2023
peggy amster	New York	NY	10004	US	7/24/2023
Lisa Gluck	New York	NY	10017	US	7/24/2023
Carol Testa	New York	NY	10017	US	7/24/2023

Sarah Morse	New York	NY	10017	US	7/24/2023
Karen Woolf	New York	NY	10004	US	7/24/2023
Michael Testa	MedfordNY	11763	US	7/25/2023	
Alida Reyes	New York	NY	10017	US	7/25/2023
Senay Parkan	New York	NY	10017	US	7/25/2023
Else Reid	New York	NY	10022	US	7/25/2023
Chike Oluonye	Los Angeles		90047	US	7/25/2023
Kamika Welsh	Temecula		92592	US	7/25/2023
Aliyah Cukaj	Hampton Bays		11946	US	7/25/2023
Clyde Bennett	Waterbury		6710	US	7/25/2023
Daniel Johnson	New York		10118	US	7/25/2023
Jalen Maisonave	Coconut Creek		33073	US	7/25/2023
Alex Yusof	Amityville	NY	11701	US	7/25/2023
Mauricio Lomelin	New York	NY	10017	US	7/25/2023
Carmelina Russo	New York	NY	10017	US	7/25/2023
E Torre	New York	NY	10016	US	7/25/2023
Andrew Floyd				US	7/25/2023
Annaliese Smith	Hollywood		33004	US	7/25/2023
Michelle D'ANDREA	Glendale		91203	US	7/25/2023
Dawn Piemonte	Holbrook		11741	US	7/25/2023
Tim Fischer	Arlington			US	7/25/2023
Carolyn Lea	Andersonville		37705	US	7/25/2023
Allyson Mullins	Wickliffe		44092	US	7/25/2023
John Cassis	Tiverton	RI	2878	US	7/25/2023
Lorraine Belmont	New York	NY	10075	US	7/25/2023
Maureen Ryan	New York	NY	10004	US	7/25/2023
Jennifer Estabrook	New York	NY	10597	US	7/25/2023
Mauree Testa	New York	NY	10020	US	7/25/2023
Jennifer Dima	New York	NY	10004	US	7/25/2023
Warren Weitman	New York	NY	10017	US	7/25/2023
Donal Clancy	New York	NY	10017	US	7/25/2023
Sarah L Timpson	New York	NY	10017	US	7/25/2023
Neal Lewin	Quogue	NY	11959	US	7/25/2023
Dev Baid	Mumbai	NY	10017	US	7/25/2023
Chris Meade	Minneapolis		55408	US	7/25/2023
Edward Ackerman	New York	NY	10075	US	7/25/2023
Susan King	New York	NY	10017	US	7/25/2023
Naika Gay	Brockton		2302	US	7/25/2023
Ann Curley	New York	NY	10017	US	7/25/2023
Larry Brown	Killeen	TX	76542	US	7/25/2023
Cheryl Winchel	Vicksburg		49097	US	7/25/2023
Tana WILLIAMS	New Rochelle		10801	US	7/25/2023
Debbie Forrest	Pittsburgh	PA	15210	US	7/25/2023
Vijay Walavalkar	Cerritos	CA	90703	US	7/25/2023

Austin Ward	Corvallis	OR	97330	US	7/25/2023
Aijaz Asif	Kendall Park		8824	US	7/25/2023
Felicia Ennis	New York	NY	10017	US	7/25/2023
Kumar Shah	New York	NY	10022	US	7/25/2023
Arleen Navarro	Bronx		10451	US	7/25/2023
Rosalie Rowland	Upland		91784	US	7/25/2023
Wendy Hensel	New York	NY	10001	US	7/25/2023
Jack Levy	New York	NY	10017	US	7/25/2023
Fred Slurff	Schenectady		12306	US	7/25/2023
Roby Whitlock	New York	NY	10003	US	7/25/2023
Roy Fleischmann	New York City	NY	10017	US	7/25/2023
Victoria Newhouse	New York	NY	10007	US	7/25/2023
Diane Phillips	New York	NY	10017	US	7/25/2023
Irma Hilton	Westport	CT	6880	US	7/25/2023
Roseann Weinstein	New York	NY	10004	US	7/25/2023
Helen Robin	New York	NY	10004	US	7/25/2023
Madelaine Senter	Great Neck	NY	11021	US	7/25/2023
Pavel Zustiak	New York	NY	10004	US	7/25/2023
Carly Anderson	New York	NY	10014	US	7/25/2023
Cathy Goldsmith	New York	NY	10004	US	7/25/2023
Louise Edelman	New York	NY	10017	US	7/25/2023
Allison Kallish	New York	NY	10075	US	7/25/2023
Richard Topp	New York	NY	10001	US	7/25/2023
Benjamin Cheney	New York	NY	10017	US	7/25/2023
Joanne Tavis	Bay Shore	NY	11706	US	7/25/2023
Carol Mandel	Southampton	NY	11968	US	7/25/2023
Brian Duchan	New York	NY	10022	US	7/25/2023
Diane Romano	New York	NY	10011	US	7/25/2023
Carol Hochberg	New York	NY	10022	US	7/25/2023
Joyce Yaeger	New york	NY	10022	US	7/25/2023
Lilian Davis	New York	NY	10004	US	7/25/2023
Lois Pisani	Bay Shore	NY	11706	US	7/25/2023
Larry Shield	New York	NY	10022	US	7/25/2023
Bonnie Ammer	Miami	FL	33132	US	7/25/2023
Adam Rubinsten	New York	NY	10075	US	7/25/2023
Jacqueline Megiel Grassi	New York	NY	10017	US	7/25/2023
Mary Boland-Look	New York	NY	10004	US	7/25/2023
Donald wleklinski	Terre Haute	IN	47803	US	7/25/2023
Alexander Pashkowsky	New York	NY	10017	US	7/25/2023
Angela Porzio	Bay Shore	NY	11706	US	7/25/2023
Karen Schlendorf	New York	NY	10004	US	7/25/2023
Steven Brenner	New York	NY	10022	US	7/25/2023
Robert Goldman	New York	NY	10022	US	7/25/2023

Marianne Seddio	New York	NY	10001	US	7/25/2023
Daniel Marchon	New York	NY	10002	US	7/25/2023
George Lombardi	New York	NY	10022	US	7/25/2023
bryanna rojo				US	7/25/2023
Gordon Poston	Kingstree		29556	US	7/25/2023
Peter Tavis	New York	NY	10009	US	7/25/2023
Rachel Herbstman	New York	NY	10012	US	7/25/2023
Josemanuel Tinajera Guzman	Vista		92084	US	7/25/2023
Esther Laventhol	New York	NY	10004	US	7/25/2023
Marta E. Ruiz Lassalle	Tucson	AZ	85701	US	7/25/2023
Maxwell Smith	Brooklyn		11234	US	7/25/2023
Itzel Torres	Port Arthur		77642	US	7/25/2023
Kristine Mohring	Crowley		76036	US	7/25/2023
Daryan lopez	Manchester		3103	US	7/25/2023
Jason Park	Arcadia	CA	91006	US	7/25/2023
Dylan weiss	Detroit		48219	US	7/25/2023
shannon fraser	GRAND JUNCTION		81504	US	7/25/2023
Beth Elitzer	New York	NY	10001	US	7/25/2023
Rachel Pivnick	New York	NY	10022	US	7/25/2023
Pamela Jacovides	Brooklyn	NY	11201	US	7/25/2023
	870 UN Plaza Ny				
Lawrence Prager	Ny	NY	10017	US	7/25/2023
Ellice Matsil	New York	NY	10004	US	7/25/2023
Madeline Brecher	New Yotk	NY	10022	US	7/25/2023
Ellen Katz	New York	NY	10022	US	7/25/2023
Mary Ann Poust	New York	NY	10004	US	7/25/2023
Vincent Covello	New York	NY	10022	US	7/25/2023
Barbara Lambert	New York	NY	10022	US	7/25/2023
John Lembo	Corpus Christi	TX	78418	US	7/25/2023
JAMES TANENBAUM	New York	NY	10004	US	7/25/2023
joan silverman	New York	NY	10022	US	7/25/2023
Sarah Parisotto	New York	NY	10022	US	7/25/2023
Carlyn Alexander	Cleveland Heights	OH	44121	US	7/25/2023
Ben Lard	New York	NY	10075	US	7/25/2023
Stephen Curley	West Palm Beach	FL	33409	US	7/25/2023
Peter Duchan	New York	NY	10022	US	7/25/2023
Jeremy Steinberg	New York	NY	10017	US	7/25/2023
Cassandra Kulukundis	New York	NY	10022	US	7/25/2023
Eileen Regan	New York	NY	10004	US	7/25/2023
Eva Wayne	New York	NY	10022	US	7/25/2023
Michael Galanter	New York	NY	10022	US	7/25/2023
Manda Schulman	Somerville	MA	2143	US	7/25/2023
Evan Della Valle	New York	NY	10022	US	7/25/2023

Diana beth	griffith	IN	46319	US	7/25/2023
Sara Markel Altman	New York	NY	10004	US	7/25/2023
Jordan Epstein	New York	NY	10022	US	7/25/2023
Peter Roth	New York	NY	10017	US	7/25/2023
Rita Miraglia	New York	NY	10004	US	7/26/2023
Herb Fixler	New York	NY	10075	US	7/26/2023
Kathleen Kearns	New York	NY	10075	US	7/26/2023
Dennis Eulau	Southold	NY	11971	US	7/26/2023
Leonard Monteleone	New York	NY	10037	US	7/26/2023
Eileen Gentillo	Southold	NY	11971	US	7/26/2023
Aimee Levy	Lee	MA	1238	US	7/26/2023
Kent Dudley	New York	NY	10017	US	7/26/2023
Lois Schulman	Briarcliff Manor	NY	10510	US	7/26/2023
Julie Yuen Wallen	New York	NY	10002	US	7/26/2023
Justin Tsai	New York	NY	10075	US	7/26/2023
Susan Lin	New York	NY	10118	US	7/26/2023
Christine Hamakiotes	New York	NY	10016	US	7/26/2023
Ruben Garcia	West New York	NJ	7093	US	7/26/2023
Efrem Nidam	New York	NY	10022	US	7/26/2023
VERONA FERNANDES	New York	NY	10016	US	7/26/2023
Robert Whitlock				Hong Kong	7/26/2023
Clara Aich	Monroe	NY	10950	US	7/26/2023
Margherita Racanelli	New York	NY	10118	US	7/26/2023
Joyce Bartle	New York City	NY	10022	US	7/26/2023
Deborah Parise	New York	NY	10017	US	7/26/2023
Bobbi Gochman	New York	NY	10017	US	7/26/2023
Raymond Jacobs	New York	NY	10022	US	7/26/2023
Jeri Williams	Easley	SC	29640	US	7/26/2023
Naomi Kolbrenner	New York	NY	10007	US	7/26/2023
Andrew Gurr	New York	NY	10036	US	7/26/2023
Dorothy Kahn	New York	NY	10016	US	7/26/2023
Kiera Konis	New York	NY	10118	US	7/26/2023
Patricia Grande	New York	NY	10075	US	7/26/2023
Jean Montoya	New York	NY	10009	US	7/26/2023
Allison Seidner	New York	NY	10017	US	7/26/2023
Michael Rickicki	New York	NY	10009	US	7/26/2023
Margaret Anne Donohue	New York	NY	10118	US	7/26/2023
Amy Banker	New York	NY	10016	US	7/26/2023
betty winholtz	morro bay	CA	93442	US	7/26/2023
Charlie Masterson	New York	NY	10017	US	7/26/2023
Margie Lugo	New York	NY	10016	US	7/26/2023

			10022-			
valerie gilbert	NY	NY	3742	US		7/26/2023
David Abelson	New York	NY	10075	US		7/26/2023
Ellen O'Neill	New York	NY	10001	US		7/26/2023
Diane Tryneski	New York	NY	10006	US		7/26/2023
pamela hamilton	Palo Cedro	CA	96073	US		7/26/2023
Alexander Vasilescu	New York	NY	10004	US		7/26/2023
Kathy Clarke	New York	NY	10013	US		7/26/2023
Helen Maleh	Brooklyn	NY	11235	US		7/26/2023
Thomas FitzPatrick	New York	NY	10001	US		7/26/2023
Michele Comerford	New York	NY	10036	US		7/26/2023
Shelley Lipton	New York	NY	10022	US		7/26/2023
carin trundle	New York	NY	10017	US		7/26/2023
Cece Webs	Oakhurst	NJ	7755	US		7/26/2023
Joseph Di Cesare	New York	NY	10011	US		7/26/2023
Wesley Wiland	Girard		44420	US		7/26/2023
Alexshaly C	Hialeah		33016	US		7/26/2023
Noemi Pabon	Millville		8332	US		7/26/2023
Mason Franklin	New York	NY	10017	US		7/26/2023
Megan Gromo	Clinton		13323	US		7/26/2023
Grace Edstrom	Denver		80205	US		7/26/2023
N Laws	Peoria		85383	US		7/26/2023
Onyx Hacker	Bergenfield		7621	US		7/26/2023
alissa fox	New York	NY	10021	US		7/26/2023
Francesca Gordini				US		7/26/2023
Judy Goldberg	Scarsdale	NY	10583	US		7/26/2023
Robert Marraro	Corpus Christi		78414	US		7/26/2023
Ivy Rosen	New York	NY	10075	US		7/26/2023
Eric Longuet	New York	NY	10022	US		7/26/2023
lola pearl	New York	NY	10011	US		7/26/2023
Ralph Bisquert	Washingtonville	NY	11120	US		7/26/2023
Barb Sigelbaum	New York	NY	10001	US		7/26/2023
Jonathan Abban	Raynham		23767	US		7/26/2023
Ethan Whitfield	Temple		30179	US		7/26/2023
Jill Messite	New York	NY	10026	US		7/26/2023
Paulo Schoichet	New York	NY	10016	US		7/26/2023
Richard Lee	Akron		44304	US		7/26/2023
Grady O'Brien	Minneapolis		55404	US		7/26/2023
Mariah Kehrer	Orlando		32801	US		7/26/2023
Yasmine Horton	Bessemer		35020	US		7/26/2023
Brian Jacobs	The Bronx	NY	10474	US		7/26/2023
Douglas Kim	New York	NY	10022	US		7/26/2023

Diamond Hardie	Bronx		10459	US	7/26/2023
Parker Legette	Winnabow		28479	US	7/26/2023
Diana Kalman	New York	NY	10075	US	7/26/2023
Alicia Bryant	Woodbridge		22193	US	7/26/2023
Beth Gelfond	New York	NY	10004	US	7/26/2023
Allan Weidenbaum	New York	NY	10011	US	7/26/2023
Caryn Popper	New York	NY	10004	US	7/26/2023
Debbie smith	New York	NY	10011	US	7/26/2023
Catherina Park	New York	NY	10011	US	7/26/2023
Ethan Illfelder	New York	NY	10075	US	7/26/2023
cathy rupp	Pittsburgh		15213	US	7/26/2023
Mary Clare Decker	Depoe Bay	OR	97341	US	7/26/2023
Bens Bitch	West Haven		6516	US	7/26/2023
AnnaBelle Chapman	Greenville		29615	US	7/26/2023
Rahwa Teklesenbet	Snohomish		98026	US	7/26/2023
Levi Lang	Independence		64052	US	7/26/2023
Nancy Stillpass	New York	NY	10004	US	7/26/2023
lawrence israel	New York	NY	10004	US	7/26/2023
Francine Leinhardt	New York	NY	10016	US	7/26/2023
Myung sook OH	Flushing		11358	US	7/26/2023
Phylis Katz	New York	NY	10016	US	7/26/2023
minnie berman	New York	NY	10011	US	7/26/2023
rocco staino	Poughkeepsie	NY	12603	US	7/26/2023
Cindi Clark	New York	NY	10036	US	7/26/2023
Tony Freeman	New York City	NY	10036	US	7/26/2023
Laurie Edelman	New York	NY	10011	US	7/26/2023
Helane Colvin	New York	NY	10075	US	7/26/2023
Casey Savage	New York	NY	10014	US	7/26/2023
Karen Van nouhuys	New York	NY	10075	US	7/26/2023
Audra Bonacki	New York	NY	10022	US	7/26/2023
Joan Spivak	New York	NY	10036	US	7/26/2023
Rymesha Scott	Ozone Park		11417	US	7/26/2023
Shaniqua Hamilton	Springfield		1119	US	7/26/2023
Noam Cohen	florida		33067	US	7/26/2023
Margery Schiff	White Plains		10605	US	7/26/2023
Liyah McGhee	McDonough		30253	US	7/26/2023
Aaron Watkins	Strongsville		44136	US	7/26/2023
Peyton Presas	Los Angeles		90006	US	7/26/2023
Daijha Ali	Salisbury		28144	US	7/26/2023
Nancy Rathbun	Walla Walla		99362	US	7/26/2023
Nolan Funderberg	Princeton		61354	US	7/26/2023
Cody Portillo	Portland		97202	US	7/26/2023
Sladjana Grujic	Dallas	TX	75204	US	7/26/2023

Larry Max	New York	NY	10118	US	7/26/2023
Holly Corbett	New York	NY	10075	US	7/26/2023
Kolby McPherson	Denver		80219	US	7/26/2023
Jill Gerla	New York	NY	10001	US	7/26/2023
Stevem Fredericks	New York	NY	10007	US	7/26/2023
SHIRLI RADZIWILL	New York	NY	10075	US	7/26/2023
Jordan Schwartz	New York	NY	10022	US	7/26/2023
John Krawchuk	New York	NY	10075	US	7/26/2023
Jonathan weizmann	Jersey City	NJ	7306	US	7/26/2023
Christopher Antrim	Sacramento		95831	US	7/26/2023
Lexa Merson	New York	NY	10028	US	7/26/2023
Andrew Parise	New York	NY	10004	US	7/26/2023
Jess Langford	New York	NY	10011	US	7/26/2023
K Allison	Flushing	NY	11377	US	7/26/2023
Michael Glantz	New York	NY	10022	US	7/26/2023
Sara Rothermel	New York	NY	10017	US	7/26/2023
Diane Oshin	Aspen	CO	81611	US	7/26/2023
Barbara Morris	New York	NY	10014	US	7/26/2023
Perry Harbour	New York	NY	10004	US	7/26/2023
Rafael Reyes	New York	NY	10017	US	7/26/2023
Rona Berkowitz	New York	NY	10034	US	7/26/2023
Cindy Hsu	New York	NY	10018	US	7/26/2023
Donna Nitzberg	New York	NY	10017	US	7/26/2023
David MacAllaster	Fairfield	CT	6824	US	7/26/2023
Jeanine Fenton	New York	NY	10023	US	7/26/2023
Gary Fay	New York	NY	10118	US	7/26/2023
Frank Scaccia	Manhattan	NY	10011	US	7/26/2023
Charles Rothschild	New York	NY	10004	US	7/26/2023
Deborah Blumenthal	Exeter	NH	3833	US	7/26/2023
Dave Ciliberto	Miami	FL	33145	US	7/26/2023
Cheryl Schneider	New York	NY	10003	US	7/26/2023
Ellen Friedman	New York	NY	10001	US	7/26/2023
Rebecca Schneider	Brooklyn	NY	11201	US	7/26/2023
Melanie Moss	New York	NY	10022	US	7/26/2023
Huiling Jiao	New York	NY	10010	US	7/26/2023
Jan Brodwin	New York	NY	10075	US	7/26/2023
Khal Zaman	Los Angeles	CA	90060	US	7/26/2023
Warren Baker	Huntington	NY	11743	US	7/26/2023
Janice Bailey	New York	NY	10023	US	7/26/2023
Karl Vilhelm	NYC	NY	10010	US	7/26/2023
Kathryn Chamberlain	Earlton	NY	12058	US	7/26/2023
Irene Lam	New York	NY	10013	US	7/26/2023
Barbara Kramer	New York	NY	10014	US	7/26/2023

Olga Chousa	Kearny	NJ	7032	US	7/26/2023
Daniel Schneider	New York	NY	10001	US	7/26/2023
John Ziemann	New York	NY	10021	US	7/26/2023
Annette Poblete	New York	NY	10001	US	7/26/2023
Randi Ginsburg	Manhattan	NY	10024	US	7/26/2023
Suzanne Vershel	New York	NY	10038	US	7/26/2023
Henry Burr	New York	NY	10004	US	7/26/2023
Serena Ledee	New York	NY	10003	US	7/26/2023
Cenia Wiley	New York	NY	10128	US	7/26/2023
Alicia Sansone	New York	NY	10016	US	7/26/2023
Edwin Pastrana	New York	NY	10009	US	7/26/2023
Mark Mariaschin	New York	NY	10021	US	7/26/2023
Patricia Rose White	New York,	NY	10511	US	7/26/2023
Karen Swenson	New York	NY	10003	US	7/26/2023
Jeffrey Lieberman	New York	NY	10016	US	7/26/2023
Alexis Napolitano	New York	NY	10032	US	7/26/2023
Candi Levine	New York	NY	10118	US	7/26/2023
Mitch Snow	New York	NY	10003	US	7/26/2023
Amy Krause	New York	NY	10013	US	7/26/2023
David Recker	New York	NY	10011	US	7/26/2023
Phil Cogan	New York City	NY	10021	US	7/26/2023
Patricia Fonseca	New York	NY	10004	US	7/26/2023
Gabrielle Schneider	New York	NY	10010	US	7/26/2023
Mary Kong	New York	NY	10003	US	7/26/2023
Chris Mole	New York	NY	10011	US	7/26/2023
Amani Rohayem	New York	NY	10075	US	7/26/2023
Joey Warren	New York	NY	10003	US	7/26/2023
Susan Sandler	New York	NY	10016	US	7/26/2023
Karen Lawler	New York	NY	10016	US	7/26/2023
Donald Guastaferrro	New York	NY	10001	US	7/26/2023
Lisa Pickett	New York	NY	10010	US	7/26/2023
Kimberly Mirabella	New York	NY	10022	US	7/26/2023
William Chang	New York	NY	10009	US	7/26/2023
MARCIA FOX	nyc	NY	10011	US	7/26/2023
Andia Smull	New York	NY	10075	US	7/26/2023
Jeremy Smith	New York	NY	10011	US	7/26/2023
Mary Risi	New York	NY	10045	US	7/26/2023
Iakovos Spiridakis	New York	NY	10021	US	7/26/2023
Paul Schwartz	New York	NY	10075	US	7/26/2023
Patricia Porini	Conflans-sainte-honorine		78700	France	7/26/2023
Robert Sporn	New York	NY	10011	US	7/26/2023
Chana Zomberg	Manhattan	NY	10002	US	7/26/2023
Marie Chin	New York	NY	10009	US	7/26/2023

Kemal Sheikh	New York	NY	10016	US	7/26/2023
victoria hale	New York	NY	10075	US	7/26/2023
Robert Camitta	New York	NY	10011	US	7/26/2023
Deborah Strock	New York	NY	10002	US	7/26/2023
Heather Bandur	New York	NY	10021	US	7/26/2023
Stanislav Nikiforov	New York	NY	10003	US	7/26/2023
Oscar Saavedra	New York	NY	10002	US	7/26/2023
Sophia Strock	New York	NY	10002	US	7/26/2023
Danny Gold	New York	NY	10022	US	7/26/2023
Stacey Lee	New York	NY	10009	US	7/26/2023
Barbara Olejniczak	New York	NY	10003	US	7/26/2023
Kenneth Duphiney	New York	NY	10011	US	7/26/2023
David Natoli	New York	NY	10027	US	7/26/2023
Alissa Ballot	New York	NY	10022	US	7/26/2023
Lynn O'Brien	New York	NY	10021	US	7/26/2023
Barbara Krafchin	New York	NY	10022	US	7/26/2023
Diane Amato	Manhattan	NY	10024	US	7/26/2023
Michael Federman	New York	NY	10016	US	7/26/2023
Josephine Carles	Bronx	NY	10473	US	7/26/2023
Arlyne Zalaznick	New York	NY	10004	US	7/26/2023
Jerry Holtz	Riverside	CA	92504	US	7/26/2023
susan grabina	new york	NY	neest	US	7/26/2023
S H	NY	NY	10023	US	7/26/2023
David Albano	New York	NY	10018	US	7/26/2023
david blattberg	New York	NY	10128	US	7/26/2023
Jane Munna	New York	NY	10001	US	7/26/2023
Leslie Holtz	La Habra	CA	90631	US	7/26/2023
Carole Gladstone-Ramos	New York	NY	10002	US	7/26/2023
Merle Brenner	New York	NY	10016	US	7/26/2023
Alliyah Francis	New York	NY	10118	US	7/26/2023
Liane Pei	New York	NY	10004	US	7/26/2023
Ellen Bonjorno	New York	NY	10001	US	7/26/2023
Lara Kail	New York	NY	10036	US	7/26/2023
Wayne Tzall	New York	NY	10021	US	7/26/2023
Laurie Nelson	New York	NY	10014	US	7/26/2023
Howard Rose	New York	NY	10023	US	7/26/2023
Helaine Kobrin	New York	NY	10004	US	7/26/2023
Serjik Markarian	New York	NY	10065	US	7/26/2023
John O'Connor	Hoboken	NJ	7030	US	7/26/2023
Carolyn Sherman	New York	NY	10004	US	7/26/2023
Stacy Nathanson	New York	NY	10004	US	7/26/2023
Frank Giaimo	New York	NY	10016	US	7/26/2023
Diana Podolsky	New York	NY	10021	US	7/26/2023

Gilbert Laboy	New York	NY	10118	US	7/26/2023
Susan Scheer	New York	NY	10003	US	7/26/2023
Lynn Bourbeau	NY	NY	10003	US	7/26/2023
Susan Marton	Schenectady	NY	12303	US	7/26/2023
Fawn Sullivan	New York	NY	10018	US	7/26/2023
Seth Okrend	New York	NY	10011	US	7/26/2023
Patricia Rossi	New York	NY	10022	US	7/26/2023
Elissa Macklin	New York	NY	10010	US	7/26/2023
Gerard DeSiano	New York	NY	10118	US	7/26/2023
Susan Matthews	New York	NY	10014	US	7/26/2023
Carol Barry	New York	NY	10022	US	7/26/2023
Katharine Smith	New York	NY	10014	US	7/26/2023
Liz Savery	New York	NY	10011	US	7/26/2023
Sarah Aschenbrenner	New York	NY	10036	US	7/26/2023
Christine Tralongo	New York	NY	10023	US	7/26/2023
Sekhar Venkatraman	New York	NY	10017	US	7/26/2023
Barbara A Fernandez	New York	NY	10011	US	7/26/2023
Ali Farahnakian	New York	NY	10006	US	7/26/2023
anne martocci	New York	NY	10016	US	7/26/2023
Scott Sandler	New York	NY	10011	US	7/26/2023
Leslie Schatzer	New York	NY	10032	US	7/26/2023
Trish Taylor	New York	NY	10012	US	7/26/2023
Ariana Gardianos	New York	NY	10004	US	7/26/2023
Kevin Hanrahan	New York	NY	10009	US	7/26/2023
Theresa Stark	New York	NY	10009	US	7/26/2023
Karla Jackson	New York	NY	10009	US	7/26/2023
Leanne Ottomanelli	New York	NY	10001	US	7/26/2023
Terry Sims	New York	NY	10009	US	7/26/2023
Holly Dobbs	New York	NY	10016	US	7/26/2023
HILLARY MATLIN	New York	NY	10038	US	7/26/2023
SECUNDINO FERNANDEZ	NEW YORK	NY	10011	US	7/26/2023
LINDA McNICHOLAS	New York	NY	10022	US	7/26/2023
William Myers	New York	NY	10011	US	7/26/2023
Melody de Castro	New York	NY	10007	US	7/26/2023
Magdalena Rytel	New York	NY	10022	US	7/26/2023
JOANNE STERN	New York	NY	10016	US	7/26/2023
Danielle Stettin	New York	NY	10022	US	7/26/2023
Shane Horan	New york	NY	10011	US	7/26/2023
Enrique Rodriguez	New York	NY	10075	US	7/26/2023
Shari Casper	New York	NY	10001	US	7/26/2023
Linda Kallman	New York	NY	10022	US	7/26/2023
Marla Green	New York	NY	10001	US	7/26/2023
Alan Weinstein	Scottsdale	AZ	85257	US	7/26/2023

Marianne Savarese's	Manhasset	NY	11030	US	7/26/2023
Zena Saunders	New York	NY	10028	US	7/26/2023
Mara Wolynski	New York	NY	10028	US	7/26/2023
Katherine Post	New York	NY	10021	US	7/26/2023
George Palucci	Scarsdale	NY	10583	US	7/26/2023
Rick Mitchell	Huntington	WV	25705	US	7/26/2023
Cindy Falletta	new york	NY	10009	US	7/26/2023
Joan Young kallman	New York	NY	10002	US	7/26/2023
Marsha Brown	New York	NY	10016	US	7/26/2023
patrice serret	New York	NY	10011	US	7/26/2023
Richard Winberg	New York	NY	10001	US	7/26/2023
Margaret Evers	New York	NY	10011	US	7/26/2023
Ken Ecker	NYC	NY	10009	US	7/26/2023
Jonathan Baskin	New York	NY	10075	US	7/26/2023
Kimberly McCarthy	New York	NY	10004	US	7/26/2023
Andi Bierlein	New York	NY	10003	US	7/26/2023
Adam Dershowitz	New York	NY	10017	US	7/27/2023
Mike Carpe	Amsterdam	NY	12010	US	7/27/2023
Jane Dillenberg	New York	NY	10075	US	7/27/2023
Sara Braverman	New York City	NY	10016	US	7/27/2023
Marion Z Murphy- Willoughby	New York	NY	10004	US	7/27/2023
Carl Sherzer	New York	NY	10017	US	7/27/2023
Dana Bariah	New York	NY	10022	US	7/27/2023
Dru Heidle	New York	NY	10025	US	7/27/2023
Kathy Ellman	New York	NY	10011	US	7/27/2023
Judy Geller-Marlowe	New York	NY	10004	US	7/27/2023
Eileen Feeney	New York	NY	10003	US	7/27/2023
JILL Chanin-Albanese	New York	NY	10028	US	7/27/2023
Elisa Russo	New York	NY	10016	US	7/27/2023
Donna Chenkin	New York	NY	10004	US	7/27/2023
Richard Sparkes	Grand Blanc	MI	48439	US	7/27/2023
Nancy Joffe	New York	NY	10002	US	7/27/2023
norma courier	New York	NY	10011	US	7/27/2023
Carol Labi	New York	NY	10021	US	7/27/2023
Suzanne OSullivan	New York	NY	10118	US	7/27/2023
Wendy Shenfeld	New York	NY	10011	US	7/27/2023
Mary Castle	New York	NY	10011	US	7/27/2023
Jill Erlichman	New York	NY	10019	US	7/27/2023
David Poole	Chicago	IL	60602	US	7/27/2023
Tom Roche	New York	NY	10009	US	7/27/2023
Dianna A	New York	NY	10017	US	7/27/2023
Karen Kirschner	New York	NY	10003	US	7/27/2023

Lori Brand	New York	NY	10003	US	7/27/2023
Tyrone Mickens	Astoria	NY	11106	US	7/27/2023
Ruth Plawner	New York	NY	10022	US	7/27/2023
Alex Grant	New York	NY	10022	US	7/27/2023
John Tomlinson	New York	NY	10002	US	7/27/2023
julie yi	New York	NY	10065	US	7/27/2023
Audra Namm	New York	NY	10011	US	7/27/2023
Bogna Nasilowska	New York	NY	10010	US	7/27/2023
Maria Chiechi	New York	NY	10016	US	7/27/2023
Bonnie Rothchild	New York	NY	10011	US	7/27/2023
Katrina Zoski	New York	NY	10075	US	7/27/2023
Judith Rich	New York	NY	10028	US	7/27/2023
Heather Frayne	NY	NY	10014	US	7/27/2023
Claudia Tessler	New York	NY	10014	US	7/27/2023
Priscilla Hancock	New York	NY	10003	US	7/27/2023
Marie Marolda	New York	NY	10004	US	7/27/2023
Geraldine OBannon	New York	NY	10009	US	7/27/2023
Stacy Lacher	New York	NY	10004	US	7/27/2023
Alexander Roth	Flushing	NY	11375	US	7/27/2023
Carolyn Schiff	New York	NY	10011	US	7/27/2023
Rachel Weiss	New York	NY	10011	US	7/27/2023
Justine Stern-Beutler	New York	NY	10001	US	7/27/2023
Mary Ann Viveros	Mayfield Hts.	OH	44124	US	7/27/2023
Jeffrey Rothenberg	New York	NY	10022	US	7/27/2023
Maureen O'Connor	New York	NY	10019	US	7/27/2023
Jill Tapia	The Bronx	NY	10465	US	7/27/2023
Gary Kessler	New York	NY	10022	US	7/27/2023
Michael Codispoti	New York	NY	10016	US	7/27/2023
Carrie Rodriguez	New York	NY	10004	US	7/27/2023
David Akman	New York	NY	10022	US	7/27/2023
Rupa Shah	Manhattan	NY	10017	US	7/27/2023
J Stuart	New York	NY	10075	US	7/27/2023
BRAD ROSS	New York	NY	10006	US	7/27/2023
Steven Mondolino	New York	NY	10009	US	7/27/2023
Ray Younes	Manhattan	NY	10011	US	7/27/2023
aya karpinska	New York	NY	10009	US	7/27/2023
Emily Commer	New York	NY	10002	US	7/27/2023
Jacqueline Loss	New York	NY	10002	US	7/27/2023
Ellen Berliner	New York	NY	10016	US	7/27/2023
Eve Smith	New York	NY	10002	US	7/27/2023
Carol A Calhoun	New York	NY	10014	US	7/27/2023
Gianna Petrarca	lansdale		19946	US	7/27/2023
Kathleen McCarron	New York	NY	10023	US	7/27/2023

Sara Kim	Chicago		60623	US	7/27/2023
Maureen Manelski	New York	NY	10075	US	7/27/2023
Marcia Lowenstein	Charlotte	VT	5445	US	7/27/2023
Verena Wiesendanger	New York	NY	10003	US	7/27/2023
Aliyah Kuseske	Saint Cloud		56301	US	7/27/2023
debbie santalesa	New York	NY	10011	US	7/27/2023
darcie shields	New York	NY	10009	US	7/27/2023
Mia Arreola	San Jose		95111	US	7/27/2023
Alana Gillil	Columbiana		35051	US	7/27/2023
Ashley Waters	Cookeville		38501	US	7/27/2023
Jesse Horn	Davenport		52802	US	7/27/2023
Joan DePalms	New York	NY	10011	US	7/27/2023
Freda Nogee	Uniondale	NY	11550	US	7/27/2023
Mila Clark	Minneapolis		55402	US	7/27/2023
Audrey DiSpigna	West chelsea	NY	10011	US	7/27/2023
Josh Standiford	Lake Zurich		60047	US	7/27/2023
christopher martinez	Winchester		22602	US	7/27/2023
Collin Ayscue	Richmond	VA	23229	US	7/27/2023
Sara P				US	7/27/2023
Ky S	Tampa		33776	US	7/27/2023
Cheryl Miller	Elk City	OK	73644	US	7/27/2023
Colby Martinez	Cookeville		38501	US	7/27/2023
Maria Dzib	Kansas City		64106	US	7/27/2023
Nao Jose	Flushing		11375	US	7/27/2023
Chania Montgomery	Goose Creek		29445	US	7/27/2023
Briana Ruiz	Elgin		60123	US	7/27/2023
Marilyn Matarrese	New York	NY	10004	US	7/27/2023
daddy pleaser	Newark		7101	US	7/27/2023
John Doe	Brooklyn		11236	US	7/27/2023
Glenda Schifano	Davenport		33837	US	7/27/2023
Lisa Shalov	New York	NY	10016	US	7/27/2023
Roz Li	New York	NY	10009	US	7/27/2023
Dean Le	San Diego		92130	US	7/27/2023
Paul Dairy	Baxter		38506	US	7/27/2023
Lauren Hall	Roswell		88201	US	7/27/2023
X Y	Plymouth		2360	US	7/27/2023
Karen Bernsohn	New York	NY	10014	US	7/27/2023
Helene Zera	NY	NY	10011	US	7/27/2023
Rhonda Wood	Pittsburgh		15207	US	7/27/2023
Michele Portnof	New York	NY	10004	US	7/27/2023
nanshy kallu	Hanover Park		60133	US	7/27/2023
Renee Xmas	Prairieville		70769	US	7/27/2023
Sydney Denk	Southlake		76092	US	7/27/2023

Eli Leftwich	Algood		38506	US	7/27/2023
pedro castillo	Miami		33189	US	7/27/2023
Sireenah Michlovich	New York	NY	10023	US	7/27/2023
Brian Deleu	New York	NY	10034	US	7/27/2023
Allan Kreda	New York	NY	10009	US	7/27/2023
Joan OConnell	New York	NY	10021	US	7/27/2023
Yvonne Hartung	New York	NY	10014	US	7/27/2023
Tony Allicino	New York	NY	10014	US	7/27/2023
Leigh Poggio	New York	NY	10075	US	7/27/2023
Frank Knuettel II	New York	NY	10075	US	7/27/2023
George Pliakas	New York	NY	10024	US	7/27/2023
Cindy Bodge	New York	NY	10004	US	7/27/2023
Juli Koffler	Nyc	NY	100-6	US	7/27/2023
Craig Meltzer	New York	NY	10012	US	7/27/2023
German Caceres	New York	NY	10022	US	7/27/2023
Abner Quinones	New York	NY	10004	US	7/27/2023
Kelley Bligh	New York	NY	10002	US	7/27/2023
Leona Baylarian	New York	NY	10001	US	7/27/2023
Lee Honickman	New York	NY	10023	US	7/27/2023
helen murphy	New York	NY	10011	US	7/27/2023
Sydney Gallas	New York	NY	10128	US	7/27/2023
Taesik Yang	New York	NY	10022	US	7/27/2023
Eunhee Kim	New York	NY	10022	US	7/27/2023
Pamela Genge	New York	NY	10021	US	7/27/2023
Karen O'Keefe	Rockaway	NY	11694	US	7/27/2023
Judith Allaire	New York	NY	10016	US	7/27/2023
Susan Marens	ny	NY	10016	US	7/27/2023
Abby Parsonnet	New York	NY	10004	US	7/27/2023
Andrew Yard	New York	NY	10009	US	7/27/2023
Gwen Kahn	New York	NY	10075	US	7/27/2023
Janet Lewis	Islip	NY	11751	US	7/27/2023
Irina Qureshi	New York	NY	10011	US	7/27/2023
amy critton	New York	NY	10001	US	7/27/2023
Steven Schneider	New York	NY	10011	US	7/27/2023
Edward Coffina	New York	NY	10014	US	7/27/2023
Marjan Gharajedaghi	New York	NY	10022	US	7/27/2023
			10011-		
Kate Johnson	New York	NY	3549	US	7/27/2023
Maria Reid	New York	NY	10016	US	7/27/2023
Lisa Palazzo	New York	NY	10025	US	7/27/2023
Beth Sopko	New York	NY	10002	US	7/27/2023
Lisa Raden	New York	NY	10014	US	7/27/2023
Rita Montauderes	Brooklyn	NY	10036	US	7/27/2023

Paul Blackburn	Elizabethtown	KY	42701	US	7/27/2023
Caren Eidler	New York	NY	10016	US	7/27/2023
Janice Bartlett	San Diego	CA	92122	US	7/27/2023
Shantelly Valdez	New York	NY	10016	US	7/27/2023
Kristen Schachter	Springfield		7081	Belgium	7/27/2023
Yolande Bavan	Manhattan	NY	10036	US	7/27/2023
Debbie Zoldan	New York	NY	10004	US	7/27/2023
beth schlansky	New York	NY	10016	US	7/27/2023
David Halle				Netherlands	7/27/2023
Mona Aossey	New York	NY	10004	US	7/27/2023
Susan Fisher	New York	NY	10022	US	7/27/2023
Linda Reals	Greenwich	CT	6831	US	7/27/2023
Cori Perry	Windsor		27983	US	7/27/2023
E E	Dallas		75270	US	7/27/2023
Isabella Dabolt	Benton		42025	US	7/27/2023
Brooklyn Fineday	Cass Lake		56633	US	7/27/2023
Amaya Jackson	Pensacola		32501	US	7/27/2023
Alice Rich	Pooler	GA	31322	US	7/27/2023
Ryan Watada	Mililani	HI	96789	US	7/27/2023
Jocelyn de Leeuw	Renton		98058	US	7/27/2023
Petitioner 1	La Grange		40031	US	7/27/2023
Larry Ladd	Chico		95928	US	7/27/2023
linda nicholas	new york	NY	10016	US	7/27/2023
Netali Gottlieb	New York	NY	10023	US	7/27/2023
Steve Dowe	Charlotte	NC	28233	US	7/27/2023
Robert Culver	New York	NY	10075	US	7/27/2023
Pascale Gousseland	NYC	NY	10021	US	7/27/2023
Miriam Berkley	New York	NY	10075	US	7/27/2023
Joe Salazar				US	7/27/2023
Gabriella Imperatori-Penn	New York	NY	10014	US	7/27/2023
Kristine Sui	New York	NY	10014	US	7/27/2023
Florence Treboutte				France	7/27/2023
Gail Katz	New York	NY	10022	US	7/27/2023
Jennie McCormick	New York	NY	10009	US	7/27/2023
Gail Koch	New York	NY	10022	US	7/27/2023
nancy macdonald	New York	NY	10118	US	7/27/2023
Cynthia Dubensky	New York	NY	10003	US	7/27/2023
Yau-Hang Lee	New York	NY	10003	US	7/27/2023
Carolyn Cusner	New York	NY	10004	US	7/27/2023
Nancy Matta	New York	NY	10004	US	7/27/2023
Susan Tang	New York	NY	10004	US	7/27/2023
Kathleen Ordonez	New York	NY	10118	US	7/27/2023
ELDA SILLA	NEW YORK	NY	10014	US	7/27/2023

Gail Gregg	West Hartford	CT	6117	US	7/27/2023
Eln Lou	New York	NY	10004	US	7/27/2023
Patricia Barakett	New York	NY	10118	US	7/27/2023
Ana Castillo	New York	NY	10014	US	7/27/2023
Anabel Perez	New York	NY		US	7/27/2023
Susana Robalino	Flushing	NY	11373	US	7/27/2023
Joanne Lotsko	New York	NY	10001	US	7/27/2023
Kathleen Ruoti	Staten Island	NY	10312	US	7/27/2023
Joni Rosenbaum	New York	NY	10075	US	7/27/2023
Jennifer Roebuck	Battle Creek		49015	US	7/27/2023
Mark Levine	Manhattan	NY	10022	US	7/27/2023
tim riley	NYC	NY	10036	US	7/27/2023
Mindy Garelick	New York	NY	10011	US	7/27/2023
Murray Sarway	New York	NY	10075	US	7/27/2023
Jake Garrigues	Gina's		80211	US	7/27/2023
Joseph Benetatos	Secaucus		7094	US	7/27/2023
Krystal Morgan	Marion		43302	US	7/27/2023
Loreen Gaines	East Orange	NJ	7018	US	7/27/2023
Marlene Dann	NY	NY	10022	US	7/27/2023
Charlene Shapiro	New York	NJ	7045	US	7/27/2023
Camila Arce	Newark		19713	US	7/27/2023
Debra Shemesh-Joester	NYC	NY	10014	US	7/27/2023
Rosalie Joel	Valley Stream	NY	11580	US	7/27/2023
Deep Lohia	New York	NY	10004	US	7/27/2023
Ellisa Cassuto	New York	NY	10075	US	7/27/2023
Jean McCartney	New York	NY	10004	US	7/27/2023
Melissa Spokojny	New York	NY	10017	US	7/27/2023
jerome Dutilloy	roosevelt island	NY	10044	US	7/27/2023
bronnie kupris	New York	NY	10011	US	7/27/2023
Ryan Foley	New York	NY	10014	US	7/27/2023
KarenSue Zoeller	Boerne	TX	78006	US	7/27/2023
SallyAnn Shaw	New York	NY	10075	US	7/27/2023
E Eric Rytter				Bermuda	7/27/2023
Elaine STEIN	New York	NY	10028	US	7/27/2023
Ruth Bramson	Ardmore	PA	19003	US	7/27/2023
Mary Mormile	New York	NY	10011	US	7/27/2023
Elinor Garely	New York	NY	10004	US	7/27/2023
Anthony Passero	New York	NY	10075	US	7/27/2023
Jamie Cummings	New York	NY	10009	US	7/27/2023
Carolyn Berke	New York	NY	10075	US	7/27/2023
Francine Maniscalco	New York	NY	10036	US	7/27/2023
Dorrit Morley	New York	NY	10003	US	7/27/2023
sheila sullivan	New York	NY	10004	US	7/27/2023

John Cryan	New York	NY	10007	US	7/27/2023
Luz Brunner	New York	NY	10022	US	7/27/2023
jeffrey geller	New York	NY	10016	US	7/27/2023
Cynthia Raymond	New York	NY	10011	US	7/27/2023
			10010-		
Bridget Sciales	new York	NY	4639	US	7/27/2023
Josephine Calise	New York	NY	10021	US	7/27/2023
Ildiko Marshall	New York	NY	10075	US	7/27/2023
Liz Plymell	New York	NY	10075	US	7/27/2023
Stephen Rhodes	New York	NY	10011	US	7/27/2023
Marilyn Scher	New York	NY	10075	US	7/27/2023
Barbara Chirse	New York	NY	10003	US	7/27/2023
Karen Siplin	New York	NY	10021	US	7/27/2023
Christine Hadlow	New York	NY	10009	US	7/27/2023
Marea Edynak	New York	NY	10010	US	7/27/2023
Robin Fritz	New York	NY	7030	US	7/27/2023
linda marie	New York	NY	10021	US	7/27/2023
Rebecca Day	New York	NY	10011	US	7/27/2023
Kristi Ohlin	Brooklyn	NY	11229	US	7/27/2023
Joan Brothers	New York	NY	10004	US	7/27/2023
Ruth Kramer	New York	NY	10001	US	7/27/2023
Ilma Alexis	New York	NY	10075	US	7/27/2023
Nazan Clohesy	New York	NY	10021	US	7/27/2023
Raven Powell	Tampa		33604	US	7/27/2023
Francisco Mercado	Bronx	NY	10466	US	7/27/2023
Ilhyun Kim	Flushing		11355	US	7/27/2023
Jeff Kerr	Miamisburg		45342	US	7/27/2023
Lidia Cirianni	New York	NY	10021	US	7/27/2023
Sandy Alberts	Linwood	NJ	8221	US	7/27/2023
Racine Berkow	New York	NY	10022	US	7/27/2023
William Lopez	Queens		11377	US	7/27/2023
Russell Schachter	New York	NY	10019	US	7/27/2023
Natalia Zhigmitova	Brooklyn		11219	US	7/27/2023
kiley m	Memphis		37501	US	7/27/2023
Carlyn Brown	Aurora		80010	US	7/27/2023
James Fuentes	Miramar		33025	US	7/27/2023
Michele Geller	New York	NY	10118	US	7/27/2023
Jayla Johnson	Carrollton		23314	US	7/27/2023
Margie Mercado	New York	NY	10009	US	7/27/2023
Mark Filstein	New York	NY	10011	US	7/27/2023
Kevin Moore	New York	NY	10011	US	7/27/2023
Anthony Sturdivant	Grand Haven		49417	US	7/27/2023
dominic youngblood	South Lyon		48165	US	7/27/2023

Joe Blaszak	Buffalo Junction		24529	US	7/27/2023
Marion Blau	Cliffside Park	NJ	7010	US	7/27/2023
Sarah Tredwell	Brooklyn	NY	11203	US	7/27/2023
Aggie Campanile	New York city	NY	10003	US	7/27/2023
Ana Poncelet	Orwigsburg		17961	US	7/27/2023
Laura Bethune	New York	NY	10023	US	7/27/2023
Chelsea Lawal	Palatine		60067	US	7/27/2023
Caroline Mechanick	New York	NY	10009	US	7/27/2023
Melissa Rodriguez	New York	NY	10004	US	7/27/2023
ELLEN MOLINA	New York	NY	10001	US	7/27/2023
Joe Daggett	New York	NY	10004	US	7/27/2023
Natalie White	New York	NY	10004	US	7/27/2023
Andy G	New York	NY	10004	US	7/27/2023
Robin Blumenthal	New York	NY	10036	US	7/27/2023
Janet Stoller	New York	NY	10014	US	7/27/2023
Betty Rapaport	Mahwah	NJ	7430	US	7/27/2023
Ellen Weinberg	New York	NY	10009	US	7/27/2023
Adam Robinson	New York	NY	10009	US	7/27/2023
Rebecca Peterson	New York	NY	10036	US	7/27/2023
Richard Faussette	New York	NY	10016	US	7/27/2023
Ron Kross	Bronx	NY	10464	US	7/27/2023
Judith Van Buren	Arctic	RI	2879	US	7/27/2023
Bruce Cohan	New York	NY	10003	US	7/27/2023
Dominick DeCesare	The Bronx	NY	10467	US	7/27/2023
Mary Kebbe	New York	NY	10021	US	7/27/2023
Carol Shapiro	New York	NY	10009	US	7/27/2023
Julie Nuyen	New York	NY	10004	US	7/27/2023
Erlinda Nelson	New York	NY	10016	US	7/27/2023
Deborah McManus	Cutchogue	NY	11935	US	7/27/2023
Joanne Lehman	New York	NY	10011	US	7/27/2023
Elizabeth Leavitt	New York	NY	10013	US	7/27/2023
Eileen Gleimer	New York	NY	10019	US	7/27/2023
Felice Carson	New York	NY	10014	US	7/27/2023
Robert Kennedy	Chicago	IL	60614	US	7/27/2023
Sandra Gluck	New York	NY	10003	US	7/27/2023
Rebecca Blumenthal	New York	NY	10036	US	7/27/2023
Sharon Stein	New York	NY	10016	US	7/27/2023
Lorie Reischer	New York	NY	10004	US	7/27/2023
Sandra Deutsch	New York	NY	10022	US	7/27/2023
Rachel Greene	New York	NY	10005	US	7/27/2023
Anne Turyn	New York	NY	10075	US	7/27/2023
Bruce Berger	East Hampton	NY	11937	US	7/27/2023
Constance Stellas	New York	NY	10004	US	7/27/2023

Cynthia Diaz	New york	CA	10009	US	7/27/2023
Dean Heitler	New York	NY	10017	US	7/27/2023
Sherry Heitler	New York	NY	10017	US	7/27/2023
Andrea Coleman	New York	NY	10003	US	7/27/2023
Lynn Wayne	New York	NY	10033	US	7/27/2023
Gina Iovino	Key Largo	FL	33037	US	7/27/2023
Herman L	New York	NY	10002	US	7/27/2023
Meryl Ravitz	New York	NY	10004	US	7/27/2023
Lauren Shor	New York	NY	10003	US	7/27/2023
Luca Rensi	New York	NY	10017	US	7/27/2023
Molly Heines	New York	NY	10014	US	7/27/2023
claudia vosper	New York	NY	10009	US	7/27/2023
Lisa Herbst	New York	NY	10022	US	7/27/2023
Jeannine Mahoney	Merrick	NY	11566	US	7/27/2023
Elsa Solender	New York	NY	10022	US	7/27/2023
Jonathan Brenner	New York	NY	10016	US	7/27/2023
Louis Martarano	New York	NY	10016	US	7/27/2023
Robert DELANY	New York	NY	10009	US	7/27/2023
Brian Saltz	New York	NY	10017	US	7/27/2023
David Harris	New York	NY	10011	US	7/27/2023
Rebecca Herschkopf	New York	NY	10017	US	7/27/2023
Stephen Powell	Central	SC	29630	US	7/27/2023
Jeffrey Leeds	Flushing	NY	11368	US	7/27/2023
Rima Blair	New York	NY	10014	US	7/27/2023
Debra Burrell	New York	NY	10004	US	7/27/2023
Mona Lu	New York	NY	10003	US	7/27/2023
Paula Rossi	New York	NY	10003	US	7/27/2023
Elizabeth Zazzera	Southold	NY	11971	US	7/27/2023
Allison Poster Katz	New York	NY	10028	US	7/27/2023
Ava Sterling	New York	NY	10014	US	7/27/2023
Nancy Cohn	New York	NY	10011	US	7/27/2023
James Greiff	New York	NY	10014	US	7/27/2023
Annie Jung	New York	NY	10010	US	7/27/2023
Kevin Flynn	New York	NY	10002	US	7/27/2023
Melissa Chusid	New York	NY	10003	US	7/27/2023
Eric Lynes	New York	NY	10016	US	7/27/2023
Robert Scheingold	Uniondale	NY	11554	US	7/27/2023
Maya Burruso	New York	NY	10007	US	7/27/2023
John Lyden	New York	NY	10001	US	7/27/2023
Stacey kessler	New York	NY	10004	US	7/27/2023
Zainab Saccoh	New York	NY	10014	US	7/27/2023
Jay Hirschson	New York	NY	10004	US	7/27/2023
Ron Passaro	New York	NY	10023	US	7/27/2023

			10011-		
Hedy Hauptman	New York	NY	8749	US	7/27/2023
Linnea Sage	New York	NY	10016	US	7/27/2023
Anthony Calise	New York	NY	10118	US	7/27/2023
Jennifer Chung	New York	NY	10017	US	7/27/2023
Christy Miller	New York	NY	10014	US	7/27/2023
David Mash	Detroit	MI	48209	US	7/27/2023
Stephanie Pappas	New York	NY	10011	US	7/27/2023
Helaine Katz	New York	NY	10004	US	7/27/2023
Kathy Friedlander	New York	NY	10075	US	7/27/2023
Evelyn Sepulveda	New York	NY	10002	US	7/27/2023
Mary Jane Reisinger	New York	NY	10004	US	7/27/2023
Howard Zaiff	New York	NY	10004	US	7/27/2023
Michele Farina	New York	NY	10028	US	7/27/2023
John Kefer	New York	NY	10038	US	7/27/2023
Charles Dydzuhn	New York	NY	10001	US	7/27/2023
Steven Hirsch	Cleveland	OH	44192	US	7/27/2023
alex Miljkovic	New York	NY	10004	US	7/27/2023
Helayne Seidman	New York	NY	10003	US	7/27/2023
TAMMI PRIGGINS	WILOWICK	OH	44095	US	7/27/2023
Lisa Barry	New York	NY	10001	US	7/27/2023
Barbara Johns	Philadelphia	PA	19126	US	7/27/2023
Nancee Meyer	New York	NY	10002	US	7/27/2023
George Waters	New York	NY	10280	US	7/27/2023
DEBRA BADER	New York	NY	10075	US	7/27/2023
Robin Salmaggi	new york	NY	10022	US	7/27/2023
Ángel Manuel Arias Navas	Ciudad Real		13001	Spain	7/27/2023
Mark Bader	NEW YORK	NY	10013	US	7/27/2023
Dara Wishingrad	New York	NY	10011	US	7/27/2023
Robert Rodriguez	New York	NY	10011	US	7/27/2023
Frank Salmaggi	Sag Harbor	NY	11963	US	7/27/2023
Rita Weinstein	New York	NY	10001	US	7/27/2023
CHRISTINE HACKETT	New York	NY	10009	US	7/27/2023
Michael Puzzo	New York	NY	10003	US	7/27/2023
Gayle Vendola	NY	NY	10010	US	7/27/2023
Thomas Morrissey	New York	NY	10036	US	7/27/2023
viola bentrello	New York	NY	10016	US	7/27/2023
Nick Curto	New York	NY	10028	US	7/27/2023
Peter Petre	New York	NY	10011	US	7/27/2023
Rhea Nichols	New York	NY	10011	US	7/27/2023
Gustavo Tejerina	New York	NY	10001	US	7/27/2023
M Cohen	New York	NY	10038	US	7/27/2023
Solana Lazarte	New York	NY	10022	US	7/27/2023

Alexandra van Schie	New York	NY	10012	US	7/27/2023
Patricia Chaudry	Miami	FL	33185	US	7/27/2023
Samantha DiCrocci	New York	NY	10022	US	7/27/2023
Becky Trak	New York	NY	10007	US	7/27/2023
Maire Berri	West Nyack	NY	10994	US	7/27/2023
Ben Steinberg	New York	NY	10016	US	7/27/2023
Bradley Tatro	Madison	CT	6443	US	7/27/2023
Bharti Malkani	New York	NY	10045	US	7/27/2023
R Masliyah	New York	NY	10016	US	7/27/2023
GERALD GREEN	Monterey	MA	1245	US	7/27/2023
eugene costiglio	New York	NY	10010	US	7/27/2023
Joss Herman	ny	NY	10022	US	7/27/2023
Alexander Schneider	New York	NY	10014	US	7/27/2023
Mimi Diallo	Bronx	NY		US	7/27/2023
Brendan Kelly	Philadelphia	PA	19103	US	7/27/2023
Deborah Sloyer	New York	NY	10006	US	7/27/2023
Bill Fontana	New York	NY	10004	US	7/27/2023
Jennifer Murman	New York	NY	10021	US	7/27/2023
Stephen Dubnoff	New York	NY	10016	US	7/27/2023
Laura Barillaro	New York	NY	10022	US	7/27/2023
Nichole Johnwell	New York	NY	10034	US	7/27/2023
Lillian Seidman	New York	NY	10016	US	7/27/2023
Jacqueline Sternberg	New York	NY	10001	US	7/27/2023
Yvonne Uram	Brooklyn	NY	11231	US	7/27/2023
Kenny Yee	New York	NY	10016	US	7/27/2023
Joseph Racanelli	New York	NY	10008	US	7/27/2023
Peter Jaskowiak	New York	NY	10004	US	7/27/2023
Thomas McGlyn	New York	NY	10022	US	7/27/2023
Elizabeth Brooke Murray	New York	NY	10017	US	7/27/2023
Julia Gray	New York	NY	10118	US	7/27/2023
Cecilia Bastos	New York	NY	10021	US	7/27/2023
Terri Oviedo	NYC	NY	10019	US	7/27/2023
Peggy Moran	New York	NY	10021	US	7/27/2023
Cammi Marlin	New York	NY	10118	US	7/27/2023
Alex Rapson	Brooklyn	NY		US	7/27/2023
Robert Ruderman	New York	NY	10014	US	7/27/2023
Al Barillaro	New York	NY	10011	US	7/27/2023
Ellen Sufian	New York	NY	10014	US	7/27/2023
Anita Bathija	New York	NY	10010	US	7/27/2023
Cheryl Krebs	Manhattan	NY	10021	US	7/27/2023
Boopathy Marappa	Sacramento	CA	94203	US	7/27/2023
Anna Da Silva	New York	NY	10023	US	7/27/2023
Adrian Wattenmaker	Jersey City	NJ	7306	US	7/27/2023

Stephanie Bowen	Brooklyn	NY	11213	US	7/27/2023
Kimberly Barkoff	New York	NY	10003	US	7/27/2023
Namit Setia	New York	NY	10118	US	7/27/2023
Georgia Mouzakis	New York	NY	10017	US	7/27/2023
Yusukelobster	Yusukelobster			US	7/27/2023
Cassandra Joseph	New York	NY	10016	US	7/27/2023
deborah mix	New York	NY	10022	US	7/27/2023
michael-ann rowe	New York	NY	10016	US	7/27/2023
Lee Davis	New York	NY	10016	US	7/27/2023
manny morales	New York	NY	10014	US	7/27/2023
Aidan Woods	New York	NY	10022	US	7/27/2023
Kirit Patel	san jose	CA	95133	US	7/27/2023
Tony Lin	Brooklyn	NY	11215	US	7/27/2023
Ab Korine	Manhattan	NY	10003	US	7/27/2023
Michelle Kittrell	New York		10036	Iceland	7/27/2023
James Gomez	New York	NY	10280	US	7/27/2023
Audrey Pashko	New York	NY	10004	US	7/27/2023
Kathy Galla	New York	NY	10280	US	7/27/2023
Jack Steinberg	New York	NY	10002	US	7/27/2023
carole hamburg	New York	NY	10022	US	7/27/2023
Michael Wise	New York	NY	10075	US	7/27/2023
Lauren Schwartz	New York	NY	10028	US	7/27/2023
Carol Sisson	New York	NY	10004	US	7/27/2023
Salud Reyes	New York	NY	10016	US	7/27/2023
diane vertal	new york	NY	10009	US	7/27/2023
Kay Brover	New York	NY	10004	US	7/27/2023
Melissa Galit	New York	NY	10003	US	7/27/2023
JoAnn Greene	New York	NY	10003	US	7/27/2023
Audrey Leigh	New York	NY	10016	US	7/27/2023
S Anderson	NY	NY	10023	US	7/27/2023
Wil Leigh	New York	NY	10003	US	7/27/2023
Melanie Saltzman	New York	NY	10024	US	7/27/2023
Nina Jody	New York	NY	10003	US	7/28/2023
Ronald Jacobs	New York	NY	10075	US	7/28/2023
Joseph Berger	New York	NY	10010	US	7/28/2023
Gladys Lee	New York	NY	10004	US	7/28/2023
Darren Kornblut	New York	NY	10009	US	7/28/2023
Sara Backus	New York	NY	10065	US	7/28/2023
Christopher Haddad	New York	NY	10004	US	7/28/2023
Linda Haddad	Atlantic Highlands	NJ	7716	US	7/28/2023
Catherine K.	Hoboken	NJ	7030	US	7/28/2023
Susan Benedetto	New York	NY	10001	US	7/28/2023
Ed Wons	New York	NY	10022	US	7/28/2023

Antone DeSantis	New York	NY	10075	US	7/28/2023
Holly DeSantis	New York	NY	10075	US	7/28/2023
Nikhita Mahtani	New York	NY	10014	US	7/28/2023
robert soloway	New York	NY	10014	US	7/28/2023
Ric Gardner	NY	NY	10007	US	7/28/2023
Stephen Terr	New York	NY	10001	US	7/28/2023
Franklin Rothman	New York	NY	10003	US	7/28/2023
Eileen Racanelli	Wading River	NY	11792	US	7/28/2023
Alexandra Tawfik	New York		10021	US	7/28/2023
Jeanne Dube	New York	NY	10022	US	7/28/2023
Tammy Meltzer-Kaufman	New York	NY	10280	US	7/28/2023
Meera Arghal	New York	NY	10282	US	7/28/2023
henry salzhauer	Staten Island	NY	10306	US	7/28/2023
Beverly Saidmehr	New York	NY	10001	US	7/28/2023
Ashley Greenberg	New York	NY	10006	US	7/28/2023
Denise Kleis	New York	NY	10004	US	7/28/2023
Sophie Said	New York	NY	10004	US	7/28/2023
Samora Smith	New York	NY	10009	US	7/28/2023
Michael Waldorf	New York	NY	10007	US	7/28/2023
Michael Sepulveda	Los Angeles		90280	US	7/28/2023
Eric Flores	New York	NY	10280	US	7/28/2023
Barbara Friedman	New York	NY	10022	US	7/28/2023
Colleen Wenke	New York	NY	10006	US	7/28/2023
Solomon Mindlin	Boise	ID	83704	US	7/28/2023
Sonya Weiss-Bensimon	New York	NY	10280	US	7/28/2023
carol ciacci	New York	NY	10014	US	7/28/2023
gene fein	New York	NY	10075	US	7/28/2023
Madeline Ring	NY		10023	Israel	7/28/2023
Alexis Zhao	New York	NY	10280	US	7/28/2023
SAVVA LLC	New York	NY	10001	US	7/28/2023
Michelle Racanelli	New York	NY	11792	US	7/28/2023
Maryellen Redish	Palm Springs	CA	92264	US	7/28/2023
Robert Wood	Ambler	PA	19002	US	7/28/2023
Alison Fletcher	New York	NY	10038	US	7/28/2023
Alisa Krutovsky				US	7/28/2023
Deborah Goldberg	New York	NY	10075	US	7/28/2023
Seth Atlas	New York	NY	10011	US	7/28/2023
Amy Van Buskirk	New York	NY	10282	US	7/28/2023
Nicole Rubens	New York	NY	10021	US	7/28/2023
Paul Lehrman	New York	NY	10038	US	7/28/2023
Lisa Conway	61 East 11th Street	NY	10003	US	7/28/2023
Deborah Marshall	Greenport	NY	11944	US	7/28/2023
Diane Lois	New York	NY	10011	US	7/28/2023

Marie Pesola	New York city	NY	10002	US	7/28/2023
Salomon Cameo	New York	NY	10044	US	7/28/2023
Manu VP				Netherlands	7/28/2023
Anna Pesola	New York	NY	10009	US	7/28/2023
E Joseph	New York	NY	10023	US	7/28/2023
zina colovic	New York	NY	10004	US	7/28/2023
YAN Volodarskiy	New York	NY	10002	US	7/28/2023
Annette Caraballo	Danbury	CT	6813	US	7/28/2023
Meris Blumstein	Islip	NY	11751	US	7/28/2023
Sara Vass	New York	NY	10011	US	7/28/2023
Britni Erez	New York	NY	10282	US	7/28/2023
Dennis Cornfield	Glenside	PA	19038	US	7/28/2023
Sara Garson	New York	NY	10075	US	7/28/2023
Kristi Gannon	New York	NY	10033	US	7/28/2023
Glenn Gissler	Brooklyn	NY	11201	US	7/28/2023
Darby Saxena	New York	NY	10004	US	7/28/2023
Michael Pesola	New York	NY	10009	US	7/28/2023
Charlotte Forrest	Bolton Landing	NY	12814	US	7/28/2023
Kathy Erteman	New York	NY	10014	US	7/28/2023
Scott Davies	New York	NY	10036	US	7/28/2023
Andie Davies	New York	NY	10036	US	7/28/2023
Bozena Kluczyk	Somerset	NJ	8873	US	7/28/2023
Marie Morada	New York	NY	10006	US	7/28/2023
Oliver Gold	Brooklyn	NY	11201	US	7/28/2023
Peter Marino	New York	NY	10003	US	7/28/2023
Emily Criste	New york	NY	10006	US	7/28/2023
Lisa Yuresko	Manhattan	NY	10002	US	7/28/2023
Sharon Mathews	New york	FL	10023	US	7/28/2023
Bonnie Egan	New York	NY	10003	US	7/28/2023
Denise Wallenstein	New York	NY	10023	US	7/28/2023
Nick Makinen	New York	NY	10016	US	7/28/2023
Shelley Ganzer	New York	NY	10009	US	7/28/2023
Cathy Paul	New York	NY	10003	US	7/28/2023
Anne Taylor	New York	NY	10003	US	7/28/2023
Joyce Catalano	New York	NY	10023	US	7/28/2023
Tamer Abdelgawad	New York	NY	10005	US	7/28/2023
Aaron Hollebeke	New York	NY	10118	US	7/28/2023
Elena Gorenburg	New York	NY	10017	US	7/28/2023
Janice Iversen	Boca Raton	FL	33429	US	7/28/2023
Janiya Richards	Jersey City	NJ	7302	US	7/28/2023
Nancy Yang	New york	NY	10282	US	7/28/2023
Janice Gardner	New York	NY	10004	US	7/28/2023

	NEW York , New				
Barbara Hochstein	York	NY	10010	US	7/28/2023
Stephanie Lora	New York	NY	10069	US	7/28/2023
Magdalena Kusio	New York	NY	10002	US	7/28/2023
Krisztina Kaplony	Flushing	NY	11377	US	7/28/2023
Nicole Ponte	New York	NY	10016	US	7/28/2023
Kelly Fresher	Brooklyn	NY	11229	US	7/28/2023
David Ponte	New York	NY	10016	US	7/28/2023
Andree Chait	Brooklyn	NY	11201	US	7/28/2023
Mary Ann Ceron	New York	NY	10009	US	7/28/2023
Peter Delahunt	New York City	NY	10075	US	7/28/2023
Linda Paczkowski	New York	NY	10023	US	7/28/2023
Wendy Gardner	New York	NY	10017	US	7/28/2023
Ava Emmerich	Woodbury	NY	11797	US	7/28/2023
Jennifer Flanz	New York	NY	10014	US	7/28/2023
Christian Habeck	New York	NY	10280	US	7/28/2023
Mike Moran	New York	NY	10016	US	7/28/2023
Eileen Kearney	New York	NY	10011	US	7/28/2023
Urica Carter	New York	NY	10118	US	7/28/2023
Martha Lipton	New York	NY	10075	US	7/28/2023
Victoria Ordin	New York	CA	10065	US	7/28/2023
Judith Mortlock	New York	NY	10003	US	7/28/2023
Marilyn Rivera	New York	NY	10009	US	7/28/2023
Michelle Ruiz	New York	NY	10004	US	7/28/2023
Christian Zebicoff	New York	NY	10281	US	7/28/2023
Diana Balcanu	New York	NY	10013	US	7/28/2023
Patricia King	New York	NY	10003	US	7/28/2023
Ray Balcanu	New York	NY	10013	US	7/28/2023
Christie Mamanna	New York	NY	10069	US	7/28/2023
Rosalind Habeck	New York	NY	10280	US	7/28/2023
Leonard Kohen	New York	NY	10003	US	7/28/2023
Robert Kirsch	New York	NY	10003	US	7/28/2023
Jessilyn Torres	Ny	NY	10069	US	7/28/2023
Sheree Griffin	New york	NY	10069	US	7/28/2023
Kathleen Sheehan	New York	NY	10003	US	7/28/2023
Sujana Movva	New York	NY	10016	US	7/28/2023
Ruth-Ann Greyson	White Plains	NY	10605	US	7/28/2023
Richard Kostyra	New York	NY	10016	US	7/28/2023
Nalyse Seymore	Manhattan	NY	10019	US	7/28/2023
Charles Davis	New York	NY	10069	US	7/28/2023
Brenda Acevedo	New York	NY	10075	US	7/28/2023
Carol Fiorito	NY	NY	10003	US	7/28/2023
Claire Rennell	New york	NY	10011	US	7/28/2023

Aladee Rojas	New York	NY	10004	US	7/28/2023
Carole Mayer	New york	NY	10003	US	7/28/2023
Sharon Walker	New York	NY	10069	US	7/28/2023
Cynthia Clemente	West New York	NJ	7093	US	7/28/2023
Eileen Mannix	Staten Island	NY	10306	US	7/28/2023
John Mannix	New York	NY	10004	US	7/28/2023
Cheryl Rubin	New York	NY	10016	US	7/28/2023
Ajax George	New York	NY	10044	US	7/28/2023
Meghan Joye	New York	NY	10002	US	7/28/2023
louis milgram	New York	NY	10001	US	7/28/2023
Sharon Goldstein	New York	NY	10003	US	7/28/2023
LORETTA MCCARTHY	New York	NY	10075	US	7/28/2023
Christine Breit	Hawthorne	CA	90250	US	7/28/2023
Robert Kean	New York	NY	10128	US	7/28/2023
Zef Coku	New York	NY	10069	US	7/28/2023
Zoraida Martinez	New York	NY	10011	US	7/28/2023
Ellen Sanfilippo	New york	NY	10022	US	7/28/2023
Marijke Briggs	Flushing	NY	11102	US	7/28/2023
Colleen Hanley	Flushing	NY	11377	US	7/28/2023
Le Wang	New York	NY	10065	US	7/28/2023
Janice P Holness	New York	NY	10022	US	7/28/2023
Nelda Latham	Ridgewood	NJ	7450	US	7/28/2023
Victoria Berdy	New York	NY	10019	US	7/28/2023
Marie Lancaster	New York	NY	10032	US	7/28/2023
Jerry Rosenbaum	New York	NY	10022	US	7/28/2023
Kathleen Kwan	New York	NY	10036	US	7/28/2023
Edward Roche	New York	NY	10011	US	7/28/2023
Rosa Cabrerizo	Hospitalet de Llobregat		8905	Spain	7/28/2023
Eileen Burgos	New York	NY	10004	US	7/28/2023
Carolynne Fromme	New York	NY	10075	US	7/28/2023
Allen Burgos	New York	NY	10118	US	7/28/2023
kain holton	Detroit		48202	US	7/28/2023
Ellen Oppenheim	Coram	NY	11727	US	7/28/2023
Leslie Chiorazzi	New York	NY	10003	US	7/28/2023
Megan Crowder	Puyallup		98372	US	7/28/2023
Carla Cabrera	New York	NY	10075	US	7/28/2023
Martha Pascual	New York	NY	10075	US	7/28/2023
John Goldman	New York	NY	10075	US	7/28/2023
Noel Hattem	New York	NY	10014	US	7/28/2023
Justin Truong	San Francisco		94112	US	7/28/2023
Victoria Gilmore				US	7/28/2023
Alex Suozzi	Glen Cove			US	7/28/2023
Dreshawn Young	Hampton		23669	US	7/28/2023

yo yo	Fort Worth		76134	US	7/28/2023
Ava Sutton	Houston		77546	US	7/28/2023
Yolanda Velez	Dallas		75217	US	7/28/2023
Jason Cruz	Brooklyn		11206	US	7/28/2023
Harrison Lionberger	Roanoke		24019	US	7/28/2023
Charles Nunz	Lancaster		14086	US	7/28/2023
Ninfa Segarra	Reading	PA	19602	US	7/28/2023
Maribel Marulanda	New York		11106	US	7/28/2023
Janet Neale	San Diego		92129	US	7/28/2023
Thomas Yubby	Olney		20832	US	7/28/2023
Mark Smith	Philadelphia		19114	US	7/28/2023
Jonaa Wilson	Flint		48507	US	7/28/2023
Addison Artemik	Coral Springs		33065	US	7/28/2023
Dynastee Miller	Fort Worth		76115	US	7/28/2023
Marisa Tchorobai	New York	NY	10001	US	7/28/2023
Madeleine Glick	White Plains	NY	10605	US	7/28/2023
Risa Mickenberg	New York	NY	10014	US	7/29/2023
Mick McCabe	New York	NY	10010	US	7/29/2023
Dominic Berg	New York	NY	10002	US	7/29/2023
Andrew Berg	New York	NY	10002	US	7/29/2023
Helena Tubis	New York	NY	10009	US	7/29/2023
Xavier Rosario	New York	NY	10004	US	7/29/2023
Beverly Santinelli	Brooklyn	NY	11205	US	7/29/2023
Maria Dominguez				Myanmar	7/29/2023
Brian Lesser	Cranberry Twp	PA	16066	US	7/29/2023
Suchitra Acharya	New York	NY	10012	US	7/29/2023
Melissa Barrera	New York		10023	US	7/29/2023
Ki Whan Bae	New York	NY	10036	US	7/29/2023
Alyx Kilian	New York	NY	10065	US	7/29/2023
Noa Gil	New York	NY	10011	US	7/29/2023
Laura Enos	South Salem	NY	10590	US	7/29/2023
Mya Gutierrez	Galveston		77550	US	7/29/2023
Daniel O'Brien	MILTON		12547	US	7/29/2023
Mila Miranda	Katy		77494	US	7/29/2023
Rebekah Tedder	Darlington	SC	29540	US	7/29/2023
Hunter Provence	Irwin		15642	US	7/29/2023
LaTanya Moore	Savannah		31404	US	7/29/2023
Emily Vizza	New York	NY	10009	US	7/29/2023
Joel Solomon	New York	NY	10011	US	7/29/2023
Aiy Sanchez	Oklahoma City		73103	US	7/29/2023
Terri Roberson	Clinton		29325	US	7/29/2023
Prabjot Sahota	Avon		46123	US	7/29/2023
Sean McCain	New York	NY	10014	US	7/29/2023

Malcolm Vance	Mount Holly		8060	US	7/29/2023
Robert Keane	New York	NY	10002	US	7/29/2023
Gregory Colston	NEW YORK	NY	10002	US	7/29/2023
Lizmarie Gonzalez	Hilliard		43026	US	7/29/2023
Joann Berman	New York	NY	10002	US	7/29/2023
Lloyd Dennis	New York	NY	10011	US	7/29/2023
Kathryn Bowen	Longmont		80504	US	7/29/2023
Darwish Radnanish	Charlottesville		22901	US	7/29/2023
Nate Jordan	Charlotte		28202	US	7/29/2023
Vanessa day	ny	NY	10022	US	7/29/2023
Haiden Gomez	Crowley		76036	US	7/29/2023
Chanda Kumari	New York	NY	10016	US	7/29/2023
Kayla Conard	Richwood		26261	US	7/29/2023
Carlos FIDALGO	Brockton		2301	US	7/29/2023
Damian Bilyeu	Sacramento		94203	US	7/29/2023
Kevin McDonough	Ocean City		8226	US	7/29/2023
Joyce Parsons	New York	NY	10009	US	7/29/2023
Susan Traub	New York	NY	10022	US	7/29/2023
Jahanara Ali	New York	NY	10022	US	7/29/2023
S Telcher	New York	NY	10075	US	7/29/2023
Lee Magill	Brooklyn	NY	11226	US	7/29/2023
Jesus Contreras	Hempstead		77455	US	7/29/2023
Colton Snapp	Louisville		40259	US	7/29/2023
David Rice	Leverett	MA	1054	US	7/29/2023
Gavin Peters	Jefferson		30549	US	7/29/2023
Montana erno	Colorado Springs		80920	US	7/29/2023
Cohen Wallace	Philipsburg		16866	US	7/29/2023
William Fletcher	Brooklyn		11210	US	7/29/2023
Colton West				US	7/29/2023
Miguel Montes	Richardson		75081	US	7/29/2023
Victoria Kobylevskaya	New York	NY	10002	US	7/29/2023
Mansoor Khan	New York	NY	10014	US	7/29/2023
Sarah Hayden	The Bronx	NY	10453	US	7/29/2023
Mark Menke	New York	NY	10002	US	7/29/2023
Moses Carter	New York	NY	10004	US	7/29/2023
Carlos Rojas	New York	NY	10118	US	7/29/2023
Kris Larson	New York	NY	10023	US	7/29/2023
Andrea Woolf	New York	NY	10004	US	7/29/2023
Siegfried Heintz	New York	NY	10010	US	7/29/2023
Ilissa Watnik	New York	NY	10022	US	7/29/2023
Marcia Bass	New York	NY	10016	US	7/29/2023
Angie Asse	New York	NY	10118	US	7/29/2023
Edely P	Breinigsville		18031	US	7/29/2023

Michael Kurland	Pittsburgh		15228	US	7/29/2023
Tomaris H.	Brooklyn		11212	US	7/29/2023
Helen J	Bordentown		8505	US	7/29/2023
Jhenny nyny	Worcester		1604	US	7/29/2023
Marge Hoppe	New York	NY	10010	US	7/29/2023
JD Baron	Brooklyn	NY	11229	US	7/29/2023
Tom Cunniff	New York	NY	10003	US	7/29/2023
Sofia Celis				US	7/29/2023
Charles Jacoel				US	7/29/2023
Sterban 911	Tampa		33610	US	7/29/2023
chris jobes	Jersey City		7304	US	7/29/2023
anujin reichert	Phoenix		85003	US	7/29/2023
Tammy Staley	Clinton		20735	US	7/29/2023
Nick FORBES	Huntington Beach		92648	US	7/29/2023
Veronica A. Norris	College Park		30349	US	7/29/2023
Junior Rivera	Tampa		33647	US	7/29/2023
julia torre	Centereach		11720	US	7/29/2023
AnnaS Chernak	New York	NY	10003	US	7/29/2023
Joy Mishani	New York	NY	10001	US	7/29/2023
Arthur Arnold	New York	NY	10009	US	7/29/2023
Guy Mishani	New York	NY	10013	US	7/29/2023
Chaim Cohen	New York	NY	10019	US	7/29/2023
Kevin Key	Brooklyn	NY	11207	US	7/29/2023
Kathie Young	NYC	NY	10011	US	7/29/2023
Matthew Horovitz	New York	NY	10014	US	7/29/2023
Malcolm Gray	New York	NY	10036	US	7/29/2023
Michele Rose	Nyc	NY	10001	US	7/29/2023
Michael Halden	New York	NY	10036	US	7/29/2023
meredith barchat	New York	NY	10001	US	7/29/2023
Tom Geurts	New York	NY	10006	US	7/29/2023
Beth Cox	Virginia Beach		23451	US	7/29/2023
William Gomez	Annandale		22003	US	7/29/2023
Scott Raiman	Plantation	FL	33317	US	7/29/2023
Ifeoluwa Folayan	Bowie		20716	US	7/29/2023
g g				US	7/29/2023
DIANE GANGE	Rochester		98579	US	7/29/2023
Sharon Pasach	Tampa	FL	33606	US	7/29/2023
Aaron Packles	New York	NY	10014	US	7/29/2023
Jennifer Geller	New York	NY	10011	US	7/29/2023
Jessica Olivier	New York	NY	10004	US	7/30/2023
Susan Spector	New York	NY	10009	US	7/30/2023
Timothy Cavanaugh	New York	NY	10118	US	7/30/2023
Jorge Murillo	New York	NY	10004	US	7/30/2023

Hortensia Gonzalez	New York	NY	10004	US	7/30/2023
Tony Telesco	Cresskill	NJ	7624	US	7/30/2023
arlene messer	Rochester	NY	14618	US	7/30/2023
John Kane	New York	NY	10075	US	7/30/2023
Amanda Pollack	New York	NY	10011	US	7/30/2023
David Hom	New York	NY	10022	US	7/30/2023
Maya Whitman	New York	NY	10022	US	7/30/2023
Louise Levine	New York,	NY	10010	US	7/30/2023
Larry Sloman	New York	NY	10012	US	7/30/2023
Leslie Day	New York	NY	10009	US	7/30/2023
Florence Eng	New York	NY	10009	US	7/30/2023
Beth Pilchik	New York	NY	10075	US	7/30/2023
Francine Mele	New york	NY	10003	US	7/30/2023
Merril Stern	New York	NY	10001	US	7/30/2023
Lina Noel	Long Beach	NY	11561	US	7/30/2023
Cass Jordan	Mullins		29574	US	7/30/2023
Paul Fortner	Virginia Beach		23458	US	7/30/2023
Kathy Sutter	Lake Worth		33463	US	7/30/2023
Shay McCammon	Vincennes		47591	US	7/30/2023
Lenore Goldstein	New York	NY	10009	US	7/30/2023
rita thompson	new	NY	10280	US	7/30/2023
james thompson	new york	NY	10280	US	7/30/2023
Gina Moss	New York	NY	10011	US	7/30/2023
Donna Dazzo	New York	NY	10128	US	7/30/2023
Michael Blumenfeld	New York	NY	10022	US	7/30/2023
Marjorie Shuster	New York	NY	10004	US	7/30/2023
Parag Patel	New York	NY	10022	US	7/30/2023
Jacqueline A	New York	NY	10075	US	7/30/2023
DAVID SCHLACHET	New York	NY	10011	US	7/30/2023
Michaele Israel	Boynton Beach	FL	33436	US	7/30/2023
Bonnie Dorsky	New York	NY	10011	US	7/30/2023
Nissim Benjamin	Brooklyn	NY	10038	US	7/30/2023
Linda Stark	New York	NY	10011	US	7/30/2023
William White	New York	NJ	10016	US	7/30/2023
Dan G	Nyc		10314	US	7/30/2023
Eduanny Diaz	Brooklyn		11237	US	7/30/2023
Kenny McCormick	South Park		48821	US	7/30/2023
Tara Acosta				US	7/30/2023
Kaylee Booher	Kingsport		37664	US	7/30/2023
Steven Pochatko	Brooklyn		11233	US	7/30/2023
Sharyn Halpern	New York	NY	10016	US	7/30/2023
Noam Freedman	New York	NY	10009	US	7/30/2023
Uwe Fischer	Leipzig		4103	Germany	7/30/2023

Denise Nick	New York	NY	10016	US	7/30/2023
Lili Motamedi	New York	AL	36106	US	7/30/2023
Susan LaPiana	New York	NY	10001	US	7/30/2023
Sandy Nussbaum	New York	NY	10022	US	7/30/2023
John Tan	New York	NY	10009	US	7/31/2023
Laura Cassel	New York	NY	10075	US	7/31/2023
Kristine Papp	NY	NY	10075	US	7/31/2023
E Maucher	New York	NY	10009	US	7/31/2023
Nati Amos	brooklyn	NY	11206	US	7/31/2023
Melanie Whinnery	New York	NY	10004	US	7/31/2023
Leslie Mayer	New York	NY	10004	US	7/31/2023
Ali Geranmayeh	New York	NY	10075	US	7/31/2023
Morgan Macey	New York	NY	10012	US	7/31/2023
Jordan Mayer	New York	NY	10004	US	7/31/2023
Mariam Sakor	Houston		77052	US	7/31/2023
Ediverto Galvez	Panorama City		91402	US	7/31/2023
Luna arce-Rueda	New York	NY	10011	US	7/31/2023
Griffin Baker	Holland		49424	US	7/31/2023
Ariana Greenleaf	Houston		77055	US	7/31/2023
Kayzin Gabbitas	Salt Lake City		84189	US	7/31/2023
Nate Rutter	Philadelphia		19146	US	7/31/2023
Pamela Zonsius	New York	NY	10004	US	7/31/2023
Mark Walters	Waco		76706	US	7/31/2023
brylee eastwood	Goshen		84633	US	7/31/2023
Linda Block	New York		10010	US	7/31/2023
Kelly Sullivan	New York	NY	10004	US	7/31/2023
fran browning	bronx	NY	10464	US	7/31/2023
Adriana Chavez	New York	NY	10016	US	7/31/2023
Marshall Wise	New York	NY	10016	US	7/31/2023
Ellen Polansky	New York	NY	10075	US	7/31/2023
Marie DeTullio	New York	NY	10004	US	7/31/2023
Sarah Edwards	New York	NY	10011	US	7/31/2023
Rose Bergman	New York	NY	10016	US	7/31/2023
A Schwartz	New York	NY	10016	US	7/31/2023
Geoffrey Drummond	New York, NY				7/31/2023
Jerry Rosenkranz	New York, NY				7/24/2023
Eleanor Blau	New York, NY				7/31/2023
Stuart and Erina Sheinbrot	New York, NY				7/31/2023
Ronald and Fredi Norris	2 Beekman Place, NYC				8/1/2023
Bryan Eng	2 Beekman Place, NYC				8/1/2023
Donna Marshall	2 Beekman Place, NYC				8/1/2023
Sandra Gering	2 Beekman Place, NYC				8/1/2023
Dorothy Mahon	2 Beekman Place, NYC				8/1/2023
Noelle and Mark Mahoney	2 Beekman Place, NYC				8/1/2023

Pablo Miguel Benavides	2 Beekman Place, NYC 8/1/2023				
Susan Waldman	New York	NY	10016	US	7/31/2023
Susan Walker	New York	NY	10014	US	7/31/2023
Lynda Tepperman	White Plains	NY	10605	US	7/31/2023
Barbara Schreibman	New York	NY	10023	US	7/31/2023
Roberta Hershenson	New York	NY	10016	US	7/31/2023
Linda Levin	New York	NY	10004	US	7/31/2023
Patricia Frost	New York	NY	10016	US	7/31/2023
Rick Kaminer	New Yor	NY	10022	US	7/31/2023
Peter Vail	New York	NY	10003	US	7/31/2023
Hal Brill	New York	NY	10075	US	7/31/2023
Alessandro Calastri	New York	NY	10075	US	7/31/2023
Helen Wrobel	New York	NY	10017	US	7/31/2023
Catherine Sigal	New York	NY	10075	US	7/31/2023
Joan Shacter	New York	NY	10022	US	7/31/2023
Eva Jakubowski	New York	NY	10009	US	7/31/2023
Jay Kaplan	New York	NY	10016	US	7/31/2023
Jayne Ressler	New York	NY	10022	US	7/31/2023
Mitchell Reiter	Staten Island	NY	10314	US	7/31/2023
Gail Levenstein	Flushing	NY	11368	US	7/31/2023
Marilyn Thorne	New York	NY	10016	US	7/31/2023
Ken Rose	New York	NY	10004	US	7/31/2023
Iew schneider	new york	NY	10022	US	7/31/2023
Nancy Slusser	New York	NY	10013	US	7/31/2023
michelle abelson	New York	NY	10006	US	7/31/2023
Mark Spiegel	New York	NY	10075	US	7/31/2023
Robert Ivanovic	New York	NY	10075	US	7/31/2023
Adam Tantleff	New York	NY	10075	US	7/31/2023
Clarita Fodor	New York	NY	10118	US	7/31/2023
Melissa Maundrell	Naugatuck	CT	6770	US	7/31/2023
Miguel Barg	New York	NY	10028	US	7/31/2023
Boris Tiomkin	New York	NY	10075	US	7/31/2023
Bonnie Feinberg	New York	NY	10038	US	7/31/2023
Valbona Ivanovic	New York	NY	10075	US	7/31/2023
Niki Livas	New York	NY	10016	US	7/31/2023
Holly Field	Houston		77026	US	7/31/2023
Marilyn Boddewyn	New York	NY	10001	US	7/31/2023
Claudia Burros	Hampton bays	NY	11426	US	7/31/2023
Bruce Surry	New York	NY	10075	US	7/31/2023
David Englander	300 E. 77th Street, #6A	NY	10075	US	7/31/2023
Nicole Stern	Great Neck	NY	11021	US	7/31/2023
camden hubers	Boca Raton		33433	US	7/31/2023

CHRISTINE ROWAN	New York	NY	10036	US	7/31/2023
Lisa Wines	St. Louis		63130	US	7/31/2023
				Goldsboro,	
angelina mcinis	Goldsboro			NC 2	US
hannah pickle	Abilene		79606	US	7/31/2023
Jewel Yess	No		537	US	7/31/2023
Craig Mayo	Goose Creek		29445	US	7/31/2023
Vicki Gabbard	Largo		33770	US	7/31/2023
Derek Gendvil	Las Vegas		89117	US	7/31/2023
Veruskha Santana	Manhattan	NY	10024	US	7/31/2023
Belkis Say	East Stroudsburg	PA	18301	US	7/31/2023
Aidan Donohue	New York	NY	10075	US	7/31/2023
Jane Poole	New York	NY	10017	US	7/31/2023
Marc Engelbert	New York	NY	10118	US	7/31/2023
Jackie Cruz	New York	NY	10013	US	7/31/2023
Matthew Callahan	Montclair		7043	US	7/31/2023
David Trachtenberg	New York	NY	10016	US	7/31/2023
Tacy Pope	Ballwin		63021	US	7/31/2023
Christina Morgan	New York	NY	10022	US	7/31/2023
RACHEL GLICKMAN	New York	NY	10023	US	7/31/2023
Jesse Freeman	Dallas		75357	US	8/1/2023
Kiara christensen	Millville		90260	US	8/1/2023
Kevin Zarabi	Los Angeles		90046	US	8/1/2023
Cheese E				US	8/1/2023
Connor Edwards	Williamsburg		23188	US	8/1/2023
Angela Moore	Houston		77052	US	8/1/2023
Jairus Buckingham	Bernville		19506	US	8/1/2023
Miriam D Gómez	Charlotte		28233	US	8/1/2023
Vanessa Isaacs	Novi		48374	US	8/1/2023
Barrett Washburne	New York	NY	10016	US	8/1/2023
Katherine Victoria	Buffalo		14213	US	8/1/2023
Gloomy Foley	Brunswick		31525	US	8/1/2023
Fedra Hakakian	Great Neck	NY	11021	US	8/1/2023
Victoria Hillstom	New York	NY	10011	US	8/1/2023
Wendy Karp	New York	NY	10010	US	8/1/2023
Thomas Fussell	New York	NY	10022	US	8/1/2023
Danielle Calbo	New York	NY	10118	US	8/1/2023
David Savarese	Bronx	NY	10464	US	8/1/2023
Shaun Killian	Hackettstown	NJ	7840	US	8/1/2023
Ira Saperstein	New York	NY	10022	US	8/1/2023
Hisako Sugarman	New York	NY	10017	US	8/1/2023
Ronald Sugarman	New York	NY	10004	US	8/1/2023
Cori Rosen Kaplowitz	New York	NY	10012	US	8/1/2023

david elaz	New York	NY	10003	US	8/1/2023
Scarlett Wright	Aldie		20105	US	8/1/2023
60 Blocc	Minneapolis		55432	US	8/1/2023
Henry Visotski	New York	NY	10022	US	8/1/2023
Rose Maguire	New York	NY	10038	US	8/1/2023
Asher Ellis	Naperville		63114	US	8/1/2023
Tj Van Zandt	Johnston City		62951	US	8/1/2023
ryan powell	Crofton		21114	US	8/1/2023
Sydelle Weinberger	New York	NY	10128	US	8/1/2023
David Alboum	Arlington		22203	US	8/1/2023
Chloe Gottlieb	New York	NY	10013	US	8/1/2023
Ilene Keller	New York	NY	10002	US	8/1/2023
Christine Ambrose	New York	NY	10009	US	8/1/2023
sezgin yalcin	New York	NY	10022	US	8/1/2023
Frederick Ramftl	bronx	NY	10464	US	8/1/2023
Erik Weinick	New York	NY	10003	US	8/1/2023
Yasmin Namini	New York	NY	10075	US	8/1/2023
robyn matra	New York	NY	10028	US	8/1/2023
Jeff Blye	New York	NY	10022	US	8/1/2023
	870 United Nations				
paula israel	Plaza	NY	10017	US	8/1/2023
terry Masler	New York	NY	10001	US	8/1/2023
Colette Vogell	Saranac Lake	NY	12983	US	8/1/2023
Timothy Calvert	New York	NY	10004	US	8/1/2023
Meryl Segal	New York	NY	10022	US	8/1/2023
Carol Fragola	The Bronx	NY	10467	US	8/1/2023
Peter Argyris	Astoria	NY	11102	US	8/1/2023
Jennifer Mitchell	New York	NY	10012	US	8/1/2023
Sean-Patrick Hillman		AL		US	8/1/2023
Lee Feinberg	New York	NY	10075	US	8/1/2023
Lauren A	Manhattan	NY	10010	US	8/1/2023
Eric Yu	New York	NY	10010	US	8/1/2023
Susan Dreyfus	New York	NY	10028	US	8/1/2023
Yvette Rios	Bronx	NY	10463	US	8/1/2023
Stephanie Schwartz	New York	NY	10075	US	8/1/2023
Joan Dwyer	New York	NY	10009	US	8/1/2023
Irshad Karim	New York	NY	10022	US	8/1/2023
Michael Klein	New York	NY	10002	US	8/1/2023
Morry Edelstein	New York	NY	10011	US	8/1/2023
Michele Cozza	Brook Park	OH	44142	US	8/1/2023
Pamela Reilly				US	8/1/2023
Christine Lois	New York	NY	10016	US	8/1/2023
Mackenzie Carroll	New York	NY	10038	US	8/1/2023

Ashlyn Fitzgerald	Solon		44139	US	8/1/2023
Sonya Shaykhoun	New York	NY	10025	US	8/1/2023
Sara Cassis	Sloatsburg	NY	10974	US	8/1/2023
Elenor Radzivilover	New York	NY	10004	US	8/1/2023
Deborah Gilbert	New York	NY	10011	US	8/1/2023
Bill Steinmann	Northvale	NJ	7647	US	8/1/2023
Jacklene Gonzalez	Brooklyn	NY	11211	US	8/1/2023
Harvey Goldberg	New York	NY	10017	US	8/1/2023
Joseph Barry	New York	NY	11230	US	8/1/2023
Chun Eng	New York	NY	10013	US	8/1/2023
Jerry Zeitz	New York	NY	10002	US	8/1/2023
Michael Smith	New York	NY	10004	US	8/1/2023
Erica Bersin	New York	NY	10024	US	8/1/2023
Michele Birnbaum	New York	NY	10028	US	8/1/2023
Mary Shakun	New York	NY	10013	US	8/1/2023
Kelly Farrell	new York	NY	10016	US	8/1/2023
Kristi Post	New Orleans	LA	70139	US	8/1/2023
KIMWAHN WASHINGTON	BRONX	NY	10466-5812	US	8/1/2023
Shannon Lumetta	Brooklyn	NY	11222	US	8/1/2023
arthur Klein	Brooklyn	NY	11210	US	8/1/2023
Tracey Mitchell	Bronx	NY	10473	US	8/1/2023
Barry London	Brooklyn	NY	11222-2751	US	8/1/2023
lois cappe	Orangeburg	NY	10965	US	8/1/2023
Linda Yahia	Forest hills	NY	11375	US	8/1/2023
Maria Alvarez	Brooklyn	NY	11211	US	8/1/2023
Jane Barbato	Huntington Station	NY	11746	US	8/1/2023
Stephanie McGuinness	New York	NY	10026	US	8/1/2023
Sandra M Solano	New York	NY	10118	US	8/1/2023
Alez Ho	New york	NY	10038	US	8/1/2023
Joseph Bortolussi	Manhattan	NY	10016	US	8/1/2023
Michelle Seaars	Buffalo	NY	14225	US	8/1/2023
David Greenberg	New York	NY	10024	US	8/1/2023
Kate Holleran	New York	NY	11219	US	8/1/2023
Kerry Hovan	New York	NY	10018	US	8/1/2023
Steven Sposito	Staten Island	NY	10314	US	8/1/2023
Christina Marcove	New York	NY	10065	US	8/1/2023
Gloria Luna	New York	NY	10013	US	8/1/2023
Saimir Dervishaj	Queens	NY	11374	US	8/1/2023
Jim Meyer	Albany	NY	12210	US	8/1/2023
Angela Kallmann	New York	NY	10023	US	8/1/2023
Michelle vargas	New York	NY	10118	US	8/1/2023
olga gonzalez	New York	NY	10011	US	8/1/2023
Danielle Fallon	New York	NY	10075	US	8/1/2023

Leo Dun	New York	NY	10002	US	8/1/2023
Magnus Awo-Osagie	The Bronx	NY	10472	US	8/1/2023
Gary Leung	Brooklyn	NY	11223	US	8/1/2023
Bekim Cemenja	Brooklyn	NY	11229	US	8/1/2023
Charles Minehart	Burnsville	MN	55337	US	8/2/2023
Bill Plosku	Yonkers	NY	10708	US	8/2/2023
Jordan Wright	Queens	NY	11103	US	8/2/2023
Stephan Ulrich	New York	NY	10003	US	8/2/2023
Gholamreza Barzegar	New York	NY	10001	US	8/2/2023
Vicky Szerko	New York	NY	10025	US	8/2/2023
Dolores Hamilton	Brooklyn	NY	11221	US	8/2/2023
Alice Berry	Hickory	NC	28601	US	8/2/2023
Jennifer Smith	Ronkonkoma	NY	11779	US	8/2/2023
RICHARD CAUNITZ	Nanuet	NY	10954	US	8/2/2023
Artur Alaverdian	Queens	NY	11422	US	8/2/2023
Tracey Laurelli	Ronkonkoma	NY	11779	US	8/2/2023
Gina Renaldo	New York	NY	10023	US	8/2/2023
Pervaiz Iqbal	Syracuse	NY	13204	US	8/2/2023
Christian Guddefin	New York	NY	10128	US	8/2/2023
Bernard Toussaint	Brooklyn	NY	11236	US	8/2/2023
Apolinario Mateo	New York	NY	10019	US	8/2/2023
Evelyn Salzberg	New York	NY	10008	US	8/2/2023
Dana Brooks				US	8/2/2023
Lena Ulrich	New York	NY	10004	US	8/2/2023
Risa Gerstein	Manhattan	NY	10002	US	8/2/2023
Krystelle Smiley	bronx	NY	n/a	US	8/2/2023
Thomas Skibicki	New York	NY	10002	US	8/2/2023
Elizabeth Dierker	Brooklyn	NY	11211	US	8/2/2023
Irna Gadd	New York	NY	10016	US	8/2/2023
Ann-Louise Lipman					
Beltramini	New York	NY	10017	US	8/2/2023
Melissa Krawitz	New York	NY	10014	US	8/2/2023
Elizabeth Miller	New York	NY	10002	US	8/2/2023
Chiara D'Amicis	New York	NY	10003	US	8/2/2023
Diana Cassidy	Yonkers	NY	10705	US	8/2/2023
Felix C	New York	NY	10044	US	8/2/2023
Sridhar Radhakrishnan	New York	NY	10009	US	8/2/2023
Elisa Barsotti	New York	NY	10280	US	8/2/2023
INDIA GRAY	WOODSTOCK	NY	12498	US	8/2/2023
Donnell Slay	Flushing	NY	11436	US	8/2/2023
Lisa McNally	New York	NY	10009	US	8/2/2023
Zoe Rosenberger	New York	NY	10029	US	8/2/2023
T. Dare	New York	NY	10016	US	8/2/2023

Megan Martin	New York	NY	10023	US	8/2/2023
Marci Grisotti	NY	NY	10128	US	8/2/2023
Diana Joseph	New York	NY	10019	US	8/2/2023
Robert Ellenbogen	New York	NY	10023	US	8/2/2023
Rand Forrester	Farmingdale	NY	11735	US	8/2/2023
Leonard Berner	Woodmere	NY	11598	US	8/2/2023
Amjad R. Shah	Queens	NY	11427	US	8/2/2023
eshal kaleem	Allen	TX	77573	US	8/2/2023
Larry Carbone	New York	NY	10009	US	8/2/2023
Michael James	Brooklyn	NY	11236	US	8/2/2023
Susan Kasloff	New York	NY	10009	US	8/2/2023
Alexandra Marolda	New York	NY	10004	US	8/2/2023
Paul Mindolovich	New York	NY	10009	US	8/2/2023
Tammy Murphy	Olean	NY	14760	US	8/2/2023
donna guzzardi	Brooklyn	NY	11223	US	8/2/2023
Stacy Case	Port Jervis	NY	12771	US	8/2/2023
Barbara Schnoor	New York	NY	10004	US	8/2/2023
Karen Wong	New York	NY	10038	US	8/2/2023
James j Holmes	Floral park	NY	101 Mc kee st	US	8/2/2023
Mikki G	Brooklyn	NY	11202	US	8/2/2023
Patricia Caden	New York	NY	10002	US	8/2/2023
Gerard Dunne	New York	NY	10019	US	8/2/2023
Lynne Burns	New York	NY	10009	US	8/2/2023
Chad Callahan	New York	NY	10034	US	8/2/2023
Donald Kutch	New York	NY	10003	US	8/2/2023
Мирослав Яценко				Ukraine	8/2/2023
Lesley Blumenthal	New York	NY	10016		8/2/2023
Angela Piva	New York	NY	10013		8/2/2023
Susanne Ring	New York	NY	10009		8/2/2023
Clyde Duane Zaloudek	New York	NY	10009		8/2/2023
			10002-		
Mitchell Grubler	New York	NY	6760		8/2/2023
Marc Michel	New York	NY	10021		8/2/2023
Jean B. Pyrol	Brooklyn	NY	11236		8/2/2023
Julie Levine	Central Islip	NY	11722		8/2/2023
Emanuele Innamorato	Staten island	NY	10312		8/2/2023
Carmel Lambe	Liberty	NY	12754		8/2/2023
Alexa S	Flushing	NY	11354		8/2/2023
Peter Sullivan	New York	NY	10009		8/2/2023
Cooper Naomi	New York	NY	10022		8/2/2023
Maya Cathy	Kuala Lumpur				8/2/2023
Bill Sykes	Beacon	NY	12508		8/2/2023
ellyn miller	New York	NY	10004		8/2/2023

Judy Kress	New York	NY	10021	8/2/2023
Ronald Kern	New York	NY	10004	8/2/2023
Diana Corral	New York	NY	10022	8/2/2023
Alberto Corral	Manhattan	NY	10022	8/2/2023
Kevin Chan	Rego Park	NY	11364	8/2/2023
ROBERT RITCH	New York	NY	10022	8/2/2023
Florence TREBOUTTE	Paris		75015	8/2/2023
rodriguez alex	ny	NY	10019	8/2/2023
Albert Conrad	Manhattan	NY	10013	8/2/2023
Soloman Gelb	Brooklyn , NY	NY	11219	8/2/2023
Ellen Main	Great Neck	NY	11024	8/2/2023
Eduardo Herrmann	Clifton Park	NY	12065	8/2/2023
Alex Mottershead	New York	NY	10022	8/2/2023
I. Ruthen	NYC	NY	11218	8/2/2023
Cory Mcerlaine	Brooklyn	NY	11230	8/2/2023
Bernix Fermin	New York	NY	10034	8/2/2023
Shannon Bauer	New York	NY	10013	8/2/2023
AJ Miller	New York	NY	10118	8/2/2023
	Westhampton			
Jonathan Art	Beach	NY	11978	8/2/2023
Employees of MWN		NY		8/2/2023
Rhoda Schlamm	Queens	NY	11373	8/2/2023
			10022-	
Sean Harper	New York	NY	5241	8/2/2023
SUNDAY ODUBIYI				
ODUBIYI	New York	NY	11208	8/2/2023
Fargo Ashland	New York	NY	10013	8/2/2023
Amla Holley	Massapequa Park	NY	11762	8/2/2023
Matthew Cook	Saratoga Springs	NY	12866	8/2/2023
Jo Spielman	Bronx,N.Y.	NY	10463	8/2/2023
Alicia Ries	New York	NY	10128	8/2/2023
Eric Henry	Brooklyn	NY	10456	8/2/2023
Frederica Gamble	New York	NY	10003	8/2/2023
Jodi bialik	New York	NY	10023	8/2/2023
Sonia A Morales	Yorktown Heights	NY	10598	8/2/2023
joanne adamis	Brooklyn	NY	11248	8/2/2023
Paul Connolly	New York	NY	10019	8/2/2023
jason segal	New York	NY	10023	8/2/2023
Dana Potts	Hartsdale	NY	10530	8/2/2023
Amy Miller	New York	NY	10019	8/2/2023
Karen Greenspan	NY	NY	10006	8/2/2023
Kara Huberman	Monticello	NY	12701	8/2/2023
Zim Hosein	New York	NY	10009	8/2/2023

Erika smith	bronx	NY	10467	8/2/2023
Tracey Marshall	Wallkill	NY	10941	8/2/2023
Joan Jones	New York	NY	10023	8/2/2023
Bettina Paus	New York	NY	10024	8/2/2023
Anya Deweerdt	New York	NY	10065	8/2/2023
Stephanie Sheldon	New York	NY	10009	8/2/2023
Dominick Mastrangelo	New York	NY	10040	8/2/2023
Barbara DeGiaino	New York	NY	10038	8/2/2023
Lenny Lodato	New York	NY	11746	8/2/2023
Marcy Stuzin	New York	NY	10009	8/2/2023
Eric Redd	New York	NY	10003	8/2/2023
Mary Kivlen	Averill Park	NY	12018	8/2/2023
Ed Valentin	Brooklyn	NY	11233	8/2/2023
Andre West	Bronx	NY	10467	8/2/2023
Kash M	Bronx	NY	10456	8/2/2023
			10272-	
James Corbett	New York	NY	0639	8/2/2023
Gabriele Schafer- Fracaro	Brooklyn	NY	11201	8/2/2023
			12188-	
Valarie Thomas	WATERFORD	NY	1414	8/2/2023
Erik Moss	Cambria Heights	NY	11411	8/2/2023
Rose Voutan	Ozone Park	NY	11420	8/2/2023
Kim LaBarbera	Plainview	NY	11803	8/2/2023
Jennifer Meltzer	Flushing	NY	11367	8/2/2023
DDR Smith	New York	NY	10013	8/2/2023
Steven Abramson	New York	NY	10006	8/2/2023
Aydin Akcin	New York	NY	10016	8/2/2023
Wendy Blank	New York	NY	10024	8/2/2023
Brendan White	New York	NY	10009	8/2/2023
Violet Greene	New York	NY	10011	8/2/2023
Soni Singh	Arverne	NY	11692	8/2/2023
Marilyn Malave	Suffern	NY	10901	8/2/2023
paul gill	Catskill	NY	12414	8/2/2023
Isidra Roman	Bronx	NY	10473	8/2/2023
Irick Baccari	New York	NY	10009	8/2/2023
R Roman	New York	NY	10004	8/2/2023
K Kaufman	New York	NY	10021	8/2/2023
Joel Familia	New York	NY	10034	8/2/2023
Roger Stivala	Pine Bush	NY	12566	8/2/2023
Anjali Shah	East Chatham	NY	12060	8/2/2023
Yvette Forehand	Bronx,	NY	10462	8/2/2023
Imtiaz Ali	Brooklyn	NY	11237	8/2/2023

Oscar Seneris	New York	NY	11215	8/2/2023
Rosemary McKeon	New York	NY	10118	8/2/2023
Louise Cangialosi	Ridgewood	NY	11385	8/2/2023
Ileana Vargas	New York	NY	10032	8/2/2023
Alycia Foti	New York	NY	10002	8/2/2023
Simona Stanica	New York	NY	10044	8/2/2023
Abby Wu	Mahatten	NY	11226	8/2/2023
Bill Shaw	New York	NY	10128	8/2/2023
Abid Hussain	Cross River	NY	10518	8/2/2023
Liz W	Brooklyn	NY	11215	8/2/2023
Edith Kantrowitz	Brooklyn	NY	11218	8/2/2023
Paula Lewyckyj	Brooklyn	NY	11201	8/2/2023
Catherine Mendez	Brooklyn	NY	11220	8/2/2023
Caroline Hirsch	Sag Harbor	NY	11963	8/2/2023
Nona mcdonnell	Lynbrook	NY	11563	8/2/2023
Laura Carley	Nyc	NY	10010	8/2/2023
Merritt Symes	New York	NY	10024	8/2/2023
Suzanne Miller	East Hills	NY	11373	8/2/2023
Anna Mancini	Bronx	NY	10468	8/2/2023
Michele Trotta	New York	NY	10118	8/2/2023
Emily Fernandez	New Rochelle	NY	10801	8/2/2023
Daniel Branch	New York	NY	10036	8/2/2023
Robert Tascio	White Plains	NY	10603	8/2/2023
Steve Palmer	Brooklyn	NY	11206	8/2/2023
Brian Seaver	New York	NY	10009	8/2/2023
Teresa Smalley	Brooklyn	NY	11215	8/2/2023
eve biber	Brooklyn	NY	11220	8/2/2023
Roberta Kuehl	Syosset	NY	11791	8/2/2023
Theresa Russo	New York	NY	10280	8/2/2023
judith schwartz	bklyn	NY	11230	8/2/2023
Victoria Klippel	New York	NY	10038	8/2/2023
Matthew Winters	New York	NY	10022	8/2/2023
Sara Rivera	Brooklyn	NY	11233	8/2/2023
Greg Dorgan	New York	NY	10029	8/2/2023
Toni Palmieri	New York	NY	10280	8/2/2023
ROBERT RIZZUTO	Bronx	NY	10470	8/2/2023
Morgan Glass	Mount Vernon	NY	10552	8/2/2023
Annemarie Iacobuzio	Yorktown Heights	NY	10598	8/2/2023
pf bauer	Staten Island	NY	10312	8/2/2023
Maryte Kavaliauskas	New York	NY	10038	8/2/2023
Melanie Gallo	New york	NY	10012	8/2/2023
William Frias	Buffalo	NY	14214	8/2/2023
Paul Hovitz	New York	NY	10280	8/2/2023

Kim Benedict	New York	NY	10028	8/2/2023
Daniella LaRocca	New York	NY	10028	8/2/2023
Joleese DeCastro	bronx	NY	10453	8/2/2023
Charlie Orinda	Ithaca	NY	14850	8/2/2023
Michael De Vittorio	Port Chester	NY	10573	8/2/2023
Patricia Rizzi	Brooklyn	NY	11234	8/2/2023
M Ericman	White Plains	NY	10601	8/2/2023
Aaron Berk	New York	NY	10016	8/2/2023
Claudio Reis	Bellerose	NY	11426	8/2/2023
Alexander Zacarias	Woodside	NY	11377	8/2/2023
Jose Gonzalez	New York	NY	10128	8/2/2023
Helen Ripple	New York	NY	10016	8/2/2023
debbie loprete	staten island	NY	10306	8/2/2023
Lisa Hirsch	New York	NY	10003	8/2/2023
Eileen Yim	Brooklyn	NY	11224	8/2/2023
Joseph King	Bay Shore	NY	11706	8/2/2023
Eleanora Kling	Monsey	NY	10952	8/2/2023
Fred Koster	New York	NY	10028	8/2/2023
Zack L	New York	NY	10009	8/2/2023
Karen Meierdiercks	new york	NY	10022	8/2/2023
Carol Mirra	New York	NY	10038	8/2/2023
Linda D'Arrigo	Brooklyn	NY	11223	8/2/2023
Adam Liggio	New York	NY	11211	8/2/2023
Stephanie Scannell	New York	NY	10009	8/2/2023
Joseph Marovic	New York	NY	10013	8/2/2023
Zoe Mandel	New York	NY	10013	8/2/2023
Marietta Kowaleff	New York	NY	10019	8/2/2023
Ayesha Humphreys		NY	10019	8/2/2023
Philip Chappo	East Williston	NY	11596	8/2/2023
Michele Friedman	New York	NY	10021	8/2/2023
David Bosboom	New York City	NY	10024	8/2/2023
Rana Sioufi	New York	NY	10033	8/2/2023
Howard Jaeckel	New York	NY	10009	8/2/2023
Patricia Tabora	New York	NY	10004	8/2/2023
Edyce Kaplan	New York	NY	10004	8/2/2023
Anita Rubin	New York	NY	10019	8/2/2023
Grace Fernyhough	New York	NY	10023	8/2/2023
Grace Fernyhough	Asheville	NC	28803	8/2/2023
Tyrone Turner	Brooklyn	NY	11216	8/2/2023
Harriet Seltzer	New York	NY	10019	8/2/2023
Cassandra Langer	East Elmhurst	NY	11369	8/2/2023
Christina Tredici	Brooklyn	NY	11208	8/3/2023
Jane homcy	Woodland Park	NJ	7424	8/3/2023

Nirvana Diaz-Morales	New York	NY	10019	8/3/2023
Marisa Redanty	New York	NY	10001	8/3/2023
Eve Weiss	New York	NY	10075	8/3/2023
Francis Lee	San Bruno	CA	94066	8/3/2023
Rachel Beiferman	New York	NY	10039	8/3/2023
Bert Hirsch	New York	NY	10022	8/3/2023
Silvia Gaviria	New York	NY	10035	8/3/2023
Laura Klein	New York	NY	10014	8/3/2023
Anthony Steiner	Sayville	NY	11782	8/3/2023
Steven Fogelman	New York	NY	10009	8/3/2023
Brian Maier	New York	NY	10075	8/3/2023
Jenny Allen	New York	NY	10009	8/3/2023
Chris Soriano	New York	NY	10011	8/3/2023
carol carlson	Greensboro	NC	27407	8/3/2023
Noreen Amitrano	Ronkonkoma	NY	11779	8/3/2023
Jeff Slate	New York	NY	10011	8/3/2023
Merle Cortez	Livingston Manor	NY	12758	8/3/2023
Cathie Matist	Yonkers	NY	11963	8/3/2023
Phyllis Koyner	New York	NY	10016	8/3/2023
R Sutton	New York	NY	10022	8/3/2023
Joshua Sarkozi	New York	NY	10010	8/3/2023
Jaclyn Manfredi	Saint James	NY	11780	8/3/2023
Catherine Campbell	Flushing	NY	11355	8/3/2023
Kaetlyn Flaherty	New York	NY	10016	8/3/2023
Anita Baccari	New York	NY	10016	8/3/2023
Gabrielle Manfredi	New York	NY	10007	8/3/2023
NEIL COOPER	New York	NY	10016	8/3/2023
Sarah McKnight	New York	NY	10021	8/3/2023
Esther Hollander	Brooklyn	NY	11218	8/3/2023
Trisha Blair	Brooklyn	NY	11201	8/3/2023
Dawn Kamerman	Pound Ridge	NY	10576	8/3/2023
Marguerite Degan	New York	NY	10003	8/3/2023
Thomas Sundberg	East Northport	NY	11731	8/3/2023
Gail Still	Patchogue	NY	11772	8/3/2023
Carol Nast	New York	NY	10003	8/3/2023
Anthony Scrimenti	Albany	NY	12203	8/3/2023
Anita Manfredi	Lake Grove	NY	11755	8/3/2023
Thalia Vrachopoulos	New York	NY	10011	8/3/2023
Siba Shakib	New York	NY	10002	8/3/2023
Dionne Reed	Birmingham	AL	35205	8/3/2023
Rhea Sohne	New York	NY	10014	8/3/2023
RJ Harry	New York	NY	10029	8/3/2023

Mary Ann Cloyd	New York	NY	10017	8/6/2023
SOLEDAD RUBERT	Cartagena		10463	8/3/2023
Rosanna Baccari	Inwood	NY	11096	8/3/2023
Sharon Cummings	Brockport	NY	14420	8/3/2023
Peter Ostrander	Hicksville	NY	11801	8/3/2023
Linda Franklin	New York	NY	10010	8/3/2023
Heather Groeger	New York	NY	10003	8/3/2023
Elayne McKenna	Staten Island	NY	10306	8/3/2023
Jane Klein	NYC	NY	10014	8/3/2023
Héctor R. Lozada	New York	NY	10016	8/3/2023
Danielle Gros	New York	NY	10036	8/3/2023
Lamont Burns	Westbury	NY	11590	8/3/2023
Gregg DiPrima	Commack	NY	11725	8/3/2023
Sundy He		NY		8/3/2023
Margaret Tanzosh	New York	NY	10009	8/3/2023
Alaina Tropepe				8/3/2023
Mau Kei	Brooklyn	NY	11212	8/3/2023
Carolyn Coffey	Brooklyn	NY	11201	8/3/2023
Jason Rappold	Elma	NY	14059	8/3/2023
CATHY CARLETON	Saint Johnsville	NY	13452	8/3/2023
Sharon L Blau	Levittown	NY	11756	8/3/2023
Elena Crespi	Hartford	CT	6106	8/3/2023
Lisa Vasile	New York	NY	10118	8/3/2023
Christopher Guy	New York	NY	10009	8/3/2023
Sandra Caccamise	Rochester	NY	14617	8/3/2023
Tarun Suri	New York	NY	10017	8/3/2023
Amrisha Suri	New York	NY	10004	8/3/2023
Peter Dupler	Corning	NY	14830	8/3/2023
sondra weiss	New York	NY	10004	8/3/2023
Robin Seegal	New York	NY	10004	8/3/2023
Alice Dunsker	New York	NY	10004	8/3/2023
Christine Williams	New York	NY	10010	8/3/2023
Michael Deltoro	Huntington	NY	11743	8/3/2023
Daniel Coffey	New York	NY	10038	8/3/2023
Hailey Coffey	New York	NY	10038	8/3/2023
Daniel Coffey	New York	NY	10038	8/3/2023
Lorraine Mauro	New York	NY	10038	8/3/2023
Karen Lee	New York	NY	10069	8/3/2023
Harvey Rosenblum, MD	New York	NY	10016	8/3/2023
Carol Mauro - Vaccaro	New York	NY	10038	8/3/2023

annette zable	New York	NY	10010	8/3/2023
Peter Tavis	New York	NY	10004	8/3/2023
Steven Grzic	New York	NY	10008	8/3/2023
Judit Farago	New York	NY	10024	8/3/2023
Melissa Stern	NYC	NY	10011	8/3/2023
			07306-	
Mark Kane	Jersey City	NJ	4485	8/3/2023
Vasil Kustov	Delmar	NY	12054	8/4/2023
Casandra Gaderon	Newark		7114	8/4/2023
Luis Torres	Queens	NY	11356	8/4/2023
David Wine	New York	NY	10004	8/4/2023
Eleanore Charnow	New York	NY	10075	8/4/2023
Patricia Solomon	Bronx	NY	10472	8/4/2023
Elvira T	New York	NY	10002	8/4/2023
Anya Braslavsky	NYC	NY	10016	8/4/2023
			11223-	
Giampiero Mariani	Brooklyn	NY	2744	8/4/2023
Peter Chadwick	Bronx	NY	10464	8/4/2023
Frank Varriale	New York	NY	10016	8/4/2023
A Camp	Wyandanch	NY	11798	8/4/2023
Akiko Tateishi	New York	NY	10008	8/4/2023
Aimee Su	New York	NY	10014	8/4/2023
Rachel Elias	New York	NY	10009	8/4/2023
Monica Cardanini	New York	NY	10024	8/4/2023
J Walby	SI	NY	10310	8/4/2023
Laurie Brand				
Blackstone	New York	NY	10128	8/4/2023
Raheem Sessoms	New York		10118	8/4/2023
Esther Adler	New York	NY	10022	8/4/2023
Iyn capurro	Freeport	NY	11520	8/4/2023
Heather Grbic	New York	NY	10023	8/4/2023
Carrie Tassa	new york	NY	10022	8/4/2023
Jenny Liao	New York	NY	10007	8/4/2023
Srikar Puppala Veera	Cumming		30028	8/4/2023
Dr. Inna Bakker	Tirana		10025	8/4/2023
G Pucillo	NY	NY	10016	8/4/2023
Alison Devlin	NY	NY	10065	8/4/2023
Carolyn Gero	East Norwich	NY	11732	8/4/2023
John Dwyer	San Francisco	CA	94115	8/4/2023
Lisa Lam	New York	NY	10012	8/4/2023
Sharon Cohen	New York	NY	10011	8/4/2023
Michael Cohen	New York	NY	10011	8/4/2023
Renee Portoff	New York	NY	10009	8/4/2023

Sharyn Friedman	Bedford	NY	10506	8/4/2023
Elizabeth Bernhardt	New York	NY	10004	8/4/2023
Scott Napolitano	New York	NY	10022	8/5/2023
Sonic Son	Oroville		95966	8/5/2023
Veronica Balza	Orlando		32807	8/5/2023
Abigail MacPherson	Manlius		13104	8/5/2023
Jake Simmons	Philadelphia		19107	8/5/2023
Maxwell Bogie	Pleasanton		94588	8/5/2023
Nayem Joy	Brooklyn		11210	8/5/2023
Lydia Erickson	London	TX	78759	8/5/2023
Alfredo Rodriguez	Los Angeles	CA	90060	8/5/2023
			06483-	
stacey sender	Seymour		3715	8/5/2023
Roman Cocos	Humble		77347	8/5/2023
			92620-	
Natalie Alexander	Irvine		3846	8/5/2023
MYRIAM EDOUARD	Miami		33161	8/5/2023
zee cullen	St. Cloud		34772	8/5/2023
Crystal Wall	Indianapolis		46224	8/5/2023
Anonymous .	St Louis		63169	8/5/2023
Christine Yeh	Jamaica	NY	11435	8/5/2023
Remy Michaels	Sacramento		95823	8/5/2023
Bumble Bee	Dallas		30157	8/5/2023
Gwen Leaks				8/5/2023
Teresa Staten	Jackson		45640	8/5/2023
Reid Craddock	Greenville		29601	8/5/2023
Bryan Countryman	Voorheesville	NY	12186	8/5/2023
Kristin Cusumano	Ridge	NY	11961	8/5/2023
Jenni Galli	Brooklyn	NY	11215	8/5/2023
Nancy Bauman	Bellmore	NY	11710	8/5/2023
Glenn Marlowe	New York	NY	10023	8/5/2023
Nancy Horvath	Whitesboro	NY	13492	8/5/2023
Jay Roy	New York	NY	11207	8/5/2023
jenny ngo	New York	NY	10001	8/5/2023
Jeff Jacobs	New York	NY	10011	8/5/2023
Scott Johnson	New York	NY	10009	8/5/2023
Stefania Jovanovic	New York	NY	33140	8/5/2023
Steve Rosamilia	New York	NY	10022	8/5/2023
Vincent Purdy	New York	NY	10001	8/5/2023
Gigi Van Deckter	New York	NY	10011	8/5/2023
Lori Tayar	New York	NY	10028	8/5/2023
John Narducci	Charlotte	NC	28202	8/5/2023
Manuel Baez	Brooklyn	NY	11211	8/5/2023

gary baurer	New York	NY	10016	8/5/2023
Maria Campos	Coalinga		93210	8/5/2023
Daniel Harrison	New York	NY	10013	8/6/2023
Joseph Tompkins	New York	NY	10029	8/6/2023
Jennifer Santangelo	New York	NY	10004	8/6/2023
m n	Los Angeles		90060	8/6/2023
Angela Gerano	New York	NY	10009	8/6/2023
sofia R	Franklin Lakes	NJ	7417	8/6/2023
Rosemary O'Brien	New York	NY	10011	8/6/2023
Jonathan Rand	New York	NY	10028	8/6/2023
Joanne Schindelheim	New York	NY	10011	8/6/2023
ERNESTINE Herring	Bronx	NY	10468	8/6/2023
Elizabeth Rand	Brooklyn	NY	11215	8/6/2023
Barbara Dau	New York	NY	10022	8/6/2023
Myra Cohen	Philadelphia	PA	19103	8/6/2023
Alan Silverstein	New York	NY	10011	8/6/2023
Angela Miknius	New York	NY	10011	8/6/2023
Carolyn Sussman	New York	NY	10075	8/6/2023
Leah Fine	New York	NY	10075	8/7/2023
Maureen Shannon	Norwalk	CT	6850	8/7/2023
Jaylah Morris	New York	NY	10029	8/7/2023
Diane Terry	New York	NY	10118	8/7/2023
Patricia Ulan	New York	NY	10012	8/7/2023
Roberta Ruocco	New York	NY	10002	8/7/2023
Nydia Hart	New York	NY	10128	8/7/2023
			07030-	
Sandra Sobanski	Hoboken	NJ	4573	8/7/2023
Frank Ledda	New York	NY	10011	8/7/2023
david ilku	NY	NY	10036	8/7/2023
Roseann lombardo	New York	NY	10038	8/7/2023
ariana Cacace	Newark	NJ	7103	8/7/2023
Artūrs Rozēns	Riga		LV-1007	8/7/2023
Erica Fitch	New York	NY	10009	8/7/2023
Jackie Hoffman	New York	NY	10001	8/7/2023
Diane Gomes	New York	NY	10022	8/7/2023
Joshua Fischer	Bronx	NY	10453	8/7/2023
Gail Fox	New York	NY	10011	8/7/2023
Angel Vasquez-Funes	Phoenix		85006	8/7/2023
Keshav Lincoln	Washington	DC	20500	8/7/2023
Madison Bishop	Lakeland		33811	8/7/2023
Iharsa Mckay	Bronx		10455	8/8/2023
Naveed Niaz	Alexandria		22304	8/8/2023
Margarita Montano	Yuma		85364	8/8/2023

Jamie Dufault	Los Angeles		90006	8/8/2023
Abdul Hai	Sterling	VA	20165	8/8/2023
Ace Romero	Portland		97252	8/8/2023
Indede Baker	New York		10028	8/8/2023
David Womack	Atlanta		30311	8/8/2023
Robin Carter	New York	NY	10075	8/8/2023
Eileen McCarthy	New York	NY	10011	8/8/2023
Ryan Casale	Floral Park	NY	11001	8/8/2023
Cailin Krogman	New York	NY	10003	8/8/2023
Wendy Perry	New York	DC	56972	8/8/2023
Ignatius Leone	New York	NY	10118	8/8/2023
Nancy Basri	New York	NY	10011	8/8/2023
Diana Meyers	New York	NY	10011	8/8/2023
james calimano	New York	NY	10011	8/8/2023
Di Lo	New York	NY	10011	8/8/2023
Arthur Perry	Manhattan	NY	10011	8/8/2023
leeandmeny leeandmenyc	Queens	NY	11374	8/8/2023
henry issenberg	New York	NY	10011	8/8/2023
susan panzer	new york	NY	10022	8/8/2023
Uzma Bhatti	Valley stream		11580	8/8/2023
Jysel Magana	Chicago		60644	8/8/2023
Jennifer Allen	Walton Hills		44146	8/8/2023
Tanveer Yousuf	Newington		6111	8/8/2023
Margaret Kelly Murphy	New York	NY	10001	8/8/2023
Devinniyah black	Oregon City		97045	8/8/2023
Travis Dickson	Charlotte		28215	8/8/2023
Jaimee Viola	New York	NY	10012	8/8/2023
Ziyona Tyson	Monroe		71201	8/8/2023
Noel Mignott	New York	NY	10002	8/8/2023
Yulia Yudelevich	New York	NY	10022	8/8/2023
Mary Cozza	Manhattan	NY	10011	8/8/2023
Suellen Rubin	Brooklyn	NY	11229	8/8/2023
Ed Dwyer	New York	NY	10009	8/8/2023
WARREN DONNER	New York	NY	10001	8/8/2023
gokhan yilmaz	new york	NY	10019	8/8/2023
Jake Trundle	New York	NY	10003	8/8/2023
Cathryn Smith	The Bronx	NY	10468	8/8/2023
Alyse Ginsberg	New York	NY	10019	8/8/2023
Bronson Johnson	New York	NY	10011	8/8/2023
Amy Alexander	Irvington	NJ	7111	8/8/2023
Natalie Verduin	New York	NY	10014	8/8/2023
Gail Haft	New York	NY	10009	8/8/2023
melanie Simon	New York	NY	10033	8/8/2023

Alex Atallah	New York	NY	10075	8/8/2023
			10022-	
Robert Draizen	New York	NY	3174	8/8/2023
Juliette Feffer	New York	NY	10004	8/8/2023
Rena Rohrbaugh	Telford	PA	18969	8/8/2023
Arline Tarte	New York	NY	10004	8/8/2023
Dinah Evan	New York	NY	10075	8/8/2023
Julie Azous	New York	NY	10011	8/8/2023
Nancy Maidman	New York	NY	10002	8/8/2023
Aden Fondren	Bossier City		71112	8/8/2023
	فرهاد فرخی	New York	10013	8/8/2023
Hesam Gil amlashi	New York		10013	8/8/2023
Peggy Low	New York	NY	10065	8/8/2023
Brittney Mcdoe	Clinton		28328	8/8/2023
Taha Haghghatkah	North Bergen		7047	8/8/2023
Vahid Expert47				8/8/2023
AlirezA Neemati	Dallas		75270	8/8/2023
	کالیک اکانت کالیک 3	Portland	97207	8/8/2023
	من کا	Chicago	60602	8/8/2023
Jude Zitter	San Francisco		94103	8/8/2023
White Beard	Hillsboro		97129	8/8/2023
Hooman Maleki	New York		10013	8/8/2023
Mohamad Sdr	New York		10013	8/8/2023
Paul Kahn	New York	NY	10011	8/8/2023
Isla Okeefe	Middleboro		2346	8/8/2023
ali reza	Miami		33132	8/8/2023
rozhi ashiri	Secaucus		7094	8/8/2023
Kylie Cannaday	Bastrop		78602	8/8/2023
i Sai so1	Atlanta		30301	8/8/2023
Azad azadi	Parsippany		7054	8/8/2023
Carmen Palacios				8/8/2023
Shanon Curtis	Seattle		98144	8/8/2023
Tofan Vampir	tehran			8/8/2023
Maryam Fattahi	San Antonio		78250	8/8/2023
Ryland Hendey	Parker city		47368	8/8/2023
Ahmad Morteazade	Ramhormoz			8/8/2023
John Dean	Manhattan	NY	10011	8/8/2023
Ilona Lieberman	Belle Harbor	NY	11694	8/9/2023
Hela Bakal	New York	NY	10036	8/9/2023
LeeAnne Campbell	New York	NY	10019	8/9/2023
C Ylimaz	New York	NY	10003	8/9/2023
Howard Schell	New York	NY	10010	8/9/2023
Stacey Schwartz	NY		10128	8/9/2023

agnel sfeir	New York	NY	10009	8/9/2023
Craig Slutzkin	New York	NY	10011	8/9/2023
Montrez Doss	Tallahassee		32310	8/9/2023
Janiyah Berry	Fort Wayne		46825	8/9/2023
Dawny Chin	Brooklyn	NY	11364	8/9/2023
Jody Roth	New York	NY	10075	8/9/2023
Janine Keuskamp	New York	NY	10025	8/9/2023
David Young	New York	NY	10021	8/9/2023
Ali Veysi	Dallas		75270	8/9/2023
Robert Rice	Salem		24153	8/9/2023
amir roohi	New York		10013	8/9/2023
Shahab Karami	Santa Clara		95052	8/9/2023
Matin Godarz	Ashburn		20147	8/9/2023
Jacob Clark	Houston		77002	8/9/2023
Gina Brown	INDIAN HEAD		20640	8/9/2023
Behniya Hafezi	New York		10118	8/9/2023
Lorraine Delafield	Santa Rosa		95401	8/9/2023
sami rezaei	iran		10118	8/9/2023
Mohammad Abdolalian	Ashburn		20149	8/9/2023
Arad Hasanpour	Ashburn		20147	8/9/2023
Abbas Meygouie	Chicago		60602	8/9/2023
Arian SV	New York		10013	8/9/2023
Ellie Colin	New York	NY	10016	8/9/2023
Cheryl Cassese	New York	NY	10021	8/9/2023
Kim Ribeiro	New York	NY	10019	8/9/2023
Paul Cassese	Brooklyn	NY	11202	8/9/2023
courtney js	new rochelle	NY	10805	8/9/2023
Lorraine Kittner	Feasterville	PA	19053	8/9/2023
Yvette Rios	New York	NY	10002	8/9/2023
Michael Director	New York	NY	10030	8/9/2023
John Blau	New York	NY	10065	8/9/2023
Nicole Leynor	New York	NY	10014	8/9/2023
Jayden Yates	Los Angeles		90022	8/9/2023
John Lee	New York	NY	10011	8/9/2023
Candice Brathwaite	New York	NY	10282	8/9/2023
Jacob Katz	New York	NY	10022	8/9/2023
Rosemarie Ferrara	New York	NY	10013	8/9/2023
Howard Medow	New York City	NY	10022	8/9/2023
sue ellen appleman	New York	NY	10004	8/9/2023
Paul Aaronson	New York	NY	10022	8/9/2023
Mary DiGangi				8/9/2023
Marion Medow	New York	NY	10022	8/9/2023
Forrest Leone	New York	NY	10075	8/9/2023

Charles Torsiello	Manhattan	NY	10022	8/9/2023
Owen Riveros	Paterson	NJ	7514	8/10/2023
Tiff Winton	New York	NY	10036	8/10/2023
	South			
Jesse Roussell	Windsor		6074	8/10/2023
Christine Centineo	New York	NY	10128	8/10/2023
Keri Young	New York	NY	10075	8/10/2023
Tanya Galecki	MANHATTAN	NY	10022	8/10/2023
Irene Wu	Woodside	NY	11377	8/10/2023
Иванна Муратиди	Краснодар			8/10/2023
Rob Kaminski	berkeley	NJ	8741	8/10/2023
John McCarthy	New York	NY	10011	8/11/2023
Abdu Bassett Audi	Brooklyn	NY	11226	8/11/2023
Gus Sperling	New York	NY	10002	8/11/2023
Emily Orr	New York	NY	10001	8/11/2023
Gloria Zelaya Zelaya	Manhattan	NY	10002	8/11/2023
Kevin Foley	West Cornwall	CT	6796	8/11/2023
Howard Lakind	New York	NY	10014	8/11/2023
Joe Ruchinsky	Stony Brook		11790	8/12/2023
Kelly Baughman	New York	NY	10004	8/13/2023
Christine Garcia	New York	NY	10022	8/13/2023
Sanjay Shrestha	New York	NY	11377	8/13/2023
Kenneth Wall	Bay Shore	NY	11706	8/13/2023
Peter Kalogiannis	New York	NY	10075	8/13/2023
Laraine Mancuso	New York	NY	10010	8/13/2023
Robert Berg	New York	NY	10016	8/13/2023
Mia Spinella	Spring Hill		34609	8/13/2023
Mayte Najera	Flushing		11368	8/13/2023
Sue Elias	New York	NY	10075	8/13/2023
Veronica Nash	New York	NY	10022	8/13/2023
Massimo Crigna	George town		11200	8/13/2023
Nicole Chimienti	New York	NY	10075	8/14/2023
Dana Cappabianca	New York	NY	10022	8/14/2023
Yuliia Dubyniuk	Westfield		46074	8/14/2023
Jimmy Huynh	San Diego		92114	8/14/2023
Cameron Petrey	Seffner		33584	8/14/2023
Aldo Lopez-Ramirez	Auburndale		33823	8/14/2023
Gary Thaler	Boston	MA	2115	8/14/2023
alison bell	Poplar Bluff		63901	8/14/2023
Elvira Sivad				8/14/2023
Nancy Bonwit	New York	NY	10118	8/14/2023
Dianna Lozada	Tulsa		74129	8/14/2023
John Grant	New York	NY	10017	8/14/2023

Juliet Kadlecek	New York	NY	10009	8/14/2023
Jack MacDonald-Hilton	Worcester		1609	8/14/2023
Victoria Hightower	Port Orange		32128	8/14/2023
Jaret Trejo	Orlando		32839	8/14/2023
Joseph Szieber	Clifton		7011	8/14/2023
Mariah Bradley	Orlando		32801	8/14/2023
Ashley Alcisto	Port Charlotte		33948	8/14/2023
malina chinn				8/14/2023
Larens Puerto Gonzalez	Orlando		32839	8/14/2023
Margaret Tanzosh	New York	NY	10009	8/14/2023
Kara Dunn	New york	NY	10022	8/14/2023
David Fesyk	Roseville		95843	8/14/2023
Keegan Shoemate	Pascagoula		39581	8/14/2023
Noah Carroll	Plymouth Meeting		19462	8/14/2023
Fernanda Uribe	Davenport		33837	8/14/2023
Justin Lovullo	Rochester		14622	8/14/2023
michelle Williams	Columbus		43204	8/14/2023
Dante Medori	Jenkintown	PA	19046	8/14/2023
Dave Miller	New York	NY	10004	8/14/2023
Alan Bornstein	New York	NY	10011	8/14/2023
Iris Dilorenzo	New York	NY	10016	8/14/2023
Shelly Macdonald	New York	NY	10009	8/14/2023
Pasquale Dilorenzo	New York	NY	10016	8/14/2023
Eve Moser	New York	NY	10003	8/14/2023
Leland Mayforth	New York	NY	10128	8/14/2023
Adrienne Scott	New York	NY	10010	8/14/2023
Heather Spinelli	New York	NY	10026	8/14/2023
Sherry Frier	New York	NY	10016	8/14/2023
Diana Lucas	New York	NY	10011	8/14/2023
Diana Lee	New York	NY	10128	8/14/2023
Janet Cerutti	New York	NY	10016	8/14/2023
Meeghan Sinclair	New York	NY		8/14/2023
Susan Costa	Asbury Park	NJ	7712	8/14/2023
M Velcoff	New York	NY	10022	8/14/2023
Isabela Adao	New York	NY	10075	8/14/2023
Lynne Drabkin	New York	NY	10004	8/14/2023
John Vaccaro	New York	NY	10016	8/14/2023
Barry Velcoff	New York	NY	10013	8/14/2023
Walter Marter	New York	NY	10016	8/14/2023
ELLEN MOLINA	New York	NY	10001	8/14/2023
Carol Jackson	New York	NY	10022	8/14/2023
MICHELLE EHRICH	New York	NY	10016	8/14/2023
Fanny Efron	New York	NY	10004	8/14/2023

Thomas Grischkowsky	New York	NY	10016	8/14/2023
Claudy Delvar				8/14/2023
Raymond mccullum	Springfield	NJ	7081	8/14/2023
Jaime Burgos	New York	NY	10013	8/14/2023
David Grote	Tobyhanna	PA	18466	8/14/2023
			60154-	
Cardi Mosley	Westchester		4434	8/14/2023
Jory N.	Orlando		32801	8/14/2023
khloe premo	Gastonia		28056	8/14/2023
Joan Wagner	New York	NY	10038	8/14/2023
Arianna Pardo	Big Lake		76932	8/14/2023
Rita O'Connor	New York	NY	10012	8/14/2023
Linda Weinberger	New York	NY	10016	8/14/2023
Carole Borstein	New York	NY	10016	8/14/2023
Louis Dilorenzo	New York	NY	10003	8/14/2023
EMILE SCHREIBER	New York	NY	10004	8/14/2023
Samuel Milgrim	New York	NY	10075	8/14/2023
Michael Otero	New York	NY	10128	8/14/2023
Amanda Etkind	New York	NY	10075	8/14/2023
Esther Szajman	New York	NY	10021	8/14/2023
Jason Ordonez	New York	NY	10021	8/14/2023
Leslie Gold	NYC	NY	10002	8/14/2023
Marian Kelly	New York	NY	10004	8/14/2023
Jeralyn Labunski	New York	NY	10016	8/14/2023
Jesus Ibarra	Salt Lake City		84104	8/14/2023
kayla erving	Happy Valley		97086	8/14/2023
wade watson	Loudon		37774	8/14/2023
Raven Lee	Xenia		45385	8/14/2023
Deanthony grant	Jacksonville		32216	8/14/2023
John Dingle	Miami		33177	8/14/2023
Riley Apple	Hot Springs		57747	8/14/2023
Alexandra Alguino	Miami		33177	8/14/2023
Shahia Taylor	Kapolei		96707	8/14/2023
Michael McLean	Philadelphia		19121	8/14/2023
Stephen Adler	Fair Lawn	NJ	7410	8/14/2023
Loren L	New York	NY	10016	8/14/2023
ELIOT KAPLAN	New York	NY	10002	8/14/2023
Marsha Clowers	NY	NY	10036	8/14/2023
Chella Safra	New York	NY	10021	8/14/2023
Susan Altman	New York	NY	10009	8/14/2023
Mark D Friedman	New York	NY	10025	8/14/2023
yes you stooped brianna no se	Athens		35640	8/14/2023

Hailey Hall	Tampa		33614	8/14/2023
	Tarpon			
Sal Jackson	Springs		34689	8/14/2023
Robert Gooding	Seattle		98101	8/14/2023
Christopher Adams	Washington		20011	8/14/2023
Dannica Vargas	Orange city		32763	8/14/2023
	Miramar			
Tim Reese	Beach		32550	8/14/2023
Gianna Werner	Altamonte Springs		32714	8/14/2023
Jadyn Villalobos	San Antonio		78264	8/14/2023
Izzack Crampton	Wayne		48184	8/14/2023
Ronni Castleberry	Macclenny		32063	8/14/2023
MANUEL LAFONT	Trenton		8648	8/14/2023
Juliet Wilson	Pensacola		32507	8/14/2023
Rocket G	Orlando		32802	8/14/2023
Lisa Ramey	Bend		97702	8/14/2023
Trinity Madrid	Phoenix		85008	8/14/2023
Jason Akers	Tacoma		98446	8/14/2023
Afsana Rahman	Bronx		10461	8/14/2023
Tonya Edwards	Westland		48186	8/14/2023
Jill Bernstein	New York	NY	10031	8/14/2023
Joseph Rublein	Durham		27713	8/14/2023
Gabriela Otero	Palmetto		34221	8/14/2023
Payton Mosser	San Antonio		78209	8/14/2023
kemi speiser	Springfield		45504	8/14/2023
Amber Picciurro	commerce city		80022	8/14/2023
Edna Abeles	New York	NY	10004	8/14/2023
Amy Allison	Cleveland		44223	8/14/2023
Gail MacLaughlin	Felton		95018	8/14/2023
Jed Kanner	New York	NY	10021	8/15/2023
Alexandra Studley	New York	NY	10028	8/15/2023
Diane Duthie	New York	NY	10012	8/15/2023
Tracey Schumann	Vacaville		95688	8/15/2023
Enrique Huerta	Lake Worth		33463	8/15/2023
Jaison Pugh	Athens		35611	8/15/2023
Hanna Woolf	Miami		33131	8/15/2023
	Glen Saint			
Robert Williams	Mary		32040	8/15/2023
Jake Tonty	Sharpsville		16150	8/15/2023
Michael Inganamort	Hauppauge		11788	8/15/2023
Casey Hall	Shavertown		18708	8/15/2023
Christian Nunez	Manhattan		10031	8/15/2023
Stephanie Correa	Zephyrhills		33541	8/15/2023

Gabriel Armstrong	New Smyrna Beach		32168	8/15/2023
Emily D'Amore	Brooklyn		11219	8/15/2023
Jocelyn Obama	New york		11795	8/15/2023
River Dunn	Granbury		76049	8/15/2023
Sydney Hersom	Navarre		32566	8/15/2023
evelyn wildner	Hialeah		33015	8/15/2023
Keyshia Ares	Apopka		32712	8/15/2023
Bereket Tesfay	Richmond		77406	8/15/2023
ROBERT MACHANIC	Swansboro	NC	28584	8/15/2023
Linda Bricker	Decatur		30030	8/15/2023
Raizel Metzger	New York	NY	10022	8/15/2023
Chana kugel	New York	NY	10023	8/15/2023
Sarah Roth	New York	NY	10003	8/15/2023
Stanley Mesias	New York	NY	10002	8/15/2023
Chana Mushka Alevsky	New york	NY	10024	8/15/2023
Brocha Metzger	New York	NY	10016	8/15/2023
Sarah Shemtov	Bronx	NY	10471	8/15/2023
Katherine Irizarry	New York	NY	10003	8/15/2023
Chanie Krasnianski	New York	NY	10075	8/15/2023
Sara Toubiana	New York	NY	10022	8/15/2023
Sarah Ossey	Paterson	NJ	7510	8/15/2023
			11238-	
Richard Capozzi	Brooklyn	NY	3007	8/15/2023
Shoshana Quint	New Windsor	NY	12553	8/15/2023
Sasha Steinberg	New York	NY	10024	8/15/2023
Rivka Kugel	New York	NY	10004	8/15/2023
Paul Marber	New York	NY	10028	8/15/2023
Elisheva Kirschenbaum	New York	NY	10004	8/15/2023
Sara Benz	New York	NY	10021	8/15/2023
Esther Fried	New York	NY	10025	8/15/2023
Chana Hickson	New York	NY	10001	8/15/2023
Kara Margolis	New York	NY	10003	8/15/2023
Peggy Leonard	New York	NY	10128	8/15/2023
chani stone	New York City	NY	10002	8/15/2023
Menachem Metzger	Brooklyn	NY	11207	8/15/2023
Yaakov Krasnianski	New York	NY	10075	8/15/2023
Kate Briggs	New York	NY	10017	8/15/2023
Faya Lipskier	New York	NY	10023	8/15/2023
marina hirsch	New York	NY	10075	8/15/2023
Sarah Metzger	New York	NY	10016	8/15/2023
Shayna Krasnianski	New York	NY	10075	8/15/2023
Mark Elowsky	New York	NY	10075	8/15/2023
Rosalinda Nardone	Bronx	NY	10469	8/15/2023

Hannele Cotton

New York

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