

Testimony of Ryan Wanttaja

Acting Chair and Commissioner of the Taxi and Limousine Commission (TLC)
New York City Council Committee on Transportation and Infrastructure City Hall
Council Chambers
October 13, 2022

Good morning, Chair Brooks-Powers and members of the Transportation and Infrastructure Committee. I am Ryan Wanttaja, First Deputy Commissioner of the New York City Taxi and Limousine Commission. With me today is TLC's Deputy Commissioner for Finance, Ed Wilton. Commissioner Do sends his regrets that he could not be here today, but we thank you for inviting us to provide an update on TLC's regulated industries and talk about the four bills on the agenda.

TLC's regulated industries have certainly faced significant challenges in the past few years, with the COVID-19 pandemic drastically reducing trip volumes for all sectors. The for-hire industry slowly but surely continues to bounce back from its low point in April of 2020. There are now about 24 million trips in TLC-licensed vehicles each month, about 80% of what it was just before the pandemic. The post-COVID recovery in trip numbers, however, has not been equal across sectors. While high-volume trips dispatched by Lyft and Uber are over 90% of their pre-pandemic levels, taxi trips and trips dispatched by other FHV bases have remained at 50-60% of their 2019 levels since 2021.

Notably, though, there is some promising data for yellow taxis that suggests a more positive story than trip numbers alone would indicate. The number of taxis on the road, taxi drivers performing trips, and medallions out of storage are all trending in the right direction, with nearly every month breaking the post-pandemic record for taxi industry activity. For example, the 8,400 taxis now performing trips each month are almost double the number that was on the road in 2021. Most importantly, the industry's financial health appears better than it has in years. Due to TLC's increase in the metered rate of fare in December of last year—the first such increase in 10 years—drivers are making more money per trip. These increased financial incentives help the industry attract drivers and, ultimately, provide service to New Yorkers. Total farebox revenue for the taxi industry is now about \$2.8 million per day, a 22% increase from last year. On top of increased revenue from the fare box, the City's Medallion Relief Program has already provided 1,874 medallion owners a combined total of \$450 million in loan forgiveness.

I do want to note as well that while commuter van data is more limited, this important sector has also grown in the past year, with five more commuter vans in service now than earlier this

year, the first time we have seen an expansion of the licensed commuter van industry since before the pandemic.

And I cannot mention vans without discussing TLC's new mobile outreach van. Better known as Van Hailin', it takes many of the services our Long Island City facility provides, including licensing inquiries, drug testing, and settlement processing, and brings them directly to the drivers. As of today, TLC has partnered with elected officials to bring Van Hailin' to seven neighborhoods, across all five boroughs, providing service for 594 licensees. We brought Van Hailin' with us to City Hall today, so if there are any drivers here, I would encourage you to stop by on your way out. And if any Council Members are interested in hosting the Van in your district, please let us know.

Before I discuss the Intros on the agenda, I would like to address two major developments impacting the for-hire transportation industry: the MTA's congestion pricing program and TLC's Green Rides initiative. The four congestion pricing scenarios proposed by MTA's Traffic Mobility Review Board are a step in the right direction toward reducing the financial burden on TLC-regulated drivers. But there is more that can be done to help drivers and the industry in its post-pandemic recovery, and we need to consider the economic needs of these drivers in order to get congestion pricing right. We thank the Traffic Mobility Review Board for its sensible approach to the industry in its potential plans, and we have confidence in our appointee, John Samuelson, as the process continues.

As you may be aware, TLC will vote on our Green Rides Initiative next Wednesday, October 18th. Under the rules, TLC will require High-Volume For-Hire Services, Uber and Lyft, to dispatch exclusively to wheelchair accessible vehicles or zero emissions vehicles by 2030. TLC is committed to a greener and more accessible fleet, and we are excited to put forward an initiative that accomplishes both goals. At a September 20th public hearing on the proposal, we heard overwhelming support for the goals of the program from drivers, companies, economists, and environmental advocates. We did, however, hear a few recurring concerns about the availability of charging infrastructure and about the affordability of EVs. It is important to remember that the 100% EV or WAV requirement does not arrive until 2030. The first benchmark is just 5% of trips that must be dispatched to EVs or WAVs by the end of 2024. In the first year of the initiative, 95% of trips can still be dispatched to any vehicle, so not every driver needs to convert to an EV or WAV today. TLC designed the benchmarks to increase as both charging infrastructure and electric vehicles become more readily available and affordable, scaling up more rapidly in the later years when more charging infrastructure is expected to be in place and when EVs are expected to cost the same as or less than gas powered vehicles. However, should the development of charging infrastructure or vehicle price parity lag behind expectations, TLC can revisit the percentage requirements at that time.

But again, I would emphasize the response to the Green Rides proposal was overwhelmingly positive. We all want a greener, more accessible fleet, and we look forward to working with drivers, the companies, and the City Council to make this initiative a success.

Moving on to the four bills on the agenda, TLC supports Intro. 1191, which clarifies that the term of a taxi license is two years, not one year, and Intro. 1192, which allows physician assistants and nurse practitioners to conduct medical exams for license applicants. These are both commonsense bills that will provide clarity for the taxi industry and more options for our drivers, and we thank the Council for their work on these proposals.

TLC does, however, have concerns about Intro 1139 and Intro 1079. Intro. 1139 would allow interior advertising in for-hire vehicles. While well intended as a way to provide drivers with supplemental income, TLC is skeptical of how much drivers will gain from this change, and is concerned that the downsides outweigh any potential benefit. TLC currently prohibits interior advertising in FHV's for a variety of reasons. We know from complaints we receive about advertisements in taxis that many drivers and passengers find the volume and repetitiveness of these ads incredibly annoying. Additionally, the City has limited authority to regulate the content of advertisements. So, if ads are allowed in FHV's, passengers may be shown, and drivers may hear, ads for anything, from Broadway musicals to strip clubs.

Perhaps these concerns could be overcome if drivers stood to earn significantly more money by allowing ads, but TLC has yet to see any such evidence. On the taxi side, most advertisers enter into agreements with fleets and drivers do not share in the revenues. We expect a similar business model to emerge in FHV's, which may explain why it is the large advertising and FHV companies that seem most interested in allowing interior advertising. We have heard countless claims that interior advertising will result in increased driver earnings but we have yet to see proof that such an increase would materialize in any meaningful way and would be guaranteed to drivers in the long term, rather than companies just offering attractive up-front incentives to get drivers in the door and then reducing those incentives over time, as we have seen in the for-hire industry before.

I will also note that the Council-established Black Car and Livery Task Force recommended as recently as 2021 that TLC "Maintain existing restrictions on interior...advertising." Citing many of the reasons I just discussed, the Task Force stated that allowing such ads would be detrimental to their business and would not accrue any benefits to drivers. We understand and appreciate the Council's intent with Intro. 1139, but we agree with the Task Force and do not believe driver earnings are best addressed by putting more ads into more spaces.

Turning to Intro. 1079, this bill would require that, for any yellow taxi trip resulting from an e-hail, the e-hail app, if it charges the passenger a fare other than the metered rate, must pay the driver an amount at least equal to what the driver would have received had the trip's fare been calculated by the meter. As background, in 2018 TLC launched the Flex Fare Pilot Program, which allows TLC-licensed e-hail apps to offer passengers an upfront, binding fare quote, similar to what passengers enjoy in the FHV sector. Last month, TLC issued its Pilot Evaluation Report, finding, among other things, that driver revenue per mile on metered versus non-metered trips is roughly the same, but because e-hail trips tend to be longer than street hail trips, e-hail trips are typically more profitable for drivers.

Intro 1079., while intending to ensure that taxi drivers have income protection on non-metered trips, may undermine a program that provides taxi drivers with additional trips that already pay drivers about the same per mile as street hails. Any e-hail app required to run the taximeter on a trip where the passenger is given a non-metered, upfront fare quote would likely stop offering these upfront fares, as it would be nearly impossible for an e-hail app to offer the certainty of an upfront price to passengers while at the same time using the meter for purposes of driver pay. As I mentioned earlier, while data on revenue, active vehicles, and active drivers are all trending in the right direction, trips continue to be well below pre-pandemic levels. We are concerned that Intro 1079 would impose a requirement that would potentially limit taxi trip options for both passengers and drivers.

Thank you again for inviting me to provide an update on the TLC-regulated industries and address recent developments related to those industries. We look forward to continuing to work with the Council to ensure that New Yorkers can continue to rely on the City's for-hire industry. I am now happy to answer any questions you may have.



New York Taxi Workers Alliance

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

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October 12, 2023

Honorable Transportation Committee Chair Selvena N. Brooks-Powers
250 Broadway, Suite 1865
New York, NY 10007

Dear Council Transportation Committee Chair Brooks-Powers and Members of the Committee:

Greetings. On behalf of the 28,000-plus members of the New York Taxi Workers Alliance, I submit this letter in support of Intro 1079-2023.

Yellow cab drivers accepting e-hail trips need pay protection.

NYTWA strongly urges the passage of Intro. 1079, which requires that, for any taxi trip dispatched by an e-hail application, the e-hail application provider must pay the driver at least as much as the driver would have earned under the metered rate. Regulated, metered rates for taxi trips have set the gross rate of pay for drivers for generations. The metered rate or TLC-regulated flat fares are what yellow cab drivers earn on all city-wide and airport trips. Since 2018, the TLC has regulated how much App companies such as Uber and Lyft must pay For Hire Vehicle ("FHV") drivers on each dispatched trip per minute and per mile. Yet, as electronically dispatched trips, or e-hail trips, grow in the yellow cab sector, there is no regulation to ensure a floor for driver earnings.

In 2018, the TLC implemented a pilot program that authorized e-hail providers to quote pricing to passengers at the beginning of the trip without having to adhere to metered rates when calculating the fare. The original intent of the pilot program was to study the impact this pricing model, called upfront pricing, would have on the yellow cab sector, including on driver income. See *Flex Fare Pilot Resolution* (Mar. 29, 2018), available at https://www1.nyc.gov/assets/tlc/downloads/pdf/flex_fare_resolution_03_29.pdf. Even though upfront pricing can lead to fares higher than the metered rate for customers, drivers can still earn less than they would on a street-hail that uses the metered rate; because of this, the TLC seemingly recognized that the flex fare model would require regular monitoring to determine whether it should ultimately be implemented. *Id.* In fact, the TLC's initial—and, until a few weeks ago, only—study on the issue found that drivers were being paid up to 20% less on e-hail trips than they would have been for the same trips, when paid on a metered basis. *Flex Fare Pilot Report June 2019*, available at https://www1.nyc.gov/assets/tlc/downloads/pdf/flex_fare_pilot_report_06_2019.pdf, at 5 ("June 2019 Report").

Unfortunately, four years after the TLC released the June 2019 Report, many drivers continue to make significantly less on e-hail trips than they would if those same trips were street-hailed and paid at the metered rate. Still, TLC has failed to implement any driver pay protections for e-hail trips. NYTWA members report trips where they are making between \$17 and \$30 less per trip than they would on the meter. *See* attached screenshots.

The TLC sets the metered rate to account for the significant operating costs yellow cab drivers must pay to work; anything less than the metered rate is poverty pay, and leaves drivers with expenses that have ballooned due to inflation while simultaneously having less income to cover them. This is exacerbated by the fact that the industry continues to struggle towards recovery after the Covid-19 pandemic: yellow cabs are doing just 50% of the trips they were doing prior to the pandemic. *Final Flex Fare Report September 2023*, available at <https://www.nyc.gov/site/tlc/about/pilot-programs.page> (“September 2023 Report”), at 2. The income drivers earn on each trip matters, now more than ever.

With Uber’s re-entry to the taxi e-hail market likely portending a significant increase in the number of e-hail trips, drivers must not be punished for accepting these trips by receiving lower-than-standard metered rates. In the June 2019 Report, the TLC noted that flex fares were leading to driver pay of up to 20% less than metered rates; this trend cannot be allowed to proliferate, and must be reversed by rules that guarantee fair pay for every trip performed, regardless of the method of hail or dispatch.

In the absence of regulation to protect driver incomes, Uber intends to pay taxicab drivers the same rates it pays app-based FHV drivers. These rates, however, are not enough compensation for taxi drivers who face higher operating expenses than FHV drivers. Unlike FHV drivers, yellow cab drivers must pay for the lease or financing of a medallion and face stricter vehicle requirements, such as a mandatory new vehicle every seven years and more frequent inspections. Drivers spend several thousand dollars to prepare for inspections. Further, yellow cab drivers must still pay \$4 in taxes and surcharges on all trips 96th Street and below, \$2.75 on JFK trips and \$1.50 on all other trips across the city, from their gross earnings.

The TLC notes that the growing number of e-hail trips are in Manhattan, in the same part of the city where street hails dominate. With the entry of Uber, the number of e-hail trips may grow significantly. E-hail trips cannot be treated merely as supplemental. And drivers’ fundamental right to earn dignified pay on every trip cannot be negotiated away by the TLC. The City Council must step in and ensure that drivers are not underpaid and left with poverty pay.

E-Hail trips have been largely unregulated because of TLC inaction.

The proliferation of unregulated e-hail driver pay grows out of an expired TLC pilot program that began March of 2018 and allowed for e-hail apps to dispatch fares using upfront price quotes for passengers (“flex fares”), a process that was not otherwise allowed under TLC rules at that time. *See Flex Fare Pilot Resolution*. The program did not allow for regulation of driver pay on

e-hail trips and suspended existing TLC rules which required drivers to be paid the full amount of the metered fare just as they would have on any other credit-card-paid trip.

The pilot program and its allowance for unregulated driver pay on e-hail trips expired three years ago, yet TLC failed to finalize rulemaking - subject to public comment - or even produce three out of four required reports during the pilot program period. Until September 2023, the TLC had issued only one of the four required bi-annual reports, despite the fact that the pilot expired, by its own terms, in 2020.

After Intro. 1078 was introduced, the TLC produced a “final” report about flex fare. Unfortunately, TLC’s report fails to present a complete and accurate picture of the impact of flex fares on driver income. Most tellingly, the report fails to come out and say that, on average, most e-hail taxi trips pay less per-mile than conventionally hailed trips even though that is what the data from the report shows: notably, the average driver revenue per mile for Curb, the e-hail provider who dispatched the large majority of e-hail trips, was \$4.14. This is less than the average driver revenue per mile on metered trips of \$4.28. September 2023 Report at 3, Table 1; Table 2. Instead of analyzing this, the September 2023 report focuses its analysis on the overall average revenue per trip—a number which seems to be inflated because one e-hail provider, who provides only 13% of the overall trips, has significantly higher per mile revenue. September 2023 Report at 3, Table 1 (compare Arro’s revenue of \$6.68 to the remaining e-hail providers, whose average revenue is all between \$3.45 and \$4.16).

Among the report’s other failings: it includes data both from before and after the fare raise that occurred in December 2022, and does not distinguish between the two time periods when performing its analysis, or discuss the impact the fare raise would have on the general averages. September 2023 Report at 3.

The report also does not include an analysis of e-hail trips dispatched by Uber, who is likely to become the biggest dispatcher of e-hail trips.

In addition, the 2023 report also inexplicably fails to compare the revenue earned via metered and e-hail trips by time, instead considering only distance. *Id.*

Time is an essential component for metered trips: when trips involve time spent in stopped or slowed traffic, the taximeter’s time component will compensate for the extra time spent on the trip. The TLC acknowledged the importance of assessing revenue on both a per-distance and per-time basis in the June 2019 Report, even noting a divergence between the two measures: the report states that “[w]hile flex fare trips are cheaper on a distance basis, they are nearly equivalent to metered taxi trips on a time basis. This implies that the difference in price is related to traffic conditions where flex fares are more prevalent.” June 2019 Report at 5. The June 2019 report proceeds to provide a detailed per-route analysis in an attempt to assess the cause of the divergence between per time and per distance revenue, before finding that, although the data’s scope is limited, “flex fare trips pay generally 20% less to 4% more than their metered

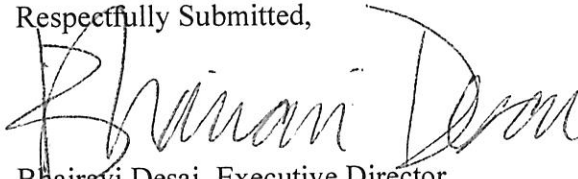
equivalents.” June 2019 Report at 5. The TLC did not apply this per-trip analysis in its final report.

Instead of engaging in this level of measured and thorough analysis in 2023, the TLC issued a report in September 2023 that looks solely at per-mile revenue, and ignores the per-time component of trips completely; the subsequent conclusion that “Flex Fare trips are generally fairly priced” and “do not have a negative impact” on driver income cannot be supported by such a superficial analysis. September 2023 Report at 4. The September 2023 report’s broader methodological flaws—including relying on data from before and after the fare raise and failing to include any discussion of trips dispatched on Uber—make the report an unsound and suspect basis for any legislative or regulatory decision making. In 2019, the TLC ended its report by recommending the establishment of “yellow taxi driver fee and pay transparency requirements similar to protections for FHV drivers.” June 2019 Report at 8. The TLC cites nothing in the September 2023 report to explain why they would oppose such measures now.

Conclusion

In light of the growth of e-hail trips and TLC’s inaction in this area, City Council legislation is needed to ensure that taxi drivers who receive e-hail dispatched trips receive at least the same payment, at the metered rate, that they would receive for the trip if street-hailed. We urge the Council to pass Intro 1079. Thank you.

Respectfully Submitted,



Bhairavi Desai, Executive Director
New York Taxi Workers Alliance

Cc: Honorable City Council Member Carlina Rivera
Honorable City Council Member Amanda Farías
Honorable City Council Member Linda Lee
Honorable City Council Member Julie Won
Honorable City Council Member Nantasha Williams
Honorable City Council Member Joann Ariola
Honorable City Council Member Lincoln Restler
Honorable City Council Member Kalman Yeger
Honorable City Council Member Farah N. Louis
Honorable City Council Member Mercedes Narcisse
Honorable City Council Member Ari Kagan
Honorable City Council Member David Carr
Taxi and Limousine Commission Chair David Do



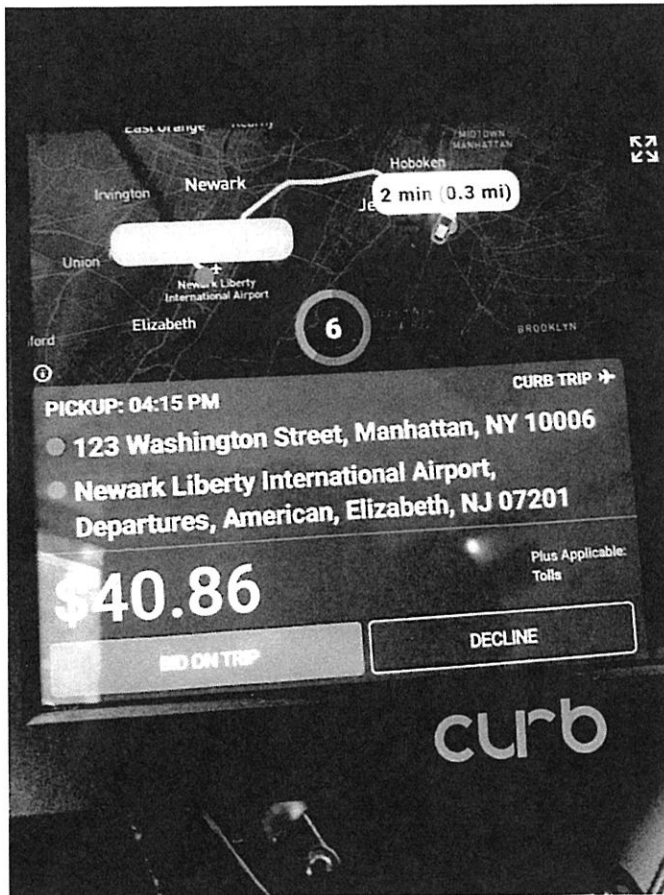
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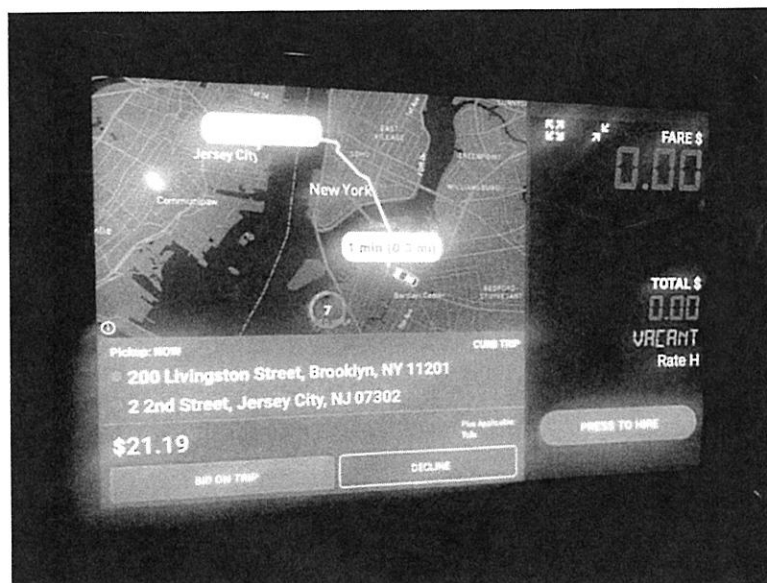
Why Yellow and Greencab Drivers Need Int 1079-2023



E-Hail Rate \$40.86

Meter Rate \$70

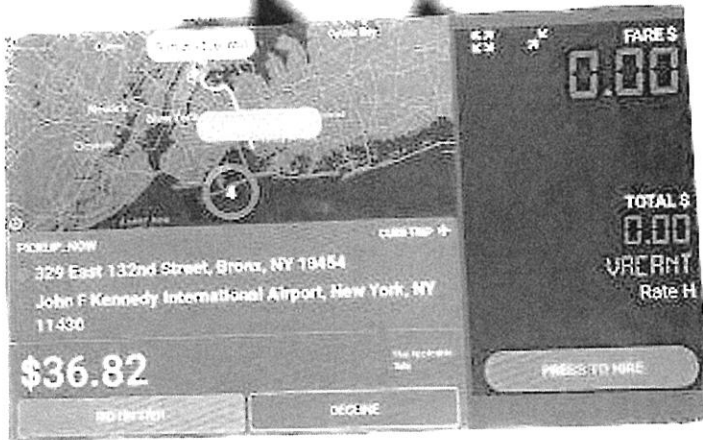
Loss to Driver -\$30



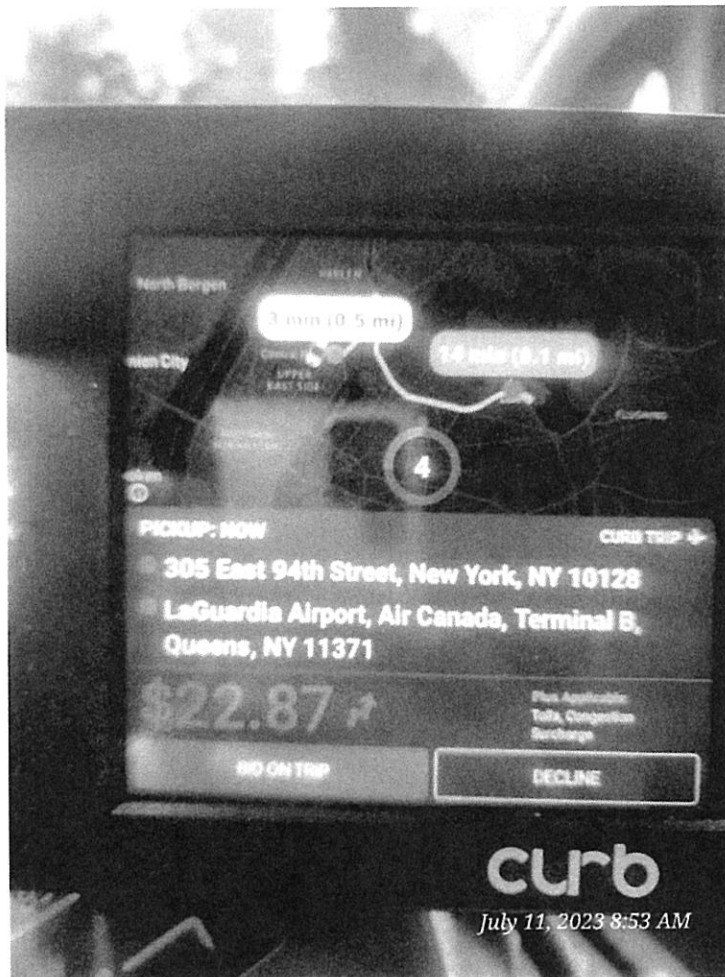
E-Hail Trip \$21.19

Meter Rate \$50

Loss to Driver -\$29



E-Hail Trip	\$36.82
Meter Rate	\$60
Loss to Driver	-\$23



E-Hail Trip	\$22.87
Meter Rate	\$40
Loss to Driver	-\$17



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Peter M. Mazer

General Counsel

COMMENTS SUBMITTED BY PETER M. MAZER

General Counsel

METROPOLITAN TAXICAB BOARD OF TRADE

City Council Transportation Committee Hearing October 13, 2023

My name is Peter Mazer, and I am General Counsel to the Metropolitan Taxicab Board of Trade, a seventy-year old association representing owners and operators of licensed medallion taxicabs in New York City. Our full-service drivers' center provides free legal representation in Criminal Court, before the Office of Administrative Trials and Hearings (OATH), and before the New York State Department of Motor Vehicles (DMV), for drivers of taxicabs leased from our member operators. We have handled more than 10,000 cases and provided drivers with more than \$ 2 million worth of free legal services.

MTBOT requests that these written comments be made part of the public record for the October 13, 2023 City Council Committee on Transportation hearing, which will include testimony and comments regarding four Introductions related to the taxicab and for-hire industries.

MTBOT supports two of the proposed bills: Intro. 1191-2023, which would provide for two-year licenses; and Intro. 1192-2023, which would permit nurse practitioners and physician assistants to perform medical reviews of licensee candidates. For the reasons stated below, we respectfully oppose Intros. 1079-2023 and 1139-2023 as currently drafted.

Intro. 1139-2023

This proposed legislation would amend the Administrative Code to permit the display of certain interior advertising in for-hire vehicles (FHV's). Presently, such advertising is permitted in taxicabs, but not in FHV's. Since 2004, taxicabs have been required to install and utilize a technology system that includes a number of features, such as vehicle trip locators, integrated taximeters, public service messaging, and credit card processing. This equipment is complex and expensive. Taxicabs are authorized under TLC Rules to display a limited amount of advertising on their monitors to partially offset the cost of this mandated equipment.

There is presently no requirement for FHVs to utilize equivalent equipment. If FHV's were permitted to display interior advertising on a device, as this proposed amendment to the Administrative Code would authorize, in all likelihood it would become more difficult for taxicab technology service providers to compete in the highly competitive advertising market to generate sufficient advertising revenue to offset the cost of equipment and its operation. Taxicab owners and operators, who are already experiencing a significant loss of revenue as a result of reduced ridership in large part from rideshare competition, would be placed even further at a competitive disadvantage with the for-hire industry. Taxicabs would be required to install equipment not mandated for the for-hire industry and would lose a substantial source of the revenue needed to offset equipment costs and expenses.

While permitting interior advertising in FHV's could also be viewed as a means to generate potential additional revenue for the FHV industry, there is nothing in this proposed legislation which would require any portion of the revenue to be shared with owners or operators of FHV's. The beneficiaries of this Administrative Code amendment would likely be the high-volume rideshare services who would gain another source of revenue at the expense of their own licensees and the taxicab industry.

Unless the for-hire industry is required to install, maintain, and utilize the same technology equipment as taxicabs, this proposed amendment to the Administrative Code would adversely affect the taxicab industry, and therefore, we oppose this bill in its present form.

Intro. 1079-2023

We oppose Intro. 1079. Intro. 1079 would add a new section 19-557 to the Administrative Code, applicable to E-hail trips in taxicabs. Under this proposed amendment, drivers accepting E-hail trips would be guaranteed an amount equal to the metered rate of fare. E-hail trips with upfront pricing have been permitted under a TLC-authorized pilot program for several years. Drivers are free to accept or not accept such trips. Passengers benefit because they know the fare in advance before accepting the trip. Drivers benefit because they have an additional source of fares to supplement street hails. This is of particular value for drivers working outside the central business district of Manhattan. For more than twenty years the taxicab industry has had an upfront pricing system in its rules for trips to and from JFK Airport. The JFK flat fare trip might be higher or lower than the taximeter fare would be for the trip, depending on the actual destination of the passenger, traffic or other factors.

The proposed legislation would mandate that the driver be guaranteed no less than the metered rate of fare for a upfront-priced e-hail trip. In most instances, upfront pricing on an E-hail trip is already equal to or exceeds the metered rate of fare. Thus far, fares lower than the metered rate of fare on E-hail trips has been the exception rather than the rule. The driver always has the option to accept or reject a trip, and no driver is compelled to accept any particular E-hail trip. The E-hail pilot program has been a success, and changing the fare amount guaranteed to a driver in the way envisioned by this legislation may have the effect of providing taxicab drivers with fewer trip opportunities and diminished revenue.

Furthermore, from a logistical standpoint, there is no standard metered rate of fare for a trip other than a trip to or from JFK. Taxicab fares are determined by both time and distance traveled, and a number of factors which are unforeseeable determine the fare on a particular trip. These factors include traffic congestion, which adds to trip time, construction, detours and other variables which add to distance, as well as passengers' route preferences, which must be adhered to by a taxicab driver pursuant to TLC rules. Accordingly, there is no set metered rate of fare for a particular trip. Upfront price eliminates this uncertainty in taxicab pricing and ensures both the driver and passenger of an agreed upon fare prior to the commencement of the trip. Since no driver is compelled to ever accept a trip which might generate a fare lower than the metered rate

of fare, this legislation is unnecessary and may in fact be anti-driver and anti-consumer. For these reasons, we respectfully request that this legislation not be adopted.

Respectfully submitted,



Peter M. Mazer



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NYC Council Meeting on Transportation and Infrastructure Testimony on Int 1192 2023

Albany, New York - The New York State Society of PAs (NYSSPA), a constituent organization of the American Academy of PAs (AAPA), and the representative organization for PA practice in New York State has successfully advocated for a PAs ability to provide quality, cost effective, patient-centered care. PAs are an integral solution to healthcare workforce issues in New York. PAs are trained in the medical model and are licensed by the NYS Education Department Office of the Professions. They practice in primary and specialty care and in every clinical discipline and in every clinical setting including mental health, palliative care, hospice and addiction medicine. PAs are a proven cost saver to Health Systems, Federally Qualified Health Centers, School Based Health Clinics, Mental Health Facilities, Substance Use Clinics, Correctional Facilities and throughout New York State's Health Care Delivery System.

Since 1971, New York law has recognized the education and training of PA in Education Law Article 131-B and Public Health Law Article 37, providing for the licensing and scope of practice of PAs who have a very broad scope of practice. "Notwithstanding any other provision of law, a PA may perform medical services within the scope of practice of a supervising physician." Education Law § 6542 (1).

Many laws and regulations refer to what a physician may do. Although the Education Law definition of the PA scope of practice begins with a broad "notwithstanding" clause, some regulatory and judicial interpretations have erroneously held that PAs are excluded from those various provisions because they are not specifically mentioned. These rulings and interpretations thwarted the letter and intent of the PA statute. To clarify the intent of the 1971 law, in 2010 the Legislature passed and Governor David Paterson signed, Chapter 30 of the Laws of 2010, enacting Public Health Law § 3704 which states a PA may perform any function in conjunction with a medical service lawfully performed by the PA, in any health care setting, that a statute authorizes or directs a physician to perform and that is appropriate to the education, training and experience of the PA and within the ordinary practice of a supervising physician.

Governor Paterson stated in his Approval Memorandum:

"This bill seeks to ensure that PAs are not needlessly prevented from performing certain functions that flow from their provision of medical services to patients. The legislation addresses the concern that if a statute authorizes or directs physicians to perform an act related to a medical service but does not specifically refer to PAs, it may be subject to the interpretation that a PA is not authorized to perform the act, even if the act is related to a medical service lawfully provided by the PA, concerns the same patient who received such medical service, can be competently performed by the PA in light of his or her education, training and experience, and is within the supervising physician's ordinary practice. Such an interpretation would defeat the public policy objectives served by the registration of PAs."

As the sponsor of the 2010 law, Assemblyman Gottfried offered a memorandum in May 2019 to reaffirm the intent of that law stating it is neither necessary nor practicable to list every function a PA may perform or provide, so this legislation was created to apply to all PA roles in every setting in which a PA functions. Section 3704 was enacted to avoid having to go through the law amending section after section to add a reference to PAs wherever physicians are mentioned. Prospectively, if Bills are introduced that include the title *physician*, NYSSPA serves as a resource to clarify if the title *PA* should be included as well.

PAs are trained to practice medicine, PAs follow the same best practice protocols as our physician colleagues, PAs sit on the NYS Board of Medicine, PAs are represented on the NYS Board of Professional Medical Conduct. At the health system level PAs are credentialed and issued Medical Staff privileges as are physicians and patient outcomes and quality of care is monitored by the same oversight bodies as physicians. Despite this PAs still routinely encounter barriers to practice. Approval of the bill before this Committee and the NYC Council will remove a barrier to practice for PAs and provide transparency to the Council for work being done by PAs.

NYSSPA thanks the NYC Council for their sponsorship and support of this bill.

Maureen C. Regan, MBA, PA-C, FACHE, DFAAPA
NYSSPA Past-President
AAPA Delegate



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**Testimony of Cara Liebowitz, Systems Advocate,
at City Council Oversight Hearing on the Taxi and Limousine Commission
October 13, 2023**

Good morning. I am Cara Liebowitz, Advocacy Coordinator of the Brooklyn Center for Independence of the Disabled, or BCID. BCID is a disability-led independent living center with a mission of advocating for the independence of all people with disabilities, including transportation. We are a longtime member of the Taxis For All Campaign.

We have three simple points to make today.

- **First, the Taxi and Limousine Commission has failed to keep its end of a landmark legal settlement the Taxis For All Campaign made in 2013, which required 50% of yellow taxis to be wheelchair-accessible by 2020.** Federal Judge George B. Daniels, who presided over the case, called it “one of the most significant acts of inclusion in this city since Jackie Robinson joined the Brooklyn Dodgers.”

Since then, a decade has passed and, in spite of an extension we gave the TLC in 2021, the City has not reached the 50% mark. Instead, only 42% of yellow taxis in service are accessible – and just 32% of the total fleet. The TLC informed us recently that it would not meet its new 2023 deadline, offering no excuses or solutions.

We urge the Council to pass legislation requiring 100% of all yellow taxis – and all for-hire vehicles, for that matter – to be accessible, not just 50%. The TLC should use the Taxi Improvement surcharge so every new taxi on the road is accessible in the next few years and certainly no later than 2027.

- **Second, the Council must push the TLC to require *accessible electric* vehicles instead of pushing forward with its flawed Green Rides proposal.**

The TLC's plan would require a transition to a fully electric fleet for Uber, Lyft and other for-hire vehicles by 2030, excepting a relatively small handful of accessible vehicles. The TLC made the proposal this summer without one solitary discussion with the disability community; drivers don't appear to have been consulted either.

In the attached letter, we and 12 other disability and transportation groups called on the TLC to take a different approach. Instead of mandating a non-accessible vehicle, it should:

- use its influence to get vehicle manufacturers to design and produce a fully accessible electric vehicle. Such vehicles exist in Europe, but the design of those vehicles would need alterations to serve the U.S. market. The Council should consider sponsoring legislation that would require the TLC to do this.
- Immediately move to swiftly reduce the current response time requirements so that when I call an accessible Uber, I get it in the same amount of time as anyone else. The current rules allow Uber and Lyft up to 15 minutes to pick me up. That's not equivalent service.

Finally, as my colleague Jean Ryan describes, there are a multitude of problems in the delivery of accessible service. The Council must ask tough questions of the TLC about:

- its training of drivers to secure people in their wheelchairs. Our experience is that many don't know how to do this.
- how often it inspects securements to make sure they are working.
- how it responds to complaints about discriminatory service, including refusals when people in wheelchairs and other disabled people aren't picked up by drivers.
- how it's working with drivers to overcome language barriers.

Thank you for the opportunity to testify.



**NEW YORK CITY COUNCIL
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
OCTOBER 13, 2023**

Intro No. 1139

Chair Brooks-Powers and Members of the Committee on Transportation and Infrastructure,

My name is Michael Chow, founder and CEO of Dart Technologies, a Tech:NYC startup member headquartered in Manhattan and software provider of passenger media solutions for mobility operators.

On behalf of Dart Technologies, we strongly support [Intro 1139](#) to permit For-Hire Vehicles (FHVs) to display digital advertising on electronic tablets in-vehicle.

Our enthusiasm for this initiative is rooted in firsthand experience operating a passenger media network for independent driver partners prior to the Second Circuit Court of Appeals decision in 2019, upholding TLC's ban on earning incremental revenue streams from in-car advertising. This reinstated ban has, unfortunately, curtailed the positive benefits for both passengers and drivers derived from offering relevant digital content discovered via our platform.

Furthermore, local businesses across the five boroughs of NYC have been precluded from featuring timely geotargeted infotainment to FHV passenger audiences, subsequently missing out on engaging potential customer foot traffic being dropped off nearby, in line with comparable digital out-of-home resources supporting vibrant neighborhoods e.g. LinkNYC's Link Local program via SBS partnership.

We believe that the implementation of this legislation will lead to a win-win outcome for all stakeholders involved – promoting economic growth, technological innovation, and an improved passenger experience. Thank you for considering our perspective, as we encourage the Committee on Transportation and Infrastructure to support and advance this bill.

Sincerely,

[Michael Chow](#)

Founder & CEO

Dart Technologies

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About Dart Technologies, Inc.

At Dart Technologies, our mission is to build the passenger media network delivering digital services for connected and autonomous e-mobility, making cities smarter and the ride more enjoyable. We do this by providing an iOS/Android-based infotainment platform for mobility partners to elevate the in-car experience by delivering engaging content to audiences on the move. As a T-Mobile Accelerator-backed company, our team is uniquely positioned at the intersection of media and mobility, with prior experience deploying digital out-of-home media platforms at RMG Networks (fka Danoo) and Starwood Hotels, as well as expertise working with OEMs and suppliers advising the US Treasury during the Automotive Bailout.

Testimony of the International Association of Transportation Regulators (IATR)

On Intro. No. 1139

New York City Council Committee on Transportation & Infrastructure October 13, 2023

Good morning, Chair Brooks-Powers and the Members of the Committee on Transportation & Infrastructure.

My name is Patricia Gatling, and I am appearing here today on behalf of the International Association of Transportation Regulators (“IATR”) to provide information relevant to Introduction Number 1139, which would allow for-hire vehicles (“FHV”) to display advertising on an electronic tablet inside the vehicle. I am the former Human Rights Commissioner of the City of New York, and I have been an IATR member for many years -having served as a speaker and report peer reviewer with an expertise in transportation equity, civil rights and labor related issues. Our IATR Board Chair, Carlton Thomas, and our President, former NYC Taxi & Limousine Commissioner Matthew Daus, were unable to be here today, and I have been asked to testify as I was involved with the subject matter of this project, and am familiar with the issues.

The IATR is a 36 year-old non-profit educational association made up of government transportation officials representing the world’s most active regulators and policy-makers in for-hire ground transportation. Its membership includes regulators of taxicabs, liveries, black cars, limousines, transportation network companies (TNCs, or in NYC, High Volume Apps), paratransit, micro-mobility services, buses, as well as public transit agencies, departments of transportation and motor vehicles, insurance departments, airports, and planning agencies. The IATR’s educational activities include research, reports and the identification of best and accepted regulatory practices and policies that form the basis for model regulations.

In March 2021, the IATR the published *Model Regulations for Interior and Exterior Digital Advertising for Taxicabs, Transportation Network Company Vehicles, and Other For-Hire Vehicles* (“**Digital Advertising Model Regulations**”), a copy of which is annexed to this testimony. The IATR developed these Digital Advertising Model Regulations over the course of more than two years by examining best practices around the world, and through collaboration with regulators and other stakeholders. The process involved the solicitation of several rounds of input and comment, vetting and research by a number of IATR subject matter committees, and these Digital Advertising Model Regulations were recently reaffirmed in the organization’s recently released report on *Modernizing Taxi Regulations: An Innovative Governance Framework for the Future*. A copy of this report and other useful information can be found on our website, namely www.iatr.global.

IATR’s role is to provide research, benchmarking, as well as best and accepted transportation policy practices with regulators, industry stakeholders and to legislative bodies, such as the NYC Council. The IATR does not take a position for or against Intro. 1139, and its role is purely to provide objective information which may be useful or informative to all involved in this

process. In summary, upon reviewing Intro. 1139, this proposed law is entirely consistent with recommended best and accepted regulatory practices from around the United States and beyond, and now I will briefly explain why.

The IATR's Digital Advertising Model Regulations found the primary regulatory concerns surrounding interior advertising are twofold: (1) the safe installation of the equipment that displays the advertising; and (2) the potential intrusiveness of the audio and visual display inside the passenger compartment. The IATR believes these concerns can be easily and adequately addressed through a combination of basic safety requirements and technical specifications, such as the requirement in Intro. 1139 that passengers are able to control the volume and turn off the display screen if they want to do so. It is important to keep in mind that many of these tablets are not directing a constant stream of ads at passengers, but are rather more of a passenger amenity at heart—primarily offering entertainment, information, and even public service announcements.

Importantly, Intro. 1139 allows interior advertising to be displayed without a permit from the TLC, which is consistent with IATR's recommended best and accepted practices, as well as trends in this area. The common and existing practice among regulators is to *not* regulate advertising inside FHV's or TNCs, and to only regulate advertising inside taxis when it is part of a system installed in the vehicle to process electronic payments.

Advertising is an additional source of revenue for drivers at a time when the industry is struggling to retain and attract new drivers. The FHV industry has yet to completely recover from the pandemic, and there is currently a shortage of drivers. Allowing FHV drivers to install a tablet inside their vehicle to earn a little extra income can go a long way in helping the industry. Because drivers have full dominion over their vehicles, they can choose which product best improves their passengers' experience, while also making extra money.

IATR respectfully submits the foregoing testimony and is happy to share its resources to aid the Council's decision-making on this important topic. I am happy to answer any questions that you might have about the IATR's reports and research in this area.



October 13th, 2023
Committee on Transportation and Infrastructure
New York, NY 10007
Re: T2023-4143 Oversight - An Update on TLC's Regulated Industries

Dear Chair Brooks-Powers,

Thank you for the opportunity to submit testimony for the Committee on Transportation and Infrastructure's oversight hearing "T2023-4143– An Update on TLC's Regulated Industries." I am proud to express Lyft's support of Intro 1139 by Councilmember Farias, which would allow for-hire vehicle (FHV) drivers to display advertising inside of the car, and would thereby create a new revenue stream for one of our City's most critical industries.

We commend the Committee for hearing this introduction, which we believe will be an added benefit for drivers.

The practical effect of legalizing interior advertising in FHV's is that drivers will have full agency to either utilize or forgo the opportunity to install tablets within their vehicles. Importantly, Intro 1139 does not mandate the installation of devices. In short, Councilmember Farias's legislation further crystalizes drivers' independent contractor autonomy and better equips them to make a good income in one of our nation's most expensive metropolitan areas.

In this same vein, we are also supportive of the technology-neutral nature of this legislation and welcome the open market approach. The bill allows drivers to evaluate a variety of advertising platforms for installation in their vehicles.

In markets where interior advertising is allowed, companies compete for drivers to use their product via multiple levers. Lyft, for example, offers a revenue share model to drivers who choose our product. Additionally, through the tip features on the tablet, we have documented increased tipping, up to 13% more than for rides that don't have the tablet.

Control of the tablet within the vehicle is also an important component of both driver autonomy and passenger experience. Intro 1139 aptly addresses noise and passenger comfort by mandating that the tablet displayed in an FHV can be turned off or muted. We endorse measures that allow drivers and passengers to choose when to activate or power down these devices, and would welcome regulatory language that would solidify this requirement.

Through Lyft's experience in other cities, we have found interior advertising to be a fruitful passive revenue stream for FHV drivers.



In New York, finding a new stream of revenue for drivers not only makes sense, it also comes at a critical time. Right now, drivers are expressing concerns about rider demand slippage due to the second congestion pricing fee under consideration for our industry. Though not a comprehensive remedy for said concerns, advertising can assuage at least some of this potential for lost revenue. 93% of Lyft drivers come from communities of color who will be undeniably impacted by any proposal adopted for Congestion pricing. This provides passive income to a community that is constantly being asked to give more.

Again, we thank the Chair and the Transportation Committee for hearing Intro 1139. We urge the Committee to listen to the FHV drivers testifying in support of this legislation, and consider this creative solution to amplify their earnings.

Sincerely,

Larry Gallegos

Public Policy | New York

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**TESTIMONY TO THE NEW YORK CITY COUNCIL
COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE
October 13, 2023**

The Nurse Practitioner Association New York State (“NPA”) is the only statewide professional association of nurse practitioners (“NPs”) in New York, more than 25,000 of whom are licensed to practice throughout New York State. NPs serve patients in all settings, were particularly on the frontlines throughout the COVID-19 public health crisis, and frequently are the professionals caring for New York’s most vulnerable and underserved populations. Our membership regularly staff federally qualified health centers and other clinics found in what may otherwise be healthcare deserts. NPs are committed to providing the broadest access to healthcare and are proud to partner with the State and City of New York to ensure quality care is available to all residents. The NPA and its members are committed to maintaining the highest professional standards for NPs and ensuring the greatest quality care for health care consumers. To that end, the NPA greatly appreciates the opportunity to testify in support of Intro. No. 1192-2023, which would amend the Administrative Code to allow healthcare consumers who are applying for a City taxi driver license to have their NP perform the relevant exam and sign the corresponding form.

NPs gained legal scope of practice pursuant to the New York State Education Law nearly 35 years ago. NPs are licensed, certified, independent practitioners, regulated by the State Education Department (“SED”). NPs possess a license as a registered professional nurse (“RN”) first, and then obtain additional certification as a NP, after completing an educational program approved by the State. NPs are highly skilled, trained, and experienced individuals who exercise independent judgment, and collaborate with specialists and healthcare practitioners through team-based care. Although many NPs focus on primary care health issues generally, every New York NP must be certified in one or more specific practice areas: Adult Health, Women's Health, Community Health, Family Health, Gerontology, Holistic Care, Neonatology, Obstetrics/Gynecology, Oncology, Pediatrics, Palliative Care, Perinatology, Psychiatry, School Health, Acute Care, or College Health.

The New York Center for Health Workforce Studies (“CHWS”) recently concluded that “NPs play a crucial role in expanding access to health services. As the state’s population grows and becomes more diverse, an NP workforce that closely represents the racial and ethnic composition of the state’s population not only ensures an adequate supply of health workers, but also supports the delivery of culturally competent health care.”¹

Since the enactment of the NP scope of practice, NPs have been authorized to diagnose illness and physical conditions; perform therapeutic and corrective measures; order tests; prescribe medications (including controlled substances) and devices and immunizing agents; all without supervision. NPs possess full prescribing authority and are the primary care provider of choice for

¹ Report by CHWS, “A Profile of New York State’s Patient Care Nurse Practitioners”: <https://www.chwsny.org/wp-content/uploads/2021/11/Profile-of-New-York-States-Patient-Care-Nurse-Practitioners-2021.pdf>



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many New Yorkers. NPs are autonomous and, unlike other allied professions, NPs are not dependent upon any other professional. As the State Education Department (“SED”) has stated, “New York State Education Law does not require a physician to supervise an NP or to co-sign any of the NP’s orders, records or charts. New York Law holds NPs independently responsible for the diagnosis and treatment of their patients.”² NPs are independent healthcare practitioners who are legally and fully accountable for the care they provide.

Notwithstanding the foregoing, there are some outdated provisions of law – including New York City Administrative Code §19-505 – that prevent a NP from signing, verifying, or certifying certain forms or documents pertaining to healthcare services that are authorized within the nurse practitioner’s existing scope of practice. As a result, while performing healthcare services within their lawful scope of practice, NPs are occasionally faced with patients who present documents that require signature by the healthcare professional who conducted the examination, but due to outdated laws, the form requires a *physician’s* signature. The NP is lawfully authorized to perform the healthcare service (*e.g.* conduct a physical exam to qualify an individual as physically fit), but due to arcane statutes, NPs are barred from executing the form(s). Patients become unnecessarily confused when they seek those lawful services provided by an NP and then are told the NP cannot attest to the service being performed.

Given that NPs are wholly permitted to diagnose, treat, and prescribe, independently, a taxi driver license application physical is clearly within the NP scope, but for the outdated Administrative Code provision. Intro. No. 1192-2023 addresses this incongruity by clarifying that an individual seeking a taxi driver license may have the mandated physical conducted by a NP, physician, or physician assistant. The NPA strongly supports this technical fix.

We thank the City Council Transportation and Infrastructure Committee for the opportunity to share these insights and welcome the opportunity to answer any questions.

Respectfully submitted,

Desiree’ M. Branson, DNP, RN, FNP-C, EBP-C
President, The Nurse Practitioner Association New York State

William Bodeker, FNP
President-Elect, The Nurse Practitioner Association New York State

Joy Elwell, DNP, FNP-BC, FAANP, FAAN
Governmental Affairs Chair, The Nurse Practitioner Association New York State

² SED Memo: “Collaborative Practice with Physicians” available at <http://www.op.nysed.gov/prof/nurse/npcollab.htm>



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NYC Council Meeting on Transportation and Infrastructure Testimony on Int 1192 2023

Albany, New York - The New York State Society of PAs (NYSSPA), a constituent organization of the American Academy of PAs (AAPA), and the representative organization for PA practice in New York State has successfully advocated for a PAs ability to provide quality, cost effective, patient-centered care. PAs are an integral solution to healthcare workforce issues in New York. PAs are trained in the medical model and are licensed by the NYS Education Department Office of the Professions. They practice in primary and specialty care and in every clinical discipline and in every clinical setting including mental health, palliative care, hospice and addiction medicine. PAs are a proven cost saver to Health Systems, Federally Qualified Health Centers, School Based Health Clinics, Mental Health Facilities, Substance Use Clinics, Correctional Facilities and throughout New York State's Health Care Delivery System.

Since 1971, New York law has recognized the education and training of PA in Education Law Article 131-B and Public Health Law Article 37, providing for the licensing and scope of practice of PAs who have a very broad scope of practice. "Notwithstanding any other provision of law, a PA may perform medical services within the scope of practice of a supervising physician." Education Law § 6542 (1).

Many laws and regulations refer to what a physician may do. Although the Education Law definition of the PA scope of practice begins with a broad "notwithstanding" clause, some regulatory and judicial interpretations have erroneously held that PAs are excluded from those various provisions because they are not specifically mentioned. These rulings and interpretations thwarted the letter and intent of the PA statute. To clarify the intent of the 1971 law, in 2010 the Legislature passed and Governor David Paterson signed, Chapter 30 of the Laws of 2010, enacting Public Health Law § 3704 which states a PA may perform any function in conjunction with a medical service lawfully performed by the PA, in any health care setting, that a statute authorizes or directs a physician to perform and that is appropriate to the education, training and experience of the PA and within the ordinary practice of a supervising physician.

Governor Paterson stated in his Approval Memorandum:

"This bill seeks to ensure that PAs are not needlessly prevented from performing certain functions that flow from their provision of medical services to patients. The legislation addresses the concern that if a statute authorizes or directs physicians to perform an act related to a medical service but does not specifically refer to PAs, it may be subject to the interpretation that a PA is not authorized to perform the act, even if the act is related to a medical service lawfully provided by the PA, concerns the same patient who received such medical service, can be competently performed by the PA in light of his or her education, training and experience, and is within the supervising physician's ordinary practice. Such an interpretation would defeat the public policy objectives served by the registration of PAs."

As the sponsor of the 2010 law, Assemblyman Gottfried offered a memorandum in May 2019 to reaffirm the intent of that law stating it is neither necessary nor practicable to list every function a PA may perform or provide, so this legislation was created to apply to all PA roles in every setting in which a PA functions. Section 3704 was enacted to avoid having to go through the law amending section after section to add a reference to PAs wherever physicians are mentioned. Prospectively, if Bills are introduced that include the title *physician*, NYSSPA serves as a resource to clarify if the title *PA* should be included as well.

PAs are trained to practice medicine, PAs follow the same best practice protocols as our physician colleagues, PAs sit on the NYS Board of Medicine, PAs are represented on the NYS Board of Professional Medical Conduct. At the health system level PAs are credentialed and issued Medical Staff privileges as are physicians and patient outcomes and quality of care is monitored by the same oversight bodies as physicians. Despite this PAs still routinely encounter barriers to practice. Approval of the bill before this Committee and the NYC Council will remove a barrier to practice for PAs and provide transparency to the Council for work being done by PAs.

NYSSPA thanks the NYC Council for their sponsorship and support of this bill.

Maureen C. Regan, MBA, PA-C, FACHE, DFAAPA
NYSSPA Past-President
AAPA Delegate



NEW YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION COUNCIL
CHAMBERS

OCTOBER 13, 2023

Chairman Brooks-Powers and Members of the Committee on Transportation,

My name is Brad Saylor and I am the Head of Rideshare Media for Octopus Interactive ("Octopus"), a unit of T-Mobile Advertising Solutions. Thank you for the opportunity to provide testimony regarding the pre-considered introduction related to advertising on the interior of for-hire vehicles and to urge the Council to approve this introduction.

Background

Octopus partners directly with rideshare drivers to equip them with "Play Octopus" interactive devices. The devices, data, and mounting accessories are provided to drivers free of charge and remain free as long as they continue to drive rideshare (upon ceasing rideshare, they're asked to return the equipment). This vehicle amenity benefits drivers with happier riders, better tips/ratings, and ancillary revenue, which we fund through advertisements. Octopus devices are securely fastened to passenger-side headrests and currently offer 1) simple, fun games with prizes, 2) a driver profile with conversation starters, 3) relevant local information, such as weather, 4) charitable cause videos as part of our Give8 initiative, and 5) interactive video advertisements. The devices maintain a constant connection to the internet via cellular data and thus have the capacity to educate passengers with location-based information, play music, serve public service announcements or provide passengers with bookings/tickets to local establishments/events. Currently about 70% of Octopus screen time is dedicated to entertainment and original non-ad content, while 30% is dedicated to interactive/video advertisements (except in NYC where ads are not shown on tablets; as such, Octopus is not currently collecting advertising revenue for the devices operating in NYC).

The Octopus device offers full control of the volume and brightness, including a 'nap' button which reduces both of these to their minimum states (muted volume and dark screen) with one touch. The controls are persistent on a footer on the home screen, as well as on the top of the device for drivers' easy access (up/down volume controls, and tapping the power button invokes the 'nap' state). Also, the devices may be fully turned on/off by drivers and riders by pressing the power button, as is standard with all Android devices. We've issued digital advertising screens to approximately 100,000 drivers throughout the United States and Canada. Drivers receive their device and equipment via mail, and mount the devices in their vehicles in less than ten minutes. No hardware installation is required to connect the device to the vehicle. All drivers receive check-ins after setting up the device to gather feedback and welcome them to our network.

T Mobile

12920 SE 38th Street, Bellevue, WA 98006
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Approximately 7,000 rideshare drivers in NYC currently utilize an Octopus device. We've included their feedback in this testimony via a) aggregate survey results summarized below, and b) an exhibit including selected representative written feedback from our NYC driver community. We continue to pay drivers for using the devices despite the fact we are not currently collecting advertising revenue. Total aggregate monthly payments for these drivers amounts to approximately \$250,000, resulting in approximately \$35 per driver per month (our average driver uses the device for approximately 30 hours per week). Many drivers also report higher tips from featuring the Octopus device, resulting in even more rideshare earnings. **We cannot continue to offer this customer amenity and additional earnings opportunity to drivers without a path to receiving the advertising revenue to support it. It is imperative that the Council approve today's pre-considered introduction that would allow the device to function for the benefit of riders and drivers.**

NYC Driver Feedback

Our product has evolved directly from driver and rider feedback, and many features address municipalities' concerns with similar devices. Given that we contract directly with drivers, we are fully reliant on drivers', and their riders', continued admiration for our product. If both parties don't love the device, then drivers would quickly return it (devices are easily removed and we provide free shipping labels for returns). To exemplify this point, we gathered survey responses from our NYC drivers from October 10-12, 2023, as summarized below.

Respondents: 759 drivers

Does Octopus improve your experience as a rideshare driver?

Yes: 98.3%
No: 1.7%

Does Octopus improve your passengers' experience?

Yes: 99.1%
No: 0.9%

Are you happy with the earnings you receive from Octopus, and would like the rules changed to permit advertising so you can continue to earn this money?

Yes: 95.2%
No: 4.8%





What aspects of driving with Octopus do you strongly value? (Select all that apply)

Entertainment for my riders	95.6%
Earnings from Octopus	74.3%
Higher tips from my riders	67.8%
Better conversations with my riders	65.7%
The Octopus driver community	41.2%

As overwhelmingly shown by the above survey results, and further illustrated by the comments from drivers in Exhibit A, both drivers and passengers love Octopus and there is no reason to prohibit these devices. Again, we urge you to approve the pre-considered introduction before you today that would permit interior advertising and preserve drivers' ability to feature an Octopus device.

Taxi Advertising

There is a disparity in the current TLC rules that adoption of the Intro. 1139 will solve. While TLC currently prohibits interior advertising in for-hire vehicles, it explicitly allows medallion taxicabs and street-hail livery vehicles to run ads on the in-vehicle Technology System (also known as "taxi TVs"). As shown in the proposed legislation and in the TLC's technical specifications for Technology Systems in taxis and street-hail liveries, there are less restrictive ways to ensure that interior advertising does not detract from the overall passenger experience, such as granting passengers the ability to mute and turn off the device.

Separately, you may hear claims from opponents that permitting FHV advertising will deprive taxi drivers of advertising revenue. To the contrary, vehicle advertising in NYC is not a zero-sum game and FHV vehicles will not be extracting a slice of the "taxi advertising pie." Instead, allowing FHV advertising in NYC will grow the advertising pie and increase the overall amount of additional revenue for all drivers across the city.

Conclusion

In summary, Octopus offers an experiential device that drivers and passengers love throughout the country, but we will be unable to offer this amenity for passengers and extra revenue for drivers in New York City unless today's pre-considered introduction is approved. We look forward to continuing to work with the City on this initiative, and





hopefully one day in the future, partnering with the City to enhance the rider experience with important local information and public service announcements.

Sincerely,

Bradford Sayler

Head of Rideshare Media, T-Mobile Advertising Solutions

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Exhibit A – Open Driver Feedback

Driver First Name: Kobiljon

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

1. Most important, it doesn't distract driver at all.
2. Riders like it a lot.
3. A little extra income for drivers.

Driver First Name: Parcys

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

I feel like it's only fair have a way to make extra earnings and keep our guests entertained with fun games and advertisements they might like from movie trailers. Plus yellow cabs play ads on their screen and have billboards on top of their cars so I don't get why we have two sets of rules from TLC ?

Driver First Name: Emanuel

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

I don't see a reason why banning this would help anyone. Drivers enjoy the extra earnings and passengers love playing games on the tablet.

Driver First Name: Bunmi

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

It keeps my passengers so calm and relax that the terrible traffic of the city don't get to them to the point of putting me on pressure while driving them safely to their destination.





Driver First Name: Andy

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

Because no rider is obligated to watch the advertisement, if anyone feels uncomfortable with it they can just turn the screen off.

Driver First Name: Ahmed

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

NYC should be a city that cares about the relief of riders' stress as it looks for the relief of traffic. NYC should care about the driver well-being as the Octopus tablet melts the iceberg between driver and riders. NYC should care about drivers' income as any penny would help to improve driver's life. Whatever income that comes from the Octopus tablet goes to buying gas and others which is taxed all the way.

Driver First Name: Laura

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

If other TLC drivers are allowed ads in their cars why shouldn't we? We pay the same fees and insurance as taxi drivers do yet we seem to not get the same allowance as they do regardless of what we bring to the city. It's not fair that we keep getting penalized and ticketed that other drivers are allowed to benefit from. Ads are all over the city the city benefits from but a rideshare driver can not benefit from a passive income that harms no one in no matter whatsoever. I plug the tablet in daily. Make sure it's clean as much as I can. Turn it off at the end of the night and rinse and repeat. And this is what TLC wants to fine us for? Please explain where is the logic? Thank you.

Driver First Name: Manuel

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

It's just a better overall experience for the passengers and a lot of the kids behave better quietly during the ride as they are entertained

T Mobile

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Driver First Name: Bhola

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

It provide passenger entertainment and knowledgeable IQ testing. They get more information about NYC via octopus and most of time passenger engage on octopus means driver can more focus on road and it enhances the safety in city.

Driver First Name: Peter

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

Overall, having the tablet is a much better experience for ALL parties involved (drivers+passengers)... easier rides, better conversations and it incentivizes and improves tips earned.

Driver First Name: Linwood

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

Octopus tablets enhance the rideshare experience for both passengers and drivers. The content is always well received and even appreciated. It elevates the level of customer service I am able to offer my passengers.

Driver First Name: Kurt

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

I've learned that people have a better ride experience with Octopus. Better conversations and laughter brings the driver and rider together and breaks the monotony. I've had my Octopus Tablet for about 4 years. I remember the times before I had it and would NOT like to go back to those days. I also would love to speak to the people (TLC) that want to take away this wonderful experience for the riders and drivers!



12920 SE 38th Street, Bellevue, WA 98006
www.t-mobile.com



Driver First Name: Rafael

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

At this point and time with the economy being what it is and prices on everyday necessities raising to astronomical heights, why wouldn't we want as many income streams as possible. The happier the driver the better experience they will provide.

Driver First Name: Stephen

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

The NYC Council should know that some of the riders usually get bored sitting for a long drive without any source of entertainment, the octopus tablet brought joy to many riders and they encourage it to be displayed all the time. Most clients tip when they see the tablet in the car which serves a great entertainment

Driver First Name: Sohan

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

It's a good entertainment system while u are riding in a car. People really love to play the games in it they really enjoy the ride playing with octopus. Not a single rider ever complained about the octopus game. They really enjoy the games on it. Sometimes there are 2/3 people in one ride they really enjoy playing with the tablet. It's a tiny side hustle for drivers like us but i don't understand why TLC has to complain about this thing. I didn't see a single problem with this tablet so that they have to banned this from us to using it. Its for the good of both the drivers and the riders. I hope TLC will consider it again to let us using it for the fellow drivers and the riders for themselves.

Driver First Name: Walter

Why do you believe NYC should approve in-car advertising and allow Octopus to continue operating?

T Mobile

12920 SE 38th Street, Bellevue, WA 98006
www.t-mobile.com



Given the rise of gas, food and overall inflation, why are people fighting to take away another form of making innocent money. We work hard to provide the best experience for each passenger so why not add to there rideshare experience by allowing them this feature. Thank you.

T Mobile

12920 SE 38th Street, Bellevue, WA 98006
www.t-mobile.com



DISABLED IN ACTION OF METROPOLITAN NEW YORK
POST OFFICE BOX 1550
NEW YORK, NY 10159 TEL 646-504-4342
www.disabledinaction.org

Response of DIA to the TLC Green Rides Initiative – September 19, 2023

I am Jean Ryan, president of Disabled In Action of Metropolitan NY, DIA for short. I am in total agreement with the testimony by Kathleen Collins of DIA as well as the testimony by the Taxis For All Campaign and Joseph Rappaport.

While the environmental goals of the Green Rides Initiative are very worthy (discounting the need for precious metals and the impact on the communities which mine them) because we all need clean air, we are concerned that, again, disability access to FHV and taxis will eventually *decrease* as the price of EVs and their batteries eventually goes down and EVs become very popular and mandated. We are concerned that the possible bump up in accessibility will be temporary.

Why pit disability access against clean air when you could have both and mandate a wheelchair accessible vehicle that is electric? If that isn't available now, you could look into hybrid accessible vehicles for the interim. Without a mandate from our city which has many thousands of for-hire-vehicles, manufacturers are going to want to continue making and selling the easier inaccessible electric vehicles. They will think that there is no market for an EV WAV. It is up to the TLC to *create* that market. Instead of the TLC always being reactive on accessibility, this is a chance for the TLC to be active and bold on accessibility.

The only way we will truly reach 100% wheelchair accessibility so everyone can take any vehicle is by mandating it. As years go by, of course there are new inventions and problems to solve, but lasting accessibility should not always be an afterthought and something to catch up on. TLC commissioners have been promising 100% disability access since 2001. That's a long time to wait and we still do not have it. We are afraid that accessible FHV's will almost disappear with EVs unless accessible EVs are mandated by the TLC.

Everyone can use accessible vehicles. They are not restricted to wheelchair users.

Respectfully submitted,

Jean Ryan
President
Disabled In Action of Metropolitan NY
pansies007@gmail.com



DISABLED IN ACTION OF METROPOLITAN NEW YORK
POST OFFICE BOX 1550
NEW YORK, NY 10159 TEL 646-504-4342
www.disabledinaction.org

Taxi For All Campaign's Testimony for TLC Oversight Hearing on 10-13-23

Taxis For ALL Campaign is a coalition of disability rights groups working to get accessible cabs and for-hire vehicles in New York City. We have been doing this since 1996.

We are very concerned about the lack of attention and results from the TLC with regards to people with disabilities, especially wheelchair users and people who are blind actually being able to hail a cab and safely ride in it and also to get an app-based For Hire Vehicle and safely ride in it. We keep complaining about systemic problems to no avail. We are tired of being ignored, talked down to, and of the TLC not *effectively* addressing our systemic issues.

Some of the worst problems are that after all these years, less than 50% of the yellow taxi fleet is accessible to wheelchair users. You might assume that these are dedicated vehicles, but, no, anyone can ride in an accessible cab or For Hire Vehicle. That's why we need all of them to be accessible, so we have an equal chance of getting a ride just like everyone else. The council could do this by passing a law to mandate it. Also, the response times for for-hire vehicles has not changed in 5 years! The TLC must require equivalency in response times for wheelchair users and other for-hire vehicle riders.

The TLC's so-called Green Rides Initiative requires all Ubers and Lyfts to be electric by 2030 but currently there are no ADA compliant accessible electric vehicles being made. The TLC could mandate that all for-hire vehicles be accessible electric vehicles by 2030 and the designers and manufacturers would want to come through for the increased sales. They could be working with manufacturers and designers to push for an accessible for-hire electric vehicle. But they aren't doing any of that. The TLC's solution is to allow gas accessible vehicles in 2030, but we all know that electric is the way to go!

A huge ongoing problem is that taxi and for-hire vehicle drivers are not stopping for blind people, even when they order a cab or car by phone or app. This is discriminatory and unfair.

Taxis refuse to pick up wheelchair users and they lie and tell us their ramp is broken or just drive off! If we do manage to get into a taxi or for-hire vehicle like an Uber or Lyft or a community car service vehicle, the drivers almost universally do not properly secure our chairs with 4 securements or secure us with a seatbelt and shoulder harness. Thus, when we are in the vehicle, we are unsafe. We cannot do this by ourselves. The driver has to do it. It is a huge systemic problem.

It is typical for a wheelchair user at the airport to have to try 3 wheelchair accessible vehicles before a driver cooperates and lets us ride. It is illegal to refuse access but they do it. Then when we get in, they do not secure us properly if at all and we must ride dangerously. They say their ramp is broken, they are missing straps, they do not know how to secure us. How can this be if the TLC is actually training drivers? Enforcement and better training are urgently needed. The dispatchers usually let the drivers get away with this and let them pick up walking passengers instead of us.

There is a reason that many people prefer taking Uber and Lyft – because they can actually find them! Yellow cabs are not in most of the outer borough neighborhoods where most people in NYC live, and Uber and Lyft do not typically drive away except when the passenger is blind.

However, tourists and other visitors to NYC do take yellow cabs in the central business district and at the airport. If you don't have a cell phone or you don't have local phone service, you need to be able to hail a cab.

There is a sticker or card that TLC made for the back of wheelchair accessible vehicles showing drivers and passengers how to secure a wheelchair. Why isn't this sticker in every WAV vehicle and why aren't drivers securing wheelchair users when we ask? It is dangerous to ride unsecured, and our own seatbelts are inadequate as a vehicle seatbelt. Almost every time we ride in a taxi or a for hire vehicle, our wheelchairs are not properly secured and we don't have the shoulder harness and seatbelt. That means we are risking our lives for a ride because we all know that seatbelts save lives.

We keep coming to these hearings and sometimes even meet with the TLC to no avail. Nothing changes.

Sincerely yours,

Jean Ryan
President
Disabled In Action of Metropolitan NY (DIA)
pansies007@gmail.com
917-658-0760

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

**Oversight: An Update on TLC's Regulated
Industries**

Public Hearing: October 13, 2023

**COMMENTS OF UBER TECHNOLOGIES, INC.
Re: Int. 1139-2023**

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 Int. 1139-2023, which relates to authorizing advertising on electronic tablets installed in for-hire vehicles ("FHV's"). Uber celebrates the efforts of Int. 1139-2023 and welcomes the opportunity to expand its existing tablet based advertising platform to New York City and provide increased earnings opportunities to the City's hard working FHV drivers.

Earlier this year Uber launched its US Tablet with operations currently live in Los Angeles, San Francisco, Las Vegas, Miami, Philadelphia, and Washington D.C. Uber's Tablet program offers drivers the opportunity to receive a revenue share for all third party ads that are displayed on the tablet during rides on the Uber platform. The program is for eligible drivers - Uber covers all costs of the tablet and drivers are not currently required to pay a security deposit.

In the second quarter of 2023 participating drivers earned an additional \$10 for every 100 trips with the tablet active. In the same timeframe, many drivers earned an additional \$40 per month. Uber has also expanded the functionality of the tablets to include a tipping option for riders, which has helped drive an increase in tips of nearly 10% on average.

In addition to displaying advertisements, the tablet provides riders with information relevant to their trips such as confirmation details, driver profiles, and estimated trip drop-off time with a live map. Riders also have the ability to control the tablet volume and to turn it off entirely if desired. Survey data shows approx. 90% of riders found the tablet to have a neutral or positive impact on the trip.

Sincerely,
Hayley Prim

Dear TLC officials,

This is AK M Karim, during the day I am a software engineer and during the evenings I am driving for Medical/Access a ride company serving the disabled, special needs and Blind people for the past 10 months since my both Uber and Lyft accounts got deactivated.

With extreme grief I beg to state that there is nothing more demoralizing than getting cut off from the platforms which provides for your family and especially that's the only thing a person chooses as a career under the trust of the TLC. I was away for the July 4th, 2020 weekend and a customer filed a complaint and Uber gave me 48hrs to respond and I failed to respond then my case was escalated and they looked at past complaints including the ones riders filed fraudulently after taking high surged rides during Covid. I was permanently deactivated and as of today I do not actually know what was my wrongful actions that led to that and in Jan 2023, Lyft wrongfully deactivated me because a rider complaint and accused me of being racist. I am fully aware of the incidents that took place but Lyft would not give me an opportunity to be heard and I was permanently deactivated. Getting cut off caused enormous adverse effects on myself, my family and children's welfare as I could not provide for them as driving was one of the main source of income until I received my paycheck. Both these companies must be stopped from deactivating drivers without a due process otherwise every driver goes to sleep knowing that there is no job protection with these app companies who have adopted a silent cancellation culture and created a toxic environment where it's not about the ride itself it's more about who can screw whom and take advantage of this illusive system through the use of technology where drivers are only numbers and there's no human interactions. TLC has allowed these app companies to operate and destabilized the market causing a monopoly where as the huge number of deactivations only says how much disregard is out there for a person who wakes up everyday and goes to work just trying to make a living. I was demoralized and the grief is very heavy and I wish that does not happen to anyone.

As for the Medical/access a ride jobs, the pay scale must be matched to the rest of the industry as I have witnessed several times that even if I'm providing a reserved black car experience for my riders, due to cancellations and broker mishandling of the information from Access a Ride, I am having to waste both time, gas and spending hours after hours in unproductivity. If the disabled community wants betterment of these services then drivers pay and their time must be respected and even if the cancellation happens drivers should get paid for the rides since we have to drive to the next borrow empty anyway to get back in the scheduled ride queues. I support 1078 1079 and wish the TLC officials really pay attention to the mishaps these app companies have brought into this industry by using dubious algorithms, gaming like schemes and deactivations. I can provide many many illustrations and ride images showing such claims against them. Most drivers are not educated or understand what's behind the scenes are happening and we need the TLC'S help otherwise we want these apps gone and we want to redeem our old business back into the drivers and TLC'S hands

I am writing in my capacity as a PA at Mount Sinai Hospital to express my strong support for the proposed amendments to Section 19-505 of the administrative code of the City of New York contained in Int. No. 1192.

If adopted, this amendment will authorize Physician Assistants (PAs) to perform a medical examination and attest to an applicant's physical condition as a prerequisite for issuing and renewing their taxi driver's license. This would expand the pool of healthcare professionals able to assess applicants' physical condition. This would expand the pool of healthcare professionals able to assess applicants' physical condition.

PAs are ideally suited for this role as we are licensed healthcare professionals with a strong background in medical assessment and diagnosis. Our education and clinical experience equip us with the necessary skills to perform thorough medical histories and physical examinations.

Implementing these amendments will improve access to an essential service, ease the workload on physicians, and speed up initial licensure and license renewals, all while maintaining high standards of medical care and public safety standards. This change also aligns with the changing role of PAs in healthcare and will be of benefit to the taxi drivers and the city's transportation system.

Sincerely,

Jeremy Heinerich, PA-C

E. 20th Street ###

NY, NY 10009

#####

NYS 011084

Dear NYC council,

I am writing in my capacity as a PA practicing in Urgent Care to express my strong support for the proposed amendments to Section 19-505 of the administrative code of the City of New York contained in Int. No. 1192.

If adopted, this amendment will authorize Physician Assistants (PAs) to perform a medical examination and attest to an applicant's physical condition as a prerequisite for issuing and renewing their taxi driver's license. This would expand the pool of healthcare professionals able to assess applicants' physical condition. This would expand the pool of healthcare professionals able to assess applicants' physical condition.

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Best Regards,
Ka Chun Ng, PA-C

From: Melody Perlberg <mperl1@gmail.com>
Sent: Monday, October 9, 2023 3:05 PM
To: Testimony
Subject: [EXTERNAL] October 13, Committee on Transportation and Infrastructure

Good afternoon,

I am writing in my capacity as a PA practicing in Psychiatry to express my strong support for the proposed amendments to Section 19-505 of the administrative code of the City of New York contained in Int. No. 1192.

If adopted, this amendment will authorize Physician Assistants (PAs) to perform a medical examination and attest to an applicant's physical condition as a prerequisite for issuing and renewing their taxi driver's license. This would expand the pool of healthcare professionals able to assess applicants' physical condition. This would expand the pool of healthcare professionals able to assess applicants' physical condition.

PAs are ideally suited for this role as we are licensed healthcare professionals with a strong background in medical assessment and diagnosis. Our education and clinical experience equip us with the necessary skills to perform thorough medical histories and physical examinations.

Implementing these amendments will improve access to an essential service, ease the workload on physicians, and speed up initial licensure and license renewals, all while maintaining high standards of medical care and public safety standards. This change also aligns with the changing role of PAs in healthcare and will be of benefit to the taxi drivers and the city's transportation system.

Sincerely,

Melody Perlberg, PA-C

10/11/23

ATTN NYC COUNCIL

I believe Physycian Assistant's should be able to provide Taxi and Limousine commission driver's physical's.

Physician Assistant's are an integral part of the multi-disciplinary team, and they have proven to provide excellent patient care.

Sincerely,

Vaibhav H. Zaveri RPA-c

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

From: Kathryn Crooke <kathryn.crooke23@my.stjohns.edu>
Sent: Thursday, October 12, 2023 2:21 PM
To: Testimony
Subject: [EXTERNAL] Testimony: Int No 1192

Good afternoon,

I am writing in my capacity as a PA student to express my strong support for the proposed amendments to Section 19-505 of the administrative code of the City of New York contained in Int. No. 1192.

If adopted, this amendment will authorize Physician Assistants (PAs) to perform a medical examination and attest to an applicant's physical condition as a prerequisite for issuing and renewing their taxi driver's license. This would expand the pool of healthcare professionals able to assess applicants' physical condition. This would expand the pool of healthcare professionals able to assess applicants' physical condition.

PAs are ideally suited for this role as we are licensed healthcare professionals with a strong background in medical assessment and diagnosis. Our education and clinical experience equip us with the necessary skills to perform thorough medical histories and physical examinations.

Implementing these amendments will improve access to an essential service, ease the workload on physicians, and speed up initial licensure and license renewals, all while maintaining high standards of medical care and public safety standards. This change also aligns with the changing role of PAs in healthcare and will be of benefit to the taxi drivers and the city's transportation system.

Thank you,

Kathryn Crooke
PA-S1

From: Silvia Hofmann <silviamhofmann2@gmail.com>
Sent: Monday, October 9, 2023 3:37 PM
To: Testimony
Subject: [EXTERNAL] Testimony: Int No 1192

I am writing in my capacity as a Physician Assistant to express my strong support for the proposed amendments to Section 19-505 of the administrative code of the City of New York contained in Int. No. 1192.

If adopted, this amendment will authorize Physician Assistants (PAs) to perform a medical examination and attest to an applicant's physical condition as a prerequisite for issuing and renewing their taxi driver's license. This would expand the pool of healthcare professionals able to assess applicants' physical condition. This would expand the pool of healthcare professionals able to assess applicants' physical condition.

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Implementing these amendments will improve access to an essential service, ease the workload on physicians, and speed up initial licensure and license renewals, all while maintaining high standards of medical care and public safety standards. This change also aligns with the changing role of PAs in healthcare and will be of benefit to the taxi drivers and the city's transportation system.

Thank you for your time.
Silvia Hofmann PA-C

From: Tracy Norman <tan4007@med.cornell.edu>
Sent: Monday, October 9, 2023 4:08 PM
To: Testimony
Subject: [EXTERNAL] Written Testimony for Int No 1192

Good evening,

I am writing in my capacity as a current PA student, to express my strong support for the proposed amendments to Section 19-505 of the administrative code of the City of New York contained in Int. No. 1192.

If adopted, this amendment will authorize Physician Associates (PAs) to perform a medical examination and attest to an applicant's physical condition as a prerequisite for issuing and renewing their taxi driver's license. This would expand the pool of healthcare professionals able to assess applicants' physical condition.

PAs are ideally suited for this role as we are licensed healthcare professionals with a strong background in medical assessment and diagnosis. Our education and clinical experience equip us with the necessary skills to perform thorough medical histories and physical examinations.

Implementing these amendments will improve access to an essential service, ease the workload on physicians, and speed up initial licensure and license renewals, all while maintaining high standards of medical care and public safety standards. This change also aligns with the changing role of PAs in healthcare and will be of benefit to the taxi drivers and the city's transportation system.

We hope you take this into serious consideration.

Regards,
Tracy Norman

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10-13-23

(PLEASE PRINT)

Name: Jean RYAN

Address: pansies007@gmail.com

I represent: TAXIS FOR ALL + DIA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1192 2023 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Marguerite Resan

Address: Revere St E Floral Park NY 11001

I represent: NYS Society of As

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Pat Garling

Address: Yoplac Ave

I represent: IA TR

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Ryan Wanttaja

Address: First Deputy Commissioner

I represent: TLC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Edward Wilson

Address: Deputy Commissioner

I represent: & finance (TLC)

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1139 Res. No. _____

☒ in favor ☐ in opposition

Date: 10/13/2023

(PLEASE PRINT)

Name: TAMER RASHIDAN

Address: 155 Beach St Jersey City, NJ

I represent: Play Outgroups 07507

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1139 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Joseph Dim

Address: Amboy St, 11212 Brooklyn, NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1139 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Burns Olowogboye

Address: 447 Atkins Ave Brooklyn, NY 11208

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1139 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Charlene Sherman

Address: 1000 76 St NY

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1139 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: YE L D A R M U K H T A R U L Y

Address: 9K AVE STATEN ISLAND NY 10306

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Tidiene Diallo

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: MD KHAYROL ISLAM

Address: _____

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/13/23

(PLEASE PRINT)

Name: Sures Bairagi
Address: 54th Ave, Elmhurst, NY-11373

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: ALEXANDER KUROMCHEV KO
Address: VERTUNE AVE

I represent: TAXI

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10-13-23

(PLEASE PRINT)

Name: BRASSI WOLF, JERREY
Address: 925 FINCH AVE PH 113 BRONX 10459 NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Dacua Sangpo

Address: 2 Corona NY 11368

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: BAMBA DIAKITE

Address: W 143 ST NY NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: MOHAMMED MOHIUDDIN

Address: 39 ST SUNNY SIDE, NY 11104

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: MUHAMMAD ALVI

Address: 166th ST 11432

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1139 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: MUHAMMAD ALVI

Address: 166th ST 11432

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: IBRAHIM ZOURE

Address: 204 E 96th ST PHILADELPHIA NY 19124

I represent: NYTWA

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: SAIFUL HOQUE

Address: 112th Ave, Brooklyn

I represent: N.Y. - 11218

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/1

(PLEASE PRINT)

Name: MOHAMMAD HOQUE

Address: 2

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: NAIDER HENRY

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Richard Chow

Address: Merrymount

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Gobin Sunar

Address: 54th Ave

I represent: Elmhurst NY 11373

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Jell Prasad Sunar

Address: 54th Ave

I represent: Elmhurst NY 11373

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/13/2022

(PLEASE PRINT)

Name: Zoundi Noel Simplice

Address: Saint Theresa Av, Bronx NY 10461

I represent: Driver

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/13/2023

(PLEASE PRINT)

Name: Haithom IRABAT

Address: Kingston Av

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: JOSEPH BAMBA

Address: Sheidan Ave Bronx, NY

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Michael Pollard

Address: 29 Cardio RD, Hamden, CT, 06517

I represent: Play Octopus

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/13/2023

(PLEASE PRINT)

Name: Raul Rivers

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1078 ¹⁰⁷⁹ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Alti Langley

Address: _____

I represent: New York Taxi Workers Alliance

Address: staff atty
3110 37th Ave NYC

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1078 Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Bhairavi Desai

Address: _____

I represent: New York Taxi Workers Alliance

Address: 31-10 37th Ave LIC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Walter Hurdle

Address: Troy Ave. Bklyn NY

I represent: Uber & Lyft Drivers

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/17/2023

(PLEASE PRINT)

Name: MD AZIZUL HAQUE

Address: 70TH St. Jackson Hts NY

I represent: UBER / LYFT - NY TWA

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/13/23

(PLEASE PRINT)

Name: MD GOLAM KIBRIA

Address: BRONXDALE AVE, BRONX
NY-10462

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1079-2023 Res. No. _____

☒ in favor ☐ in opposition

Date: 10-13-2023

(PLEASE PRINT)

Name: Wain Chin

Address: Bay 32 St Brooklyn

I represent: NYTWA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Cara Liebowitz

Address: Clarendon Road

I represent: Brooklyn Center for Independence of the Disabled

Address: 25 Elm Place, Brooklyn

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Saif Aizah

Address: E 89 St Brooklyn NY

I represent: NYTWA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/13/2023

(PLEASE PRINT)

Name: YANG WENG

Address: E 24 street Brooklyn NY 11229

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: KERE Jolissa

Address: Walton Ave Brooklyn 10424

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10/13/23

Name: Malang Gassama (PLEASE PRINT)

Address: _____

I represent: NYTWA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 10-13-23

Name: Mudaciru Kemil (PLEASE PRINT)

Address: Creston Ave Apt 43W

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1139 Res. No. _____

☒ in favor ☐ in opposition

Date: 10/13/2023

Name: Edwin Garcia (PLEASE PRINT)

Address: DRIVE NE New Rochelle

I represent: _____

Address: _____

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

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THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1139 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: IVAN F. BARCIA

Address: Duff St. Yonkers NY

I represent: _____

Address: _____

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

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

☒ in favor ☐ in opposition

Date: 9/0/13

(PLEASE PRINT)

Name: Christopher Leon Johnson

Address: Buffalo Avenue

I represent: JXIF

Address: _____

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Mohosin Chowdhury

Address: 156 St Jamaica

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: RAJ B KHATRI

Address: 70th Jackson High

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Marouna Chernov

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/13/2023

(PLEASE PRINT)

Name: Basi M Khareef

Address: 658 ST Brooklyn NY

I represent: _____

Address: _____

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