



Testimony of Chair and Commissioner David Do
New York City Taxi and Limousine Commission
Before the City Council Committee on Transportation and Infrastructure
September 27, 2024

Oversight – TLC: For-Hire Vehicles, Commuter Vans and Other TLC Licensees

Good morning, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am David Do, Chair and Commissioner of the New York City Taxi and Limousine Commission. With me is TLC’s Deputy Commissioner for Policy and Community Affairs, James DiGiovanni, and the Department of Consumer and Worker Protection’s Assistant Commissioner for External Affairs, Carlos Ortiz. We thank you for the invitation to provide an update on TLC’s regulated industries and welcome the opportunity to start a dialogue on the TLC-related bills on the agenda.

As is typical when I’ve appeared before this Committee, I’ll start with a general update on the TLC-regulated industries. As a whole, TLC-licensed vehicles now complete between 22 and 25 million trips each month, the highest level of activity since before COVID. In August of 2024, the high-volume sector—that’s Lyft and Uber—completed over 18 million trips, about 90% of 2019 levels, and yellow taxis completed nearly 3 million trips, about 50% of their August 2019 trip count. Additionally, non-high-volume FHVs completed 1.3 million trips in July of 2024, 71% of their 2019 levels. Similar recoveries can be seen through other metrics including vehicle and driver counts. All the data I just referenced, and much more, can be found on TLC’s new public data dashboard called the TLC Factbook, reflecting TLC’s commitment to transparency.

I’d now like provide updates on several recent TLC initiatives and developments that I know are of interest to the Council, drivers, and members of the public.

As we wrap up Climate Week, TLC continues to support the City’s climate goals. Earlier this week we released a new report titled *Electrification in Motion*, which analyzes data generated by the fleet of more than 10,000 EVs now performing trips and documents the rapid expansion of charging investments since the Green Rides Initiative launched in October 2023. Green Rides requires high-volume companies to dispatch exclusively to zero-emission or wheelchair accessible vehicles by 2030. I am pleased to report that we are already exceeding our 2025 benchmarks. In August, almost 20% of high-volume trips were dispatched to EVs or WAVs. This is largely thanks to the EV-only FHV licenses issued in late 2023 and early 2024, over 90% of which went to individual drivers. As discussed in the report, Green Rides is already having its desired effect of spurring additional charging infrastructure, including more than 200 new fast-charger stalls from Tesla and Revel, DOT fast chargers being installed in the Bronx, and an upcoming dramatic expansion of DOT’s curbside Level 2 network in neighborhoods where TLC drivers live.

Another important regulatory change is the implementation of Local Laws 33 and 56 of 2024, sponsored by Council Member Farias, which allow in-vehicle advertising in FHVs. TLC held a public hearing in August and, in response to public testimony and input from the Council,



**Taxi & Limousine
Commission**

will soon publish revised rules for an additional public hearing in October. While the process for these complex rules has taken longer than anticipated, we will be welcoming more feedback and look forward to adopting the new rules following that input.

As you know, one major concern in the for-hire industry is Uber and Lyft's restrictions on driver access to their platforms, commonly referred to as "lockouts." As background, in 2018, TLC commissioned a report by labor economists Dr. James Parrott and Dr. Michael Reich on the need for a minimum driver pay standard for app-based drivers. The report revealed that 85% of drivers were earning less than minimum wage; 80% of drivers bought their vehicles to drive for those platforms, taking on significant personal expense and risk; and driver earnings were declining. The report recommended a per-trip driver pay standard based on time, distance, and a utilization rate. The Council then passed Local Law 150 of 2018, directing TLC to establish such a pay standard.

The utilization rate, or UR, part of the formula is vital but also, frankly, has proven most challenging. The UR is the percentage of time drivers spend transporting passengers. If a driver works for eight hours but only transports passengers for four of those hours, their UR is 50%. Drivers are only paid for trips, so the UR is used as a multiplier to compensate them for all their working time. For example, if a driver would be paid \$10 for a 30-minute trip, but the UR is 50%, that \$10 is multiplied by two and the driver must be paid \$20 for that trip. The lower the UR, the more the companies must pay per trip to compensate drivers for their cruising time. This incentivizes the companies to adequately manage their driver pool and keep drivers busy.

What we have seen is that instead of long-term driver supply management—not onboarding new drivers—the companies added new drivers to the platform, then periodically locked them out of the platform to increase their URs. In other words, the companies used periodic lockouts to avoid paying drivers more. This is unfair to drivers and defies the intention of TLC's rules and the underlying Local Law. In July, we were able to get the companies to end Uber's lockouts by Labor Day, increase Lyft's UR to 50% annually, and end both companies' onboarding of new drivers. We viewed this agreement as a short-term solution to get drivers immediate relief while TLC crafted a long-term answer in the form of rules. And the agreement has worked: Uber's lockouts have ended and the companies are not onboarding new drivers, and we plan to publish new rules to ensure that drivers are paid and treated fairly. I am looking forward to a robust public rulemaking process as we gather feedback from drivers and other stakeholders.

I will turn now to the commuter van sector and its important role in the transportation network of many outer borough communities. There are currently 35 commuter vans licensed by TLC, down from 215 in 2019. The primary issue faced by the commuter van industry is the high cost of insurance that meets state-mandated coverage levels. As one way to address these high costs, the state legislature allocated \$11 million to the Commuter Van Stabilization Program, which is managed by Empire State Development and offers \$40,000 to commuter van operators to offset insurance costs as well as funding to reimburse safety equipment upgrades such as dashboard cameras and driver assistance technology. We worked with ESD on this program and on industry outreach. I encourage our licensees to apply to the program and our former licensees to renew their TLC licenses to be eligible for these funds. TLC will continue to provide guidance



**Taxi & Limousine
Commission**

to state agencies and elected officials as ideas and approaches are presented to address insurance issues in the commuter van sector.

Another significant insurance issue facing TLC-licensed industries is the financial condition of American Transit Insurance Company, which insures about two-thirds of TLC-licensed taxis and FHV's. Earlier this month, the New York State Department of Financial Services, which regulates insurance and insurance providers, released a regulatory report on American Transit's financial condition, detailing their insolvency. The report also explains that this is not a new issue; the company's insolvency has been well known by regulators, policymakers, and others for over 40 years. While insurance is a significant expense for TLC drivers, American Transit essentially offered rates lower than their competitors by operating at a loss, which stifled competition. DFS is working diligently to address this issue with stakeholders, but a comprehensive approach, including legislative action, is likely needed to ensure the long-term stability of the for-hire insurance market. Most importantly, American Transit is continuing to provide insurance to TLC licensees during this critical period. I thank DFS for the collaborative approach they have taken on this matter and look forward to continuing to work with them and state policymakers to secure the long-term health of the taxi and for-hire insurance market.

Finally, you may have heard about recent developments in the lawsuit related to taxi accessibility. As ordered by the federal district court, TLC has proposed rules requiring all new taxis to be wheelchair accessible. Because this will have a major impact on the finances of the taxi industry, we will continue to work with stakeholders to determine how we can increase accessibility while ensuring the continued economic viability of the industry.

This brings us to the bills on the agenda, and I will start with the two bills relating to commuter vans. **Intro 939** would authorize commuter vans to accept street hails. Currently, TLC-licensed commuter vans are only authorized to provide pre-arranged service. TLC supports this legislation as a way to align local law with common industry practices and increase options in communities underserved by public transportation. However, it may be helpful to specify within the bill the geographic areas where street hails would be permitted, for example only in the outer boroughs.

Intro 950 would increase the number of violations required to revoke commuter van licenses from three to six violations and increase the timeframe from six months to 12 months. Additionally, it would increase the number of violations required to suspend authorization from two to three in a six-month period. So far in 2024, TLC has issued 47 safety-related violations to commuter vans, but zero of those summonses were to *licensed* commuter vans. Because of the negligible number of violations issued to licensed commuter vans, this bill as drafted may not have its intended effect. We welcome additional conversations with the sponsor to better understand the bill's intent and history to determine what actions may be appropriate to address those concerns.

Intro 277 would require taxi e-hail trips—such as those arranged by taxi apps Curb and Arro—to pay drivers at least as much as they would have received from a traditional street hail trip on the meter. This bill would effectively reverse studies and rulemaking efforts dating back to 2018, when TLC first launched the Flex Fare Pilot Program. Under this Pilot, e-hail app companies



**Taxi & Limousine
Commission**

were permitted to offer up-front prices to taxi passengers, allowing taxis to compete with Lyft and Uber for customers, as up-front pricing is a key factor that contributed to the growth of app-based FHV. Granting the taxi industry that same flexibility is vital to ensuring their long-term competitiveness. Importantly, taxi drivers can decline e-hail trips if they're not satisfied with the up-front price; the choice to opt-in is theirs.

E-hails now represent between 5 and 10% of taxi trips, a small but important supplemental trip source for the industry at a time when taxi trips are still at about half of 2019 levels. TLC also analyzed fare and driver pay data, finding that per-mile take-home pay was slightly higher for Flex Fare than for metered trips and that average Flex Fare trips are longer than metered trips. Following our public hearing in response to stakeholder feedback, TLC also analyzed the driver pay data in alternative ways, finding that on trips with similar origins and destinations, Flex Fare trips paid slightly more than metered trips.

Based on all this analysis, and because Flex Fare is a small and optional part of the taxi sector, we determined that it would not be appropriate at this time to impose additional fare or pay requirements on taxi e-hail trips. Instead, we will continue to monitor Flex Fare's impact on the industry and may adopt additional requirements in the future as needed. Requiring e-hail trips to pay at the metered rate would harm taxi competitiveness and likely cause customers who prefer app-based dispatch to avoid the taxi industry altogether, reducing taxi trips by up to 10% and moving millions of dollars in revenue from taxis to Uber and Lyft. For these reasons, TLC opposes this bill at this time.

Intro 276 would prohibit high-volume companies from deactivating drivers without just cause or a bona fide economic reason. The Department of Consumer and Worker Protection, who would oversee this process, supports Intro 276. Arbitrary or unfair deactivations are financially devastating for app-based workers, as DCWP is well familiar with in the food delivery worker context, where they likewise support deactivation protections. Ultimately, DCWP's goal is to create fair labor standards for all that build upon past models of success that have been stood up by workers and their advocacy organizations. The Administration looks forward to working with the Council and stakeholders to create standard deactivation protections for these workers.

Lastly, **Intro 323** would require TLC to establish maximum rates for leasing, rentals, lease-to-own, and conditional purchases of for-hire vehicles. TLC recognizes the burden of high leasing costs, which is one reason why we targeted our issuance of new EV licenses to individual drivers, and why we have adopted FHV lease transparency rules. We are also currently conducting a study to ensure that our driver pay rules align with current operating costs, including lease costs. While TLC does regulate lease rates for taxis, differences between the sectors make setting FHV lease rates much more challenging. Makes and models in the for-hire sector are far more diverse than in the taxi sector. Unlike taxis, the FHV industry relies on a wide range of vehicle types to offer a variety of different services to passengers, from standard trips in compact sedans to premium services in luxury vehicles. Depending on their target market, a recent survey of drivers revealed that some may spend \$40,000 on a new car while others spend over \$100,000. Determining the



**Taxi & Limousine
Commission**

appropriate lease rates for such a wide range of vehicle types, makes, models, and years would be incredibly challenging, especially because lease prices typically include insurance, maintenance, and other costs that are difficult to capture. There is also much more variation in leasing arrangements for FHV's, from lease-to-own and conditional purchase arrangements to informal short-term rentals between drivers, each of which would need to be addressed with distinct regulatory approaches. While we are open to exploring additional ways to reduce the burden of leasing costs on drivers, we do not believe that establishing maximum rates is the best approach.

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

**Written Testimony of
Jessica Tisch, Commissioner
New York City Department of Sanitation**

**Hearing before the New York City Council
Committee on Transportation & Infrastructure
Friday, September 27, 2024, 10:00 A.M.**

Good morning Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I apologize for not being able to attend this hearing in person and thank you for the opportunity to submit written testimony.

New York City is engaged in a Trash Revolution – a sweeping effort to finally shed our reputation as “Trash City” and give your constituents the clean streets they have been denied for too long. From new oversight of programs like graffiti removal to all-new cleaning programs like the DSNY Highway Unit to our enforcement against illegal dumping, under Mayor Adams, DSNY is refusing to accept the status quo around cleanliness. And that’s without even mentioning our composting and containerization initiatives.

But even with so many new programs underway, we are not moving away from time-honored best practices, and the mechanical broom remains the greatest tool in our street-cleaning arsenal. A single mechanical broom can remove 1500 pounds of litter from the street in a single shift. Alternate Side Parking regulations create the limited window in which these street sweepers are most effective, by mandating that cars move to allow them to do their work. We are looking at ways to *increase* the use and effectiveness of mechanical brooms, particularly by working with our partners in the state legislature to explore automated enforcement of these rules.

ASP rules are already suspended at least 43 days this year, with more suspensions likely to be added due to weather. That is a testament to New York City’s incredible and inspiring diversity – but it has a terrible unintended consequence: dirtier streets and dirtier neighborhoods. For that reason, DSNY must oppose Int-100, sponsored by Council Member Won, and Int-1021, sponsored by Council Member Farias, which would each add an additional suspension day.

We are open to discussing changes to the ASP calendar that do not result in a net-increase in suspension days, but rather swap one suspension day for another.

This has nothing to do with these specific days; we are simply at a saturation point around scheduled suspensions, and this will be the position of the Department of Sanitation in most if not all cases going forward. This is about the basic cleanliness of the communities you represent.

Thank you for your consideration of changes to this bill that would not put it at odds with clean streets.



New York Taxi Workers Alliance

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September 30, 2024

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 comment:

- In support of Int. 276-2024, regarding the wrongful deactivation of For-Hire Vehicle drivers, and Int. 323-2024, which establishes maximum rates for the leasing, rental, lease-to-own and conditional purchase of for-hire vehicles.
- In opposition to Int. 939-2024, which would allow commuter vans to accept hails from prospective passengers in the street, at a time when yellow cab trips remain at almost half of what they were before the pandemic.
- Requesting that the City Council refrain from taking further action on Int. 277-2024, relating to taxicab driver pay for electronically dispatched taxicab trips, until more data can be collected.

NYTWA Supports Int. 276, regarding the wrongful deactivation of For-Hire Vehicle drivers.

For years, app-based drivers in New York have been routinely deactivated – suspended or fired, blocked from the app and unable to receive jobs – without a fair reason, without notice, and without the right to an independent appeal process that is not controlled by the companies themselves. Overnight, drivers are pushed into financial ruin, left without income, and with high vehicle-related expenses still on their backs.

From the get-go, the process is stacked against drivers. Unlike traditional workers, app-based drivers have no access to a manager or supervisor; once drivers are deactivated, they struggle to have any meaningful contact with the companies. Lyft no longer even has an in-person office for drivers in NYC. In many cases arising from customer complaints, drivers don't know why they've been fired, making it impossible for them to challenge their firings, even if a fair process for such challenges existed. Companies often refuse to give drivers any details about a complaint that would allow them to even know what trip or trips formed the basis for their discipline.

What's more, the companies often rely solely on customer complaints to deactivate drivers, regardless of whatever evidence a driver may have to the contrary, like footage from a dashboard camera. Drivers report being deactivated when they:

- Were assaulted by passengers, yet passengers complained to the companies about driver conduct.

- Were accused of drunk driving, even where such drivers were observant Muslims who never drink and no complaints were made to law enforcement.
- Refused to perform illegal turns or drop-offs at the passenger's request.

Such patterns are consistent with company practices [elsewhere in the U.S.](#)¹

Legislation protecting drivers from being fired without a fair reason is essential to ensure a just and equitable termination process that protects drivers against having their jobs arbitrarily taken away from them and subjecting them to overnight loss of income and saddled in debt.

In line with City law for fast food workers, Int. 276 makes it unlawful for High-Volume For-Hire Vehicle (“HVFHV”) companies such as Uber and Lyft to fire drivers without a good reason and, in most cases, without advance notice. Int. 276:

- Requires companies to provide written statements explaining the reasons for deactivation and informing drivers of the right to challenge their deactivation.
- Allows drivers to challenge their deactivations in fair hearings.
- Provides a 14-day upfront period for informal resolution.
- Prohibits HVFHV companies from deactivating drivers without a bona fide economic reason, in line with City law for fast food workers.
 - Such a standard is essential to giving the law meaningful protection. Without this standard, any firing could pretextually be called an economic layoff.
- Provides for remedies where a driver has been deactivated without good cause, including reinstatement, backpay, and civil penalties.
- Allows for review of previous deactivations within the past 6 years, in line with state statutes of limitation for labor law and contract violations.

These protections are particularly important for For-Hire Vehicle drivers, as the effect of unfair firings has more dire consequences for FHV drivers than other workers. Drivers are not only left without income, but, because they must cover their driving expenses themselves, are often saddled with continuing debt from long-term vehicle and insurance payments that often continue even after they are unable to work.

What's more, although [studies indicate](#)² that passenger bias often factors into customer complaints and driver deactivations, drivers lack any independent remedies when they are deactivated unfairly; driver contracts don't require any proof for driver deactivations. Due process for allegations of misconduct, however, is par for the course in the Taxi/FHV industry. The Taxi and Limousine Commission (“TLC”) has always had to prove violations for TLC license suspensions and revocations at an OATH administrative hearing; as HVFHV companies command the vast majority of market share³, deactivation from a private company is as significant as losing one's TLC license entirely, and similar due process should be established.

¹ “Fired by an App,” Asian Law Caucus and Rideshare Drivers United, February 2023, available at <https://www.advancingjustice-alc.org/media/Fired-by-an-App-February-2023.pdf>.

² “Fired by an App,” Asian Law Caucus and Rideshare Drivers United, February 2023, available at <https://www.advancingjustice-alc.org/media/Fired-by-an-App-February-2023.pdf>.

³ Uber has a 74.7% market share of ride hailing apps in New York City, while Lyft has the remaining 25.3%; meanwhile, Uber and Lyft combined have a 86% market share of the entire taxi and for-hire vehicle industry in New

Through [recent legislation](#)⁴ on unwarranted firings of fast food workers, the City Council has shown that just cause protections for workers are just, necessary, and pass legal muster.⁵ You may hear directly from the Independent Drivers Guild (“IDG”), [a company-funded union of sorts](#)⁶, that Int. 276 is not only unnecessary but harmful to an existing so-called “grievance procedure.” These claims are simply untrue: Int. 276 has no impact on any existing appeal or grievance process; drivers who wish to use any existing deactivation appeal process would remain free to do so. However, it is notable that IDG is protesting because they provided what Uber describes as input on an Uber-controlled driver-appeals process—a process restricted to only those cases that [Uber allows it to hear](#)⁷. This process is individualized, private, and not even available for all cases. For example, drivers cannot even begin this process if they have been accused of allegations related to safety, a concept that the companies define so broadly as to cover many allegations related to driving or customer interactions. Among other possible exclusions, it does not cover:

- Drivers who have been assaulted by their passengers cannot access the appeals process if they face the mere allegation of assault.
- Drivers who have been falsely accused of driving while intoxicated, perhaps because, as Uber acknowledges, “[s]mells of alcohol or drugs—even if left by riders—can be interpreted as impairment and also lead to such reports.”⁸

Whatever agreement created this Uber-IDG process is not public; it does not appear that drivers have any right to notice or back pay, and it is not clear what standard they must prove to get their job back, assuming they can even get in the door. Notably, despite holding a rally before the public hearing held on Friday, September 27th, no driver testified at the hearing in support of Uber’s existing process, nor were IDG staff available to answer questions or provide explanations regarding how the process works. Instead, a number of drivers testified about how the IDG process had failed to work for them. Although IDG staff chose not to participate in the hearing, prior testimony from IDG staff before City government corroborated drivers’ testimonies that the current IDG-Uber process is insufficient.⁹

Real workers’ rights are enforceable, hold the company to account, and can’t be taken away at the company’s whim. In line with the Council’s protections for fast food workers, these rights

York City. See *Taxi and Ridehailing Usage in New York City* (date accessed: September 30, 2024), available at <https://toddschneider.com/dashboards/nyc-taxi-ridehailing-uber-lyft-data>

⁴ Local Law 1 of 2021, available at

<https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=3860321&GUID=76C5427B-7B33-4E55-AA73-37345B8ABEEF&Options=ID|Text|&Search=1396>.

⁵ See *Rest. L. Ctr. v. City of New York*, 90 F.4th 101 (2d Cir. 2024) (upholding New York City’s Wrongful Discharge Law for fast food workers).

⁶ <https://www.nytimes.com/2017/05/12/business/economy/uber-drivers-union.html>

⁷ <https://www.uber.com/blog/new-york-appeals/> (stating that “certain deactivation decisions, especially those related to zero tolerance violations, are not eligible for appeal” and that “[u]ltimate determination of eligibility will be determined by Uber on a case-by-case basis.”)

⁸ <https://www.uber.com/us/en/drive/safety/deactivations/>

⁹ See Transcript of Minutes of the Taxi and Limousine Commission Hearing (Oct. 3, 2018) colloquy between then-TLC Chair Meera Joshi and IDG staff Aziz Bah, at pp. 262-64 (reflecting Mr. Bah’s testimony, in response to the question of “what is IDG’s agreement with Uber regarding deactivation?” that “There is a proper deactivation process going on but the system is not fair.... [Uber is] not giving everyone a fair hearing, and that’s our issue... We just want it to be fair across the board, and we want every single driver, actually, to have access to that hearing. We’re not saying everyone is going to get reactivated, but hear everyone’s story. You can’t just deactivate the driver without them even knowing why they’re getting deactivated.”)

and a fair and impartial process must be codified to truly protect workers. Drivers deserve job security that is rooted in law.

NYTWA Supports Int. 323, which establishes maximum rates for the leasing, rental, lease-to-own and conditional purchase of for-hire vehicles.

NYTWA supports the passage of Int. 323. In recent years, a market for the financing and leasing of For-Hire Vehicles has grown to a scale not previously seen. Despite repeated calls to regulate the FHV leasing market, TLC has yet to do so. There is currently no regulation of the financial terms for the TLC-FHV leasing market, meaning there are no limits to how much FHV dealers may charge drivers for the sale or lease of a FHV. Where regulation of expenses has, in the taxi sector, always been a crucial part of the formula that ensures decent pay rates are not entirely consumed by a driver's expenses, no such rules exist in the FHV sector.

The TLC must regulate TLC vehicle owners to protect drivers from subprime auto lenders, opaque billing practices, and exorbitant lease rates. The TLC currently requires taxi lessors to limit the costs they may charge per week and limit the total sales costs for taxicab vehicles. These costs are limited to \$42,900 for sale of a vehicle (at a maximum of \$275 per week), and rates for leases that amount to a \$48/day cost for daily or weekly lease of the taxicab (not counting medallion lease costs). *See* 35 RCNY § 58-21(c); *Metro. Taxicab Bd. of Trade v. N.Y.C. Taxi & Limousine Comm'n*, 2009 NY Slip Op 29474, ¶ 11 (Sup. Ct.) (noting that the “portion representing the rental of the vehicle itself” was set at \$24 per 12-hour shift). In contrast, the TLC has let the leasing costs of TLC-licensed FHVs remain entirely unregulated. The result is predictable, exorbitant fees for vehicles that have been in place for years. Drivers have been made to pay over \$68,000 for Toyota Camrys. Current lease rates for Toyota Camrys “start at \$390.” *See* <https://www.fasttrackleasingllc.com/vehicles-pricing/>. There is simply no reason why the TLC would limit payment for a yellow Toyota Camry to \$275 a week while placing no limit on the costs for a black Toyota Camry—this hole in TLC's regulatory scheme needs to be plugged immediately. Int. 323 would require the TLC to do exactly that.

NYTWA opposes Int. 939, which allows commuter vans to accept hails from prospective passengers in the street, at a time when yellow cab trips remain at almost half of what they were before the pandemic.

NYTWA opposes the passage of Int. 939, which would allow commuter vans to accept street hails anywhere in the city – a right historically reserved exclusively for yellow cabs. In the past decade, the yellow cab sector has been roiled by one devastation after another, from the unlimited entry of Uber and Lyft to the medallion debt crisis to the Covid-19 pandemic. These interrelated crises have left many yellow cab drivers locked into poverty, with no clear way to exit, as many drivers are stuck with ballooning debt while making less and less money. Such economic consequences cannot be taken lightly: just five years ago, a string of drivers died by suicide because of the poverty and debt caused by the collapse of the yellow cab sector. This cannot be allowed to happen again.

The consequences of allowing commuter vans to compete with yellow cabs for the same, limited number of trips is clear: yellow cab drivers, who are already struggling to survive post-pandemic, will be pushed further into poverty. While other sectors in the for-hire vehicle industry have experienced a more robust recovery post-pandemic, yellow cabs have been left behind, and are doing just a fraction of the trips they once did.

The numbers are stark. Before the pandemic, in February 2020, yellow cabs did 217,216 trips a day; in July 2024, the most recent month for which there is data, yellow cabs performed just

97,930 trips a day. See *Taxi and Ridehailing Usage in New York City* (date accessed: September 26, 2024), available at <https://toddschneider.com/dashboards/nyc-taxi-ridehailing-uber-lyft-data/>. This is just 45% of the trips they performed before the pandemic, and 19.7% of the trips they performed before the entry of Uber and Lyft (compare 497,661 trips performed in March 2014 to 97,930 trips performed in July 2024).

Meanwhile, drivers have returned at a much faster rate than trips: the number of active vehicles per day is now at 75% of pre-pandemic levels (compare 7,779 active vehicles per day to 10,349 active vehicles per day in February 2020). As a result, individual drivers have seen their income plummet: where once a yellow cab driver could expect, on average, 21 trips a day, now the average is 12.6. This 40% reduction in trips, of course, comes with an equivalent reduction in income.

Meanwhile, as trips and income are down, drivers are facing rising costs. While many drivers benefited from the City's Medallion Relief Program, which sought to address the medallion debt crisis, hundreds of drivers have yet to receive debt relief because their lenders do not want to participate directly in the program. As a result, drivers are left with loans as high as \$700,000 for an asset that is being sold for, at most, a fraction of that.

Further, a recent court order in a federal lawsuit means that all yellow cabs must be wheelchair accessible vehicles. See *The Taxis for All Campaign, et al v. TLC, et al*, 11-cv-0237-GBD (S.D.N.Y.), Dkt. No. 343, Memorandum Decision and Order (Aug. 29, 2024). Despite not being a party in the lawsuit, medallion owners are the parties solely responsible for vehicle costs – and operating a wheelchair accessible vehicle doubles the initial cost of purchasing a vehicle from approximately \$40,000 to \$80,000 per vehicle, while also increasing maintenance and operational costs. Many drivers report that they simply cannot afford these costs, and will be forced to give up their medallion or go into bankruptcy. While the Taxi and Limousine Commission must comply with the court order, they're also inexplicably attempting to worsen this crisis by proposing rules that remove an existing hardship exemption that gives drivers additional time to save up to afford the purchase of a new wheelchair accessible vehicle. See *Proposed Rule for Public Hearing – 100% Wheelchair Accessible Vehicles (Taxis) – October 10, 2024 at 10:00 am*, available at <https://www.nyc.gov/site/tlc/about/proposed-rules-pilot-programs.page>.

Just three years after going on hunger strike to demand the City address the humanitarian disaster created by medallion debt, yellow cab drivers are, once again, facing a crisis of poverty. If the Council passes Int. 939, and reduces the limited trips currently available for yellow cab drivers, they will be worsening this crisis at a time when yellow cab drivers simply cannot afford another reduction in income. NYTWA urges the City Council not to take such a damaging step; NYTWA oppose Int. 939.

NYTWA requests that the City Council refrain from passing Int. 277, relating to taxicab driver pay for electronically dispatched taxicab trips, until more data can be collected.

NYTWA requests that the Council refrain from passing Int. 277 until more data about e-hail trips can be collected about how e-hail trips impact driver income. On August 14, 2024, the TLC adopted a package of rules that require e-hail providers to disclose comprehensive information about e-hail trips to drivers, including how much the passenger pays. NYTWA respectfully requests that the City Council wait for this rule change to be implemented so that drivers and their advocates can use the information gathered from trip receipts to develop a more complete understanding of the current dynamics of e-hail trips prior to passing any legislation.

As described more completely in the New York Taxi Workers Alliance's October 2023 testimony before this Committee, the information currently available about e-hail trips is summarized in the TLC's reports on the Flex Fare Pilot Program, which have significant methodological flaws and thus reach faulty conclusions. In short, the TLC's 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. *See* Taxi and Limousine Commission's September 2023 Flex Fare Report at 3, Table 1; Table 2 (showing the average driver revenue per mile for Curb, the e-hail provider who dispatched the large majority of e-hail trips, was \$4.14, which is less than the average driver revenue per mile on metered trips of \$4.28). 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. 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.*

The TLC's newly passed transparency rules, on the other hand, give drivers and their advocates an opportunity to develop an independent analysis of the data regarding e-hail trips and driver pay, and tailor any legislative interventions accordingly. In light of the recent TLC rule change, passing Int. 277 now would be premature.

Conclusion

NYTWA appreciates the Committee's time and attention on these matters. NYTWA supports Int. 276 and 333, opposes Int. 939, and asks the Council to refrain from voting on Int. 277.

Respectfully Submitted,



Bhairavi Desai, Executive Director
New York Taxi Workers Alliance

Testimony of Paul Sonn

National Employment Law Project

In Support of Int. No. 0276-2024: Protecting App-Based Drivers from Unfair Deactivations

Hearing before the New York City Council

Committee on Transportation and Infrastructure

City Hall

New York, NY

September 27, 2024

Paul Sonn

State Policy Program Director

National Employment Law Project

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New York, NY 10004

psonn@nelp.org

My name is Paul Sonn, and I am State Policy Program Director with the National Employment Law Project (NELP), a New York-based national nonprofit with more than fifty years of experience advocating for the labor and employment rights of low-wage workers. NELP works extensively at the federal, state and local levels, and has regularly advised the New York City Council on protecting workers in the city. Relevant for the legislation that the Committee is considering today, NELP works across the country with groups of app-based workers, supporting campaigns at the local, state, and federal levels for policies to protect this exploited workforce. Also relevant, NELP worked with the City Council and the City to enact and defend the city's 2021 "just cause" law for fast food workers.

We are delighted to testify today in strong support of Int. No. 0276-2024, which would address the urgent need to protect app-based rideshare drivers at companies like Uber and Lyft against the widespread problem of unfair "deactivations" by the app corporations, which result in extreme hardship for this workforce. Int. 0276 would protect drivers by extending to them the same just cause protections that the city has been successfully using since 2021 to protect fast food workers against unfair firings. By ensuring that app-based drivers must be given a good reason and a fair process before they are deactivated and deprived of their livelihoods, Int. 0276 would ensure basic fairness for this vulnerable workforce.

The Problem of Unfair Deactivations

App-based drivers in New York are routinely deactivated – which means blocked from the app and therefore made unable to receive jobs – without a fair reason, without advance notice, and without the right to an independent appeal process that is not controlled by the companies. Functionally, this is the equivalent of being fired and locked out of working in your chosen occupation.

For the workers affected, the impact of losing your job abruptly can be devastating. It leaves workers and families unable to pay their rent, mortgages, and other bills, leading to extreme hardship. In a 2023 survey, 43% of New York worker reported that, if their paychecks were cut off, they have little savings to fall back on and within one month would be unable to pay their bills.¹

In many ways, the impact of these abrupt firings is even worse for app-based drivers. That's because Uber and Lyft together control nearly the entire rideshare market, with the result that deactivated drivers have limited options for seeking new employment in the same field.

In addition, app-based drivers generally shoulder the heavy costs of leasing and financing their vehicles – costs that they are unable to pay if they are locked out of their jobs, causing them to default on loans and face financial ruin.

Frequently drivers are deactivated based on unverified customer complaints – and the companies don't give drivers a meaningful opportunity to challenge them. While the app corporations operate an internal appeals process that in theory allows drivers to try to contest certain deactivations, it's a discretionary, non-transparent company-run process that doesn't provide strong protections.

This all stands in stark contrast with the process that has long existed for New York's taxi drivers. When the Taxi and Limousine Commission seeks to revoke or suspend a driver's license – typically after receiving a complaint – the Commission bears the burden of proving that a violation has occurred and drivers are afforded an administrative hearing through the city's OATH process – a process that, while not perfect, provide much more meaningful safeguards and processes.

The Solution: Extending the City's Existing Just Cause Protections to App-Based Drivers

There is therefore an urgent need to protect drivers from being fired without a good reason and a fair process.

Int. 0276 would provide a proven solution by extending New York City's successful just cause protections, first adopted for fast food workers in 2021, to app-based drivers. Doing so would ensure a fair and straight-forward process by providing the following protections:

First, companies would be required to provide written statements explaining the reasons for deactivation and drivers would receive a fourteen-day upfront period for informal resolution.

Second, drivers would be given warnings and a chance to address performance issues before being deactivated and losing their livelihoods – except in cases of serious misconduct, when swifter action would be allowed.

Third, the companies would be responsible for proving the charges that would establish the basis for a discharge.

Finally, drivers would be able to challenge their deactivations in fair hearings.

These common sense protections would be enforced by the Department of Consumer and Worker Protection (DCWP)'s Office of Labor Standards Enforcement – an excellent and effective city agency with a proven track record of fairly implementing the city's labor standards – including for app-based workers. The positive experiences of DCWP in enforcing the city's existing just cause protections should give the City Council confidence in extending those safeguards to app-based drivers.

Expanding the city's successful just cause law to app-based drivers is a practical way to address the serious problem of arbitrary and unfair deactivations of app-based drivers and NELP respectfully urges the City Council to pass Int. 0276 to make it available.

¹ Data for Progress, National Employment Law Project & Make the Road New York, "Fired Without Warning or Reason: Why New Yorkers Need Just Cause Job Protections," Jan. 2023, available at <https://www.nelp.org/app/uploads/2023/01/Fired-Without-Warning-or-Reason-Just-Cause-Report.pdf>

All Taxi Management Inc. submission in opposition to Intro 277:

**WRITTEN COMMENTS OF ALL TAXI MANAGEMENT TO NEW YORK CITY
COUNCIL'S COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE
PROPOSED RULES ON FLEX FARE PILOT PROGRAM, OFFERING YELLOW
TAXICAB PASSENGERS THE SAME PRICE CERTAINTY AS FOR-HIRE VEHICLE
("FHV") PASSENGERS.**

September 20, 2024

To Whom It May Concern:

All Taxi Management Inc. ("All Taxi") is a Taxicab Agent licensed by the New York City Taxi and Limousine Commission ("TLC") (A0202).

All Taxi has been one of the largest taxicab agents operating since 1988. All Taxi is proud to be an early adopter of the Driver Owned Vehicles ("DOV") leasing model. This model gives taxi medallion drivers the opportunity to purchase and own their vehicle throughout their medallion lease. DOV drivers maintain their own vehicles and can even sub-lease the vehicle to other drivers in an entrepreneurial spirit. It is often a stepping stone to becoming a medallion owner.

All Taxi strongly supports the continuation of Flex Pricing and e-hail services for Yellow cabs without regulated prices. Economic sustainability is crucial for the longevity and health of the taxi industry. Flex Pricing enables us to adjust to market conditions and maintain a viable business model, ensuring that drivers can earn a fair wage and customers receive reliable service. I urge the New York City Council's Committee on Transportation and Infrastructure to consider the economic impact of regulated pricing and support policies that promote sustainability and growth in the industry. I further urge you to support policies that enable Yellow cabs to operate on a level playing field with ride-sharing giants, ensuring that Yellow cabs are given a chance to continue to fight for our place within the industry.

We welcome the opportunity to further discuss our comments and look forward to working with New York City Council's Committee on Transportation and Infrastructure as the new rules are proposed and implemented.

Max Greenbaum

Sincerely,

All Taxi Management Inc.

(718) 361-0055

Info@alltaxiny.com

**ATU Opposes Council Int. Nos. 939 & 950 which threaten MTA bus service,
including in Southeast Queens;**

Urges DOT, MTA, TLC, NYPD to Address Illegal Van Operations

**Testimony to City Council Committee on Transportation & Infrastructure
September 27, 2024**

by

Amalgamated Transit Union (ATU) Local 1056 President and Business Agent Luis Alzate

Amalgamated Transit Union (ATU) thanks Majority Whip Selvena Brooks-Power and the Council Committee on Transportation and for Infrastructure for this opportunity to share ATU's concerns on the impact of Int. Nos. 939 and 950 on MTA bus service, particularly for the residents of Southeast Queens. I am Luis Alzate, ATU Local 1056 President and Business Agent and ATU NYS Legislative Conference Board Financial Secretary. I also deliver this testimony on behalf of ATU Locals 726, 1179 and 1181 – all of our members serve the riding public.

ATU 1056 members – bus operators and mechanics – work for MTA New York City Transit's Queens Bus division with depots in Flushing (Casey Stengel), Jamaica and Queens Village. ATU Local 726 represents bus operators and mechanics who work for MTA New York City Transit's Staten Island bus division. ATU 1179 represents bus operators, mechanics and supervisors who work from the Far Rockaway and JFK Depots of the MTA Bus division (former Green Bus lines). ATU Local 1181 represents bus operators and mechanics who work for the MTA Bus division (former Command Bus lines) in Brooklyn's Spring Creek Depot (and paratransit operators and Yellow School Bus drivers and escorts. Statewide, the ATU represents more than 25,000 hard-working transit workers throughout ATU cities including Albany, Binghamton, Buffalo, New York City, Rochester, and Syracuse.

If enacted these harmful bills would effectively allow commuter vans to replace bus public transit, especially in Southeast Queens.

Already, vans licensed and unlicensed illegally and unsafely operate along bus routes and deprive the MTA of revenue that it can re-invest in bus service. This de facto privatization of public bus service in Southeast Queens especially impacts, students, our senior, working people and bus riders who benefit from the Fair-Fares program.

Public transit serves as the lifeline for many New Yorkers to shop, see their doctor, attend worship services, visit family members, and do many of the things that enrich their lives. Working families need safe, equitable and efficient transportation. More often than not, including in Queens, that means reliance on our existing bus public transit system operated by the MTA. Illegally operating vans – unlike MTA buses – remain ADA inaccessible and foster more congestion along bus routes and at already heavily congested bus and subway transit hubs; these vans often race along city streets putting all at risk and causing many pedestrian accidents.

ATU 1056 and our sister MTA locals oppose Int. No. 939 which would authorize commuter van to “accept” street hails. Our unions also oppose Int. No. 950 which would effectively decriminalize illegal van operations by doubling the number of violations that would cause illegally operating van drivers to their driver’s license.

Currently, if a commuter van has an operating license but operates along a bus route and picks up and discharges passengers at bus stops, it operates ILLEGALLY. Few vans follow ANY rules. Commuter vans making illegal pickups in bus stops and along bus routes continues to be a major concern. Bus ridership directly influences how the MTA deploys service along its existing bus routes. To the extent that commuter van take riders from public transit, lawmakers perform a disservice to those bus riders who depend on MTA buses regularly operating on bus routes.

Instead of looking to pass these bills harmful to public transit, our public transit unions call on the Council to press City and State agencies to work together address the scourge of commuter vans that operate unregulated, unlicensed or illegally – and unsafely – in many City communities including southeast Queens. That informs our strong objections for these pieces of legislation.

A majority of commuter vans operate unregulated, unlicensed or illegally. These vehicles offer a commuting straphangers a dangerous alternative to MTA bus service. The van services already duplicate existing bus service provided by the MTA. Illegally operating commuter vans prey on bus routes, picking up and discharging passengers at MTA bus stops.

So-called commuter vans, unreliable, often unsafe and many more times than not operating illegally, offer straphangers a dangerous alternative to MTA bus service. The City's woefully inadequate response to illegal, unregulated and unsafe vans allows these commuter vans to ply bus routes, pick up passengers at bus stops and the subways, deprives the MTA of revenue it can reinvest to enhance bus service and reduces passenger counts that the MTA uses to cut service. The vans' operation *de facto* recreates the two-fare zones we fought to eliminate some 30 years ago.

The MTA and NYPD need to work with the TLC to address the outright theft of fares by these vans and the blatant disregard for regular vehicle traffic laws. The ATU supports enforcement against UBER and LYFT; vehicles that operate outside the labor laws, it appears that there is no significant enforcement occurs where vans operate outside the law.

Unlike the drivers such as ATU (and TWU Local 100) members who operate MTA buses in Queens, drivers of commuter vans face no requirement to maintain a Commercial Driver's License, receive no recurrent training, do not find themselves subject to drug testing and periodic medical evaluations while they race along city streets putting all at risk. If a van has an operating license but operates along a bus route and picks up and discharges passengers at bus stops, it operates ILLEGALLY. Few vans follow ANY rules. The Council must work to make sure that NYPD and TLC, and not just intermittently, address this safety issue.

These anti-public transit bills ought to get pulled pending an intelligent redrafting. ATU also recommends the City Council enact legislation to restore its review, oversight and approval of any privatization of transit services, including these Commuter vans.

In conclusion ATU stands ready to work with the sponsors, the committee, its chair, and the Council to draft appropriate legislation to protect the riding public.

Thank you.

-30-

[Note: On next three pages please find personal testimonies of three ATU bus operators on the impact of the commuter vans.]



Representing all hourly rated Employees of the Queens Division, Who safely Operate and Maintain Buses for MTA New York City Transit.

Serving the communities of Queens, Manhattan, and the Bronx since January 23rd, 1935.

*Amalgamated Transit Union Local 1056, One Cross Island Plaza, 133-33 Brookville Blvd., Rm. 112, Rosedale, NY 11422-1491 * (718) 949-6444*

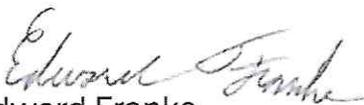
For Further information:
Corey Bearak (ATU 1056 Policy & Political Director)
(718) 343-6779/ (516) 343-6207

September 25, 2024

To Whom it may concern,

My name is Edward Franke and I have been a Bus Operator for 32 years starting with the private bus lines (Green Bus Line) now MTA Bus. I've been servicing South Queens and the Jamaica hub area my entire career as well as Ozone Park, Howard Beach and the Rockaways. As a Bus Operator we are held to a higher standard with multiple medical checkups every year to assure our health for the riding public. Also we have post-accident and random drug and alcohol testing. We get retraining every year with a written test every two years reminding us of the rules of the road. After all my years of service to this day I never stop learning and that keeps me sharp and safe. What training do Dollar van drivers receive? What kind of medical exams do the Dollar van drivers get? Do any of them get drug and alcohol tested before or after they take people in their vans? In my course of driving, I've seen countless incidents with dollar vans and noticed more accidents occurring with Vans where innocent people on or near the vans get injured. The Dollar vans drive reckless without a care for the customers or the pedestrians around them, most due to the all mighty dollar that they chase on a regular. They will cut off any vehicle just to get a fare causing other cars, trucks and even buses to stop or swerve to avoid a collision with them. I am asking for you think long and hard about this before putting this on the ballot. As this will forever change a very already congested city making it unsafe for all New Yorkers.

Thank You,


Edward Franke

Bus Operator

Date: 09-23-2024

To: Whom It May Concern

From: MTA Bus Operator Floyd Oliver B05805

RE: Dangers of legalizing Dollar Vans.

My name is Floyd Oliver, I am a bus operator with the transit authority for 16 years.

We are held to the highest professional Standards.

We are re-certified every 2 years to maintain our licenses.

We are trained ever year to keep up to date with new laws concerning CDL Operations with passengers.

We are trained how to operate safely with passengers.

We are trained not to speed.

We are trained how not to run red lights when operating a Vehicle with passengers.

We are trained how to pull into a bus stop safely.

We are trained how to pull out of bust stops safely.

We are trained to be Operators not drivers of buses.

We operate our buses to high standard of CDL law and above.

Most of all we are trained how to give customer service to the public.

Dollar vans are very reckless on the road.

Dollar vans cut in front of buses.

Dollar vans block bus stops when picking up people.

Dollar vans do not ensure the safety of the passengers.

Dollar vans pull off in front of buses with the doors still open.

Dollar vans run red lights which endangers the passenger's safety.

Dollar van drivers are not vetted every two years to be drivers.

Dollar van drivers are not medically clear to operate with passengers for their safety.

Dollar van drivers are not vetted to see if their license is valid.

Dollar van drivers are not vetted to see if it legal for them to drive in the country or state of New York.

Why would we allow unvetted, medically certified, reckless drivers to operate in the state of New York.

We as Bus operators understand that the public are our primary concern and safety. I believe that the safety of the public should be the primary concern when making decision concerning Dollar Vans.

Sincerely yours.

MTA Bus Operator

BO 5805 Floyd Oliver

September 23,2024

To Whom It May Concern,

My name is Angela Stanley, I have been a Bus Operator for the MTA since 2013. I work on multiple bus routes within Queens, Brooklyn and Manhattan. I have 11 years of experience working within the MTA as a bus operator. Dealing with traffic is a daily part of my job but this proposed bill would not be a good idea for bus operators. The dollar vans and cars are a consistent obstacle for bus operators. They park and block our bus stops which make it hard to get to the curb to pick up our intending customers many of whom are disabled, elderly or children who use the bus as their only means of transportation. It causes us (bus operators) to have confrontations with customers because we can't get to the curb properly. Due to these dollar vans and cars short stopping, stopping suddenly without warning and turning, not signaling when in motion to turn or when parked, stopping short and U-turning in front of the bus, many of our co-workers including myself have gotten into accidents with these vehicles due to there negligence. These vehicles cause a danger to the public because the operators of these vehicles are reckless. They have no regard to the publics' safety, there only object it to try to get the next fare by any means even if they put peoples lives at risk with their reckless driving habits. I strongly suggest to not vote in favor of this bill.

Thank you,

Angela Stanley

CITY COUNCIL TRANSPORTATION COMMITTEE HEARING ON SEPTEMBER 27, 2024

Good morning, Chair Brooks-Powers and Members of the City Council Transportation Committee. We are respectfully submitting these written comments on behalf of Arro, Inc. (“Arro”) and Creative Mobile Technologies, LLC (“CMT”). Arro is an e-hail application provider, licensed by the Taxi and Limousine Commission (“TLC”) to offer an e-hail application on a smartphone or other electronic device to be used to hail a taxicab via the e-hail application. CMT is a technology system provider licensed by the TLC to install and maintain technology systems in taxicabs.

We submit these comments for your consideration to oppose Introduction No. 277, which the Council is considering this morning. The taxicab industry and the TLC have been working hard to help the industry recover after COVID. One of the ways they have done this is through the innovative use of new programs and technology, such as e-hail applications, fixed rate fares, and successful programs with companies like Uber. While progress has been slow, it has been moving in the right direction. However, as discussed below, adoption of the proposal before the Council will be a step backwards, and will be detrimental to the riding public, taxicab drivers, and the taxicab industry.

Int. No.277, as proposed, would amend the Administrative Code of the City of New York, as it relates to (a) the provision of upfront fixed fares for e-hail trips (“Flex Fare”) by taxicabs and street hail liveries (collectively “Taxicabs”) and (b) the amount that Taxicab drivers (“Driver(s)”) receive for such Flex Fare trips, by adding new definitions to section 19-502 and creating a new section 19-577. The

benefits of using fixed rate Flex-Fares for e-hail trips are that they are voluntary, and they remove the uncertainty of a metered rate. Passengers know how much the trip will cost before they then even step into the vehicle, and Drivers know the amount that they will earn for the trip before they accept the trip. This contrasts with the standard metered fare applied to traditional street hails which is highly unpredictable given that it is affected by variables such as time, weather, and traffic that are inherent in any trip on City streets. E-hail Flex Fares have brought passengers back to Taxicabs and have proved to be popular with both Drivers and passengers. In contrast, E-hail metered fares have been tried and failed. We should not return to the failed practices of the past.

From 2015-2018 e-hail fares utilizing Taxicabs were charged at the metered rate. Recognizing that this was a failed endeavor, in 2018 the TLC introduced the Flex Fare Pilot Program (“Pilot”), a program which allowed Taxicab Drivers to offer upfront Flex Fares. This Pilot was so successful that in August 2024, the TLC decided to make it permanent. However, before doing so, the TLC studied the effects of the Flex Fare on Driver’s earnings and determined that Drivers’ incomes are not negatively affected by allowing upfront Flex Fares instead of the metered rate on these trips. In fact, the study revealed that the income increased for Drivers who chose to accept Flex Fare e-hail passengers.

Proposed section 19-577 brings the meter back into the e-hail world. It would require that an e-hail application provider pay a Driver who accepts a Flex Fare passenger an amount that is no less than the metered rate for an equivalent trip. While we applaud the Council’s attempts to protect Drivers’ financial interests, if enacted, this provision will likely cause confusion, conflict between Drivers and passengers, undermine and quite possibly, eviscerate the e-hail industry as it currently exists. Given the uncertainty of traffic conditions on City streets, it is impossible to predict with any degree of certainty what the metered rate of fare would be for an equivalent trip.

The TLC rules applying to Taxicab e-hails have changed over the past decade to adapt to the needs of both Drivers and passengers and to allow the e-hail industry to compete with the upfront fixed fare pricing model offered by FHV industry rideshare companies, particularly Uber and Lyft. As initially adopted in January 2015, the TLC e-hail rules enabled passengers to pre-arrange taxi transportation services through the use of an e-hail application offered by e-hail application providers licensed by the TLC, which included Arro and Curb. However, the cost of such trips was based on the metered rate at the conclusion of the trip and did not provide the passenger the pricing certainty of a binding upfront fare as offered by the FHV's utilizing the Uber and Lyft mobile applications. The use of the meter for these e-hail trips was unpopular and failed to attract riders. The TLC understood the growing preference of passengers to the predictability of the upfront fare rather than the uncertainty inherent in metered fares and in March of 2018 the TLC introduced the Flex Fare Pilot for e-hail trips.

The goal of the Pilot, as described by the Flex Fare Pilot Evaluation Report issued by the TLC in September 2023, was "to allow licensed e-hail companies more flexibility with regards to their fare structure and pricing models, outside the constraints of the taximeter." The Pilot was a success and contributed to the growth of e-hail trips which provided and continues to provide Drivers with additional sources of income to that previously available solely from street hails. This additional income is critical today as Taxicab trip volume remains significantly below pre-pandemic levels.

This success has been achieved while preserving the right to choose – for the passenger, the right to choose whether to accept the binding upfront price for the trip and for the Driver, the right to choose whether to accept the binding upfront price to provide the transportation services. In making this determination, the Driver will consider whether the price offered is attractive, appealing to his immediate location and worth his acceptance. Neither party is penalized for declining to either accept or provide the transportation services. Drivers are free to decline e-hail offers and to limit their services

to the randomness of traditional street hail trips and passengers are always free to decline the upfront price.

In reaching its decision to make the Pilot permanent, the TLC studied the benefits to both Drivers and passengers and determined that the Pilot “has positively affected the for-hire landscape in New York City.” Specifically, in its 2023 report the TLC “conclude[d] that Flex Fare trips are generally fairly priced when compared to metered trips, and do not have a negative impact on driver income.” As a follow-up to the public hearings held on May 8, 2024, (where the TLC welcomed comments to the proposed TLC rules to make the Pilot permanent), the TLC compared the hourly earnings of Drivers of Flex Fare trips with Drivers of metered street hail trips for taxi trips with the same pick-up and drop-off locations at the same hour of the day. After comparing more than 1200 trips from the first quarter of 2024, the TLC determined the Flex Fare driver’s hourly earnings were 6% more than the hourly earnings for metered trips (as reported in the updated TLC Notice of Promulgation).

The implementation of the Flex Fare is about choice and parity. Passengers have the ability to compare trip prices offered amongst the various e-hail and rideshare companies and to choose the least expensive trip or the type or size of automobile they wish to travel in. Drivers have the ability to choose whether to accept e-hail trips, to limit their services to street hails or to provide a combination of both. Both Drivers and passengers have benefited from the TLC’s permanent implementation of the Pilot. Proposal No. 277 will reverse those benefits.

Drivers also have the ability to choose whether to participate in the Uber arrangement with Arro and Curb, whereby Uber passengers seeking transportation have the opportunity to receive such services from a yellow taxicab at the same price as an Uber X. If Drivers choose not to participate in the program, they will not receive these trip offers. If they choose to participate, then they are free to choose to accept or reject any trip offered to them. In either case, the driver is not penalized for his or

her decision not to accept these trips. This program has been very successful on multiple fronts. It offers yellow Taxicab Drivers a new potential source of income that prior to the program, would not have been available to them, as they can now provide transportation services to passengers accustomed to utilizing the services provided by Uber. This also enables Drivers to benefit from surge pricing, a very attractive feature offered by Uber, which is sometimes a multiple of what the metered fare would be. Additionally, it conditions passengers who are used to traveling in FHV's to recognize that Taxicabs offer the same convenience as FHV rideshare companies at the same competitive prices. . But this freedom of choice for both Drivers and passengers can only be achieved if there is parity between the trip fare to be charged for a trip between e-hail Taxicabs and FHV's.

The e-hail applications are successful, because the Flex Fare enables them to compete with the FHV rideshare industry by allowing them to charge fixed upfront fare quotes, without reliance on the metered rate. They have given Drivers access to the additional income attributable to trip fares from passengers who prefer the upfront pricing of the FHV trips. If enacted, the proposed section 19-557 which would require minimum payments to Drivers be fixed to the metered fare, e-hail providers will be forced to raise the price of e-hail trips to protect against the risk that a metered fare could net a higher payout to a driver. This will likely have very serious negative consequences for the passengers, Drivers, and the Taxicab industry.

First, there will be uncertainty as to how to comply with the rule to ensure that the driver pay from a Flex Fare trip is never less than what the metered fare would have been if the meter were engaged. Uncertainty is inherent in predicting a metered fare, as traffic conditions can change in a split second, whether caused by a car accident, a broken-down car blocking traffic or a thunderstorm resulting in flash floods or impaired driving conditions. The alternative might be to engage the meter during a Flex Fare trip. However, if a Driver engaged the meter to see what the metered fare would

have been, then there likely will be a conflict between the passenger and Driver, as the metered fare might be less than the Flex Fare. This would certainly antagonize passengers.

According to the 2023 TLC report, since the Flex Fare's inception 11,760 yellow taxis and 3,086 street hail liveries (green taxis) have chosen to participate in the Pilot. Additionally, since the initial TLC evaluation of the Pilot in 2019, 6,000,000 Flex Fare trips have taken place, which, as pointed out in the report, highlights the popularity of the Flex Fare amongst both passengers and Drivers.

Implementation of the proposal will have a chilling effect on the growing relationship between yellow Taxicabs and Uber, and will discourage any new joint programs between the Taxicab industry and the FHV rideshare companies. In order to protect itself due to the uncertainty of predicting the metered rate, Uber may have to price taxi trips higher than Uber X trips, thereby undermining one of the goals of the program, i.e., to meet the growing demand for transportation services by providing transportation via a yellow taxicab at the same price as an Uber X. It will also deter other rideshare companies from entering into these mutually beneficial programs with the licensed e-hail app providers. This will have a negative effect on the industry as passengers will lose the increased access to on-demand transportation provided by the inclusion of Taxicabs to the Uber family of offerings and the Drivers will lose the income stream generated from these trips, including surge pricing.

Additionally, one cannot ignore the disruption that this may cause to the Access-A-Ride ("AAR") program as the fares are fixed by the MTA process as per contract without regard to the minimum metered fare. By implementing the driver pay requirements detailed in proposed section 19-557, there may be fewer vehicles available to participate in the program, as the utilization of Taxicabs to provide the services may become cost prohibitive, and the availability of transportation services to the disabled New York City population may suffer.

These comments do not even begin to address the challenges faced by the e-hail application providers if Driver payments for e-hails must be no less than the metered rate for the same trip. What about the uncertainty of guaranteeing in advance the metered fare? Would this account for accidents creating congestion, breakdowns, changes in weather conditions? Would Taxicabs be required to run the meter during a trip? What if the meter rate was more than the Flex Fare? Would e-hail application providers be required to pay the Driver the difference in the fare? What if the metered fare were less than the Flex Fare? Could a passenger demand a refund for the difference? This would inevitably invite potential friction between a passenger and the Driver.

The TLC has carefully examined and determined that taxicab Drivers' incomes are not negatively affected by allowing Flex Fare trips to be priced without the minimum metered fare requirements. The TLC has also stated its intention to continue to monitor driver earnings with the promulgation of the new TLC rules making the Pilot permanent. However, the proposed Administrative Code section 19-557 now threatens this very flexibility in its attempts to revert to a taxicab e-hail pricing model which is reliant upon the metered fare. This was not successful in 2015-2018 and will there is no evidence to suggest that it will work today. By requiring an e-hail application provider to pay a Driver no less than the metered rate of fare for an equivalent trip, the parity which has finally been achieved between Taxicabs and FHV's for transportation services utilizing upfront pricing will be destroyed. Requiring the Driver to be paid for an e-hail trip no less than he or she would receive for a theoretical equivalent trip utilizing a metered fare, will most likely increase the price of e-hails, thereby making them less attractive to passengers than Uber or Lyft trips. This has the potential to cause great harm to the Taxicab industry as it threatens the extra income opportunities that thousands of Drivers have come to rely upon, and it will harm the general riding public as there will be fewer opportunities for on-demand transportation if the e-hail market were to shrink or even disappear entirely.

For all of the above stated reasons, we respectfully request that the Council not consider the proposed amendment to the Administrative Code.

Respectfully submitted,
Arro, Inc.
Creative Mobile Technologies, LLC

By *Lysa Beatus*
Lysa Beatus
General Counsel



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September 27th, 2024

Dear New York City Council Committee on Transportation and Infrastructure,

My name is Anna Humphrey, and I serve as the Transportation and Voting Community Organizer at the Center for Independence of the Disabled, New York (CIDNY). I am writing to provide testimony on two bills under consideration: Int 0277-2024 and Int 0950-2024.

Int 0277-2024: Taxicab Driver Pay for Electronically Dispatched Taxicab Trips

While CIDNY understands the need to ensure fair wages for taxicab drivers, we urge the City Council to carefully consider the potential unintended consequences of this bill on passengers, particularly those with disabilities who rely on Access-A-Ride and other e-hail services. Currently, many people with disabilities depend on e-hail services as an accessible form of transportation. Requiring e-hail providers to pay drivers the same amount they would receive from a traditional street hail could increase the cost of these rides, which would disproportionately affect low-income individuals with disabilities. While Access-A-Ride users are reimbursed for these trips, any increase in the base cost could place additional financial strain on consumers and the city, potentially leading to service cutbacks or longer wait times. Moreover, if this bill is implemented without clear safeguards, we risk exacerbating an already difficult transportation landscape for people with disabilities. We recommend that any wage adjustments for drivers be paired with strong protections to ensure that e-hail services remain affordable and accessible for riders with disabilities. For these reasons, CIDNY opposes Int 0277-2024 in its current form unless specific provisions are added to protect consumers, particularly Access-A-Ride users, from increased costs.

Int 0950-2024: Increasing the Number of Violations Required to Revoke Authorization to Operate a Commuter Van Service

CIDNY opposes Int 0950-2024. Increasing the threshold for revoking a commuter van driver's authorization from three to six violations poses a serious risk to rider safety, particularly for individuals with disabilities who may be more vulnerable to neglect or mistreatment during their trips. Three violations should already be seen as a significant red flag. Allowing drivers who have demonstrated a pattern of violations to remain in service would undermine public confidence in the safety of commuter vans, and disproportionately impact riders with disabilities who depend on this service for reliable and accessible transportation. It is crucial to maintain strict accountability measures for those who operate commuter vans, as the well-being of riders, including seniors and individuals with disabilities, should never be compromised for the convenience of service providers. For these reasons, I urge the Council to reject Int 0950-2024 and maintain the current threshold for violations leading to revocation.

Thank you for the opportunity to provide testimony on these important issues. CIDNY looks forward to continuing the conversation to ensure that New York City's transportation system remains both fair and accessible to all residents, especially those with disabilities. This testimony is supported by Sharon McLennon Wier, PH.D., MEd., CRC, LMHC, Executive Director of CIDNY.

Sincerely,

Anna Humphrey

Transportation and Voting Community Organizer

Center for Independence of the Disabled, New York (CIDNY)

Curb Mobility Director, Head of Operations, Dorel Tamam testimonial in opposition to intro 277.

Thank you for the opportunity to address such an important topic as driver income and well-being. My name is Amos Tamam, and I am the founder and CEO of Curb Mobility. Curb is NYC TLC TSP and ehail provider. Curb is a technology and service provider for taxis, both nationally and globally. Headquartered in New York City, Curb Mobility employs 200 full-time employees and contractors, with 87 of them based in NYC.

Executive Summary:

Until the emergence of Uber and Lyft, New York City's taxi industry consisted of approximately 14,000 active taxis, completing 350,000 daily trips. However, between 2012 and 2017, taxis lost 50% of their street-hail rides to Uber and Lyft—a decline they have not yet fully recovered from.

In 2017, recognizing the shift in consumer preferences, Curb, with the support of the TLC and industry stakeholders, launched the first flex fare pilot for Yellow Cabs. The impact was immediate. We attracted new business, including Access-A-Ride, corporate accounts, and non-emergency medical transportation—markets that had previously avoided taxis due to the rigidity of metered fares and the lack of pre-arranged pricing.

We also empowered taxis to compete for consumer rides. Taxi apps like Curb helped draw riders by offering e-hail services, and Uber began directing e-hail rides to taxis as well. From March to June 2024, 15% of daily taxi rides were e-hails—rides taxis would not have captured without the program's flexibility, such as operating off the meter, offering upfront pricing, and allowing drivers to choose rides.

One key to the success of this program is that Yellow Cabs could finally compete with Uber and Lyft on a level playing field, without sacrificing street hails.

Why NYC City Council Should Not Set Higher Minimum Pay Rates for Taxi Drivers vs. FHV, Livery, and Rideshare (Uber/Lyft) Drivers:

There are several reasons why the New York City Council should avoid setting higher pay rates for taxi drivers compared to FHV, livery, and Uber/Lyft drivers. These reasons are grounded in fairness, market competition, and the broader impact on drivers and the marketplace.

1. Equal Playing Field:

- **Fair Competition Across Sectors:** Differentiating minimum pay rates for taxis, FHV, livery services, and rideshare companies (e.g., Uber/Lyft) would create an uneven playing field. Higher taxi rates could price Yellow Cabs out of the market, giving rideshare services an unfair advantage.
- **Rate Comparison:**
 - FHV non-WAV minimum rate: \$1.36 per mile, \$0.583 per minute
 - Yellow Cab taxi meter rate: \$3.50 per mile, \$0.70 per minute
 - Meter rates are already 150% higher than FHV minimum rates.
- **Higher E-Hail Rates for Taxis:** Forcing taxis to have higher e-hail rates would push consumers towards cheaper rides from rideshare apps, marginalizing Yellow Cabs further.

2. Driver Freedom and Fare Choice:

- **Fare Flexibility:** Unlike street hails, e-hail rides allow drivers to accept or reject jobs. This flexibility is a key part of the e-hail system. Taxi drivers, who can engage in both street hails and e-hails, should not be penalized with higher rates that make them less competitive.

3. Yellow Cabs' Daily Trip Trends:

- **Decline in Yellow Cab Rides:** Yellow taxis have lost over 50% of their daily street-hail ride volume from 2017 to 2022, a decline that was not recovered post-COVID.
- **E-Hail's Growing Importance:** Between March and June 2024, e-hail rides accounted for 15% of Yellow Taxi drivers' income and represented a 15% increase in ride volume for the first time in seven years. Keeping e-hail pay rates competitive with FHV, livery, Uber, and Lyft could allow Yellow Cab drivers to regain further lost street-hail volume.

4. Encouraging Marketplace Competition:

- **Expanding Opportunities:** Consistent pay rates across transportation sectors would enable fair competition, utilizing NYC’s existing taxi fleet while fostering innovation. An imbalanced pay system would stifle competition and limit consumer and driver options.
-

5. Maintaining the Distinction Between Metered Fares and E-Hail Rates:

- **Separate Systems:** Metered fares for street hails are regulated, while e-hail services are based on mutual agreement between driver and passenger. These systems should not be conflated, and market-driven rates for e-hail services should be applied uniformly across all vehicle types.
-

6. Avoiding Unintended Consequences:

- **Risk of Higher E-Hail Rates:** Setting higher minimum e-hail rates for Yellow Taxis without considering their full effects could backfire. If taxis are priced higher than competitors, well-intentioned rules could harm the very drivers they aim to support by shrinking their market share and income opportunities.
-

7. Precedent of Equal Metered Fare for Different Cab Types:

- **Green Cab Example:** When Green Cabs were introduced to serve outer boroughs and northern Manhattan, their meter rates were kept the same as Yellow Cabs. The same principle should apply to e-hail rates. A uniform industry-wide minimum rate would help Yellow Cabs remain competitive in the growing on-demand market, which now handles over 750,000 daily rides—far exceeding Yellow Cab street-hails.
-

Conclusion:

Setting different pay rates for taxi drivers versus Uber and Lyft drivers risks unfair market competition, diminishes driver freedom, and harms an already heavily regulated industry. The NYC City Council should focus on creating a fair and level playing field for all drivers by ensuring consistency, transparency, and competitive opportunities across taxis, FHV, and rideshare services.

Greenberg Traurig submission on behalf of Curb Mobility in opposition to Intro 277:

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New York City Council's Committee on Transportation & Infrastructure E-hail Pricing Vote

ATTN: New York City Council's Committee on Transportation & Infrastructure

Address: City Hall Park, New York, NY 10007



Curb Mobility CEO, Amos Tamam testimonial in opposition to intro 277.

To Whom It May Concern;

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Curb Mobility, LLC

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Appreciate your time and consideration.

Best regards,

Amos Tamam

CEO

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Long Island City, NY 11106

Testimony in Support of Int 0939-2024 and Int 0276-2024

To Chairperson, members of the NYC Council Transportation Committee, and fellow attendees.

My name is Taji, and I'm writing on behalf of [Dollaride](#), a mobility company based in Brooklyn, focused on improving access to public transportation in areas of Brooklyn, Queens, and the Bronx. Over the last several years, we've worked closely with commuter van fleet owners and operators to [provide access to fully-electric commuter vans and charging infrastructure](#), while actively engaging in initiatives that enhance urban mobility for underserved communities.

I am here to express our **strong support for Int 0939-2024 and Int 0276-202** as the passing of both will only improve the functioning of New York City's commuter van industry and, ultimately, the quality of life for many New Yorkers.

As we all know, commuter vans, aka "dollar vans," provide reliable transportation for thousands of daily commuters who rely on these services to get to work, school, medical facilities, grocery stores, and other essential destinations. **Commuter vans are a lifeline for residents** in communities such as Flatbush, East New York, and Southeast Queens—places where public transit options are severely limited.

Support for Int 0939-2024

Int 0939-2024 proposes the legalization of street hails for commuter van drivers, which is a vital step in formalizing and supporting a key part of New York City's transportation system.

Right now, **commuter van drivers face legal ambiguity around street hails**, which limits their ability to fully serve passengers who literally depend on this form of transportation. These restrictions not only make it harder for drivers to earn a living, but also create uncertainty for the residents who rely on flexible, on-demand rides.

Legalizing street hails for commuter vans would:

Increase Accessibility: Many elderly residents or those without smartphones depend on flagging down vans from the street. Legalizing street hails will make it easier for them to access transportation when they need it.

Enhance Mobility: Residents will experience reduced wait times and improved access to critical services like healthcare, education, and employment.

Empower Small Businesses: Legalizing street hails supports entrepreneurial drivers, allowing them to operate openly and contribute to the local economy without fear of penalties

This bill aligns with the city's goals for equitable and accessible transportation and represents a significant step forward in supporting both our communities and the drivers who serve them.

Support for Int 0276-2024

Int 0276-2024 creates a pathway for drivers with multiple violations to rectify their status and return to work. This second-chance approach is both **practical and humane**.

The commuter van industry, like many other small business sectors, faces complexities that can sometimes lead to violations—many of which are related to **systemic issues like high operating costs, regulatory confusion, or economic hardship**. Most of these drivers are hardworking individuals trying to provide for their families and their communities.

This bill seems to take a balanced approach by giving drivers the opportunity to correct their violations and re-enter the workforce after meeting safety and compliance standards. This is important because it will:

Retain experienced drivers, who are vital to providing transportation services to their communities.

Ensure continuity of service, avoiding disruptions caused by a lack of licensed operators.

Promote safety by encouraging drivers to comply with regulations through rehabilitative measures rather than punitive ones.

Potential Concerns

I think we all understand the concerns regarding safety and compliance. Fortunately, our government agencies have begun deploying solutions to **safety issues**. Some of you may have heard about the [Commuter Van Stabilization Program \(CVSP\)](#), led by Empire State Development, which provides insurance subsidies and vehicle safety upgrades to commuter van operators to help reduce risks and promote safer operations.

I'm confident there are many drivers, fleet owners, and operators who are eager to take advantage of these improvements and have already begun the process of complying with the program.

So, I want to reiterate that **Int 0276-2024** aligns with the city's goals for equitable, accessible, and safe transportation for residents.

Both bills support our local commuter van industry. An industry that:

Fills gaps left by traditional public transit.

Empowers local economies and small businesses in the community.

Ensures that New Yorkers living in Brooklyn, Queens, and the Bronx can continue to rely on affordable and reliable transportation options.

I urge the committee to pass both Int 0939-2024 and Int 0276-2024. Thank you for your time and dedication to improving New York City's transportation landscape. I am happy to answer any questions you may have about our position.

Taji Morris, Director of Engagement, Email: taji@dollaride.com



**Testimony of Andrew Greenblatt, Policy Director
Independent Drivers Guild (IDG)
Committee on Transportation and Infrastructure
September 27, 2024**

My name is Andrew Greenblatt, and I am the Policy Director of the Independent Drivers Guild, otherwise known as IDG. I thank the committee for this opportunity to testify about Int 276, 323 and 100 today.

The IDG is a nonprofit affiliate of the International Association of Machinists and Aerospace Workers (IAMAW). Our organization represents over 140,000 for-hire vehicle drivers in New York State and 300,000 in Connecticut, Massachusetts, New Jersey, Florida, and Illinois. The IAMAW is the only union to successfully organize black car workers in New York City and has been doing so for over a quarter of a century.

Int 276 would replace a hard-fought grievance procedure negotiated by the International Association of Machinists and Aerospace Workers (IAMAW) with a weaker process run by the city. This is an unprecedented assault on organized labor and we urge every Councilmember to loudly oppose it.

The Machinists originally negotiated the current system, which is now run by their affiliate, the Independent Drivers Guild (IDG). Organized labor routinely negotiates fair grievance procedures for their workers. We are unaware of any time in New York City history when the city stepped in and replaced an existing grievance procedure that was hard-won by the workers. The city should not start now. Workers in an industry know what works for them better than any agency required to regulate all kinds of work ever could.

The Current System is Better Than the One Proposed In A Number of Ways

Any rideshare driver in New York who Uber or Lyft has deactivated has a right to be represented by trained advocates in our organization. In cases where there is a disagreement, the driver can appeal all the way up to a worker panel run by a third-party arbitrator from the American Arbitration Association. Since 2016, we won 100% of the cases we've brought before the panel. The only drivers who don't go back to work, about 20% of those who begin the process with us, either find other work before reaching the appeals panel, or have acted in a way that should disqualify them from working in this industry. The current procedure is fair, effective and costs taxpayers nothing.

Furthermore, nearly half of the drivers who are deactivated are deactivated because their rating has dropped below 4.75 out of 5.0. In those cases, IDG refers those drivers to one of our weekly professional development classes. Under our agreement with the companies, those drivers are back to work, as of right, as soon as they present their certificate of completion through our online platform. Int 276 has no provision for professional development.

Deactivating a driver can have devastating consequences for a driver and their family. Drivers often go into debt to buy a vehicle, get the needed permits and insurance, etc.

Currently, when drivers are deactivated, they are represented for free by trained worker advocates from the moment they contact us until final disposition before an arbitrator. Under the bill, drivers who are deactivated would be left on their own to navigate a complex two-tiered system administered by a city agency they are unfamiliar with, the Department of Consumer and Worker Protection. Almost all workers would be left to defend themselves in an arbitration process. Those who had somehow opted out of arbitration beforehand when clicking “accept” to the terms and conditions of the app enter a different but equally complicated system run by department “fact-finders.” This system will not work for drivers, 91% of whom are immigrants, and 100% have never faced this process.

Int 276 has one provision dealing with lockouts that looks appealing but ultimately would lead to a single company monopoly in New York City. It would give the company with the larger market share an ever-increasing advantage. Under the existing TLC minimum wage regulations each company must maintain a certain utilization rate, about 58% of the drivers’ time must be spent on trips. Smaller companies can only provide timely service to their customers by “sharing” drivers with the market leader. Under the current regulations, and if Int 276 passes, smaller companies would have to keep cutting back on their drivers, thus increasing wait times for passengers until the company is no longer viable. No new company could ever get enough drivers to hit the utilization rate.

A better solution is the same one discussed in more detail below concerning lease rates, limiting the number of drivers allowed to work for any and all HV-FHV companies. The TLC could allow new drivers to enter the market whenever the utilization rate rose too high and passenger wait times were too long. This would end lockouts once and for all without driving any company out of business and allowing new companies to draw on the entire pool of drivers on day 1.

Replacing a successful, worker-friendly, union-won grievance procedure with a city agency that leaves workers to fend for themselves at a time of great distress is bad for workers, bad for organized labor, and bad for the city’s taxpayers. The City Council should not destroy important worker protections won by a labor union. Instead, we look forward to working with Councilmembers who truly care about these workers to enact solutions that work.

Int 323 would require the Taxi & Limousine Commission to set limits on how much companies could charge For Hire Vehicle Drivers to lease or rent vehicles with TLC plates. These rates are currently too high, starting at more than \$400 per week for the most basic car and going up sharply from there. Drivers who rent these cars end up earning less than the minimum wage after paying these exorbitant fees, but for many, it is their only chance to get on the road and earn some money. Capping these fees would undoubtedly help, and IDG supports this bill.

But while this bill would go part way toward dealing with this problem, there is a much better solution. Companies can charge these fees because the TLC limits how many plates are available. This creates a monopoly that keeps new drivers from getting their own cars, which is a much better deal for them. Instead, the TLC should eliminate this cap. When they recently did this for electric and wheelchair-accessible vehicles, over 8,000 drivers applied for plates in a matter of days. Drivers stuck renting FHV or yellow medallion vehicles spoke loud and clear, “Let us own our cars!” The TLC was forced to end the new permits when they were sued by the New York Taxi Workers Alliance, a group that represents medallion owners who had much to lose if those who rent their vehicles could instead own their own.

Flooding the streets with thousands of new vehicles and drivers would, however, push down driver pay. More drivers sharing the same number of trips means fewer trips per hour for each driver. Therefore, the best solution is for the City Council to require the TLC to cap the number of drivers who can work with high-volume FHV

app companies to a level that supports the minimum wage regulations while providing quality service for passengers. In short, limiting plates takes money out of drivers' pockets and puts it into the pockets of medallion owners and leasing companies. Limiting the number of drivers leaves the money in drivers' pockets where it belongs.

Int 100 would suspend alternate-side of the street parking regulations during Losar. IDG represents many drivers from the region that celebrates this holiday (Tibet, Bhutan, Nepal, India), and we ask you to support this bill. It would not only honor this important part of the New York City demographic mosaic, but would also allow people to celebrate the holiday more easily with their families and community.

For more information:

Andrew Greenblatt
andrew@idgbenefits.org





MEMORANDUM IN OPPOSITION

TITLE: A LOCAL LAW to amend the administrative code of the city of New York, in relation to the wrongful deactivation of high-volume for-hire vehicle drivers

LEGISLATIVE REFERENCE: Intro 276 (Krishnan)

REASONS FOR OPPOSITION:

Intro 276 which would replace a hard-fought and successful grievance procedure for “deactivated” Uber and Lyft drivers negotiated by the International Association of Machinists and Aerospace Workers (IAMAW), with a weaker process run by the city. This is an unprecedented assault on organized labor and workers. This bill is being promoted by taxi medallion owners who profit when Uber/Lyft drivers are kicked off their apps and forced to rent yellow cabs. We urge you to oppose this attempt to exploit drivers further.

The City Should Not Interfere When Organized Labor Has an Established and Effective Grievance Procedure - Especially at the Behest of Management

Organized labor routinely negotiates fair grievance procedures for their workers. We are unaware of any time in New York City history when the city stepped in and replaced an existing grievance procedure that was negotiated and hard-won by the workers. The city should not start now.

The Machinists originally negotiated the current system, which has protected drivers since 2016. The grievance procedure is now run by a Machinist affiliate, the Independent Drivers Guild (IDG). The IDG represents over 100,000 for-hire vehicle drivers in New York State.

This attempt to undermine the workers is being spearheaded by the New York Taxi Workers Alliance (NYTWA). CM Krishnan discusses their involvement in his letter supporting the bill. NYTWA is a medallion owner alliance best known for its work fighting for debt relief for medallion owners. Unfortunately for the drivers impacted by this bill, medallion owners make much or all of their profits renting their medallions for \$165 per shift to TLC-licensed drivers who can not afford their own medallion. Since Uber and Lyft have given these drivers an alternative, this market has collapsed and is one of the leading causes of the crisis medallion owners are in. By undermining drivers’ ability to effectively grieve when they are thrown off the apps, or “deactivated”, it will force desperate drivers to work for medallion owners. Note that the bill offers NO protections for drivers if a medallion owner chooses to “deactivate” a driver by withholding their medallion.

The Current System is Better Than the One Proposed in a Number of Ways

The Machinists Union has worked with black car drivers in New York City since the 1990s. Since 2016, any rideshare driver in New York who Uber or Lyft has deactivated has a right to be represented by trained IDG advocates. In cases where there is a disagreement, the driver can appeal all the way up to a worker panel run by a

third-party arbitrator from the American Arbitration Association. CM Krishnan falsely claims that the companies determine who can appeal and then act as the final judge.

This labor-run process routinely gets 80% of workers who come to us back to work so they can pay their rent and feed their families. The current procedure is fair, effective and costs taxpayers nothing.

Currently, when drivers are deactivated, they are represented for free by trained worker advocates from the moment they contact us until final disposition before an outside arbitrator. Under the Intro 276, drivers who are deactivated would be left on their own to navigate a complex two-tiered system administered by a city agency they are unfamiliar with, the department of consumer and worker protection. Almost all workers would be left to defend themselves in an arbitration process. Those who had somehow opted out of arbitration beforehand when clicking “accept” to the terms and conditions of the app would enter a different but equally complicated system run by department “fact-finders.” This system will not work for drivers, 91% of whom are immigrants, and 100% have never faced this process, leading to far more deactivated drivers.

CONCLUSION:

Replacing a successful, worker-friendly, union-won grievance procedure run by a city agency that leaves workers to fend for themselves at a time of great distress is bad for workers, bad for organized labor, and bad for the city’s taxpayers. Only the medallion owners, who would have a larger pool of drivers to prey on, would win. The Council must reject this proposal.

The Independent Drivers Guild (IDG)

The IDG is a nonprofit affiliate of the International Association of Machinists and Aerospace Workers (IAMAW), and our organization represents over 140,000 for-hire vehicle drivers in New York State and 250,000 in Connecticut, Massachusetts, New Jersey and Illinois. The IAMAW is the only union to successfully organize black car workers in New York City and has been doing so for over twenty years.

For More Information Contact:

Scott Cantone
Bender Cantone Consulting
scott@bendercantone.com


Testimony on Int. 0276-2024
Committee on Transportation and Infrastructure
New York City Council
September 27, 2024

Dear Members of the New York City Council:

I am a Senior Staff Attorney in the Workers' Rights and Benefits Unit at Brooklyn Legal Services, part of Legal Services NYC (LSNYC). LSNYC is the largest civil legal services provider in the country, serving over 100,000 individuals annually, and is dedicated to fighting poverty and seeking justice for low-income New Yorkers. LSNYC submits this testimony regarding Int. No. 276, a Bill which will prohibit high-volume for-hire vehicle services such as Uber and Lyft from deactivating their drivers unless they have just cause or a bona fide economic reason to terminate them.

As part of my work, I regularly represent Uber and Lyft drivers in obtaining unemployment benefits. During the pandemic, our office and the New York Taxi Workers Alliance brought litigation which resulted in approximately 68,000 Uber and Lyft drivers receiving State Unemployment Insurance at the full rate of payment for employees.

Many of the drivers we represent have been unfairly deactivated from their companies' platforms without notice and without any effective means to challenge the deactivation. Drivers often do not know exactly why they are deactivated. Drivers have told me about drunk and/or unruly passengers who they believe made complaints about them to the company. Sometimes, drivers may be deactivated when a customer complains about a driver refusing to violate a traffic rule such as an illegal U-turn. I had one female driver client who believes she was deactivated after a customer complained to the company when she refused a sexual advance.

Our driver clients assume that there must be something they can do to challenge unfair deactivations. Unfortunately, they have few rights to challenge a termination no matter how unfair it is. They are devastated when I inform them that there is really nothing we can do since the company has the power to deactivate them for almost any reason. Yes, there is an arbitration process that was developed by Uber and a drivers' union which was, and may still be, funded by Uber. See <https://www.uber.com/blog/new-york-appeals/>. However, Uber ultimately controls who is eligible to go to arbitration on a case-by-case basis. This Uber-controlled process resembles the grievance process provided by many other companies where the corporation ultimately makes the decision not a third-party.

Demand Justice.

For-hire drivers often take out substantial loans to purchase vehicles in order to work. When they are deactivated, they have no way to make payments and end up saddled with crushing debt. Drivers are expected to take all of the risks and are at the mercy of huge corporations that reap huge profits from the drivers' work.

I thank the City Council for holding this hearing and for supporting the rights of low-wage workers.

Respectfully submitted,

Nicole Salk

**521 West 21st Street Management Corp
d/b/a East West Management
415 West 127th Street
New York, NV 10027
212-665-4900**

September 18, 2024

To Whom It May Concern:

My name is Guy Roberts. I own Light Source, a fleet that manages 106 medallions, and I started this business 45 years ago.

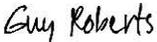
I support the Flex Pricing program with no regulated price for several reasons. Firstly, Flex Pricing will keep yellow cabs competitive in an evolving market. With the rise of ride-sharing services, it's crucial for Yellow cabs to have the flexibility to adjust prices based on demand and competition. This will ensure that we remain a viable and attractive option for passengers.

Additionally, Flex Pricing empowers drivers by giving them the ability to choose their fares. This autonomy can lead to increased job satisfaction and better earnings for drivers, as they can make decisions based on their circumstances and the current market conditions.

In order for this industry to survive, it requires modern adaptations. I was one of the first fleets to adopt credit card acceptance in 2001, and I recognize the importance of evolving with the times. I urge the New York City Council's Committee on Transportation and Infrastructure to make this program permanent for the welfare of drivers and fleets. In summary, Flex Pricing will not only help Yellow cabs stay competitive but also provide drivers with more control over their work, benefiting the entire industry.

Best Regards,

DocuSigned by:



809F26E60214441...

Guy Roberts

President

Light Source

eastwest79@aol.com

212-665-4900

September 27, 2024
Committee on Transportation and Infrastructure
New York, NY 10007
Re: Intro 0276 - Deactivation of FHV Drivers

Dear Chair Brooks-Powers,

Thank you for the opportunity to submit testimony for the Committee on Transportation and Infrastructure's hearing on Intro 0276. Lyft believes that fair deactivations are important but must be achieved without jeopardizing the safety of the public and those who use our platform. Lyft is opposed to this legislation because it would create serious safety hazards for users of the Lyft platform and the public as a whole.

This legislation would make it extremely challenging for us to run a safe platform that protects the Lyft community from the small percentage of our users who are bad actors. Requiring a 15-day notice in advance of all deactivations would make it impossible for Lyft to comply with conflicting regulations that call for drivers to be deactivated immediately. Further, this bill creates an excessive burden of proof that could force victims of crime to relive traumatic events by providing testimony or risk the driver being allowed back on the platform. This bill also raises serious privacy concerns with the exchange of information of drivers and passengers with an additional agency, since this bill requires the Department of Worker and Consumer Protections to oversee this process.

This legislation also does not account for the current resources drivers have available to them to appeal a deactivation. Through a settlement with the New York Attorney General's office in December of 2023, drivers can appeal any deactivation and provide information to a team strictly dedicated to reviewing deactivation appeals. Since then, Lyft has launched this program platform-wide.

It is our policy to investigate every safety report we receive. Our rigorous internal investigation process includes the following steps:

- Take immediate action: As a first step, Lyft's Safety team may freeze the account of the alleged offender – either the rider or driver – as well as the accounts of others involved while we investigate the incident.
- Gather Information: The Safety team reaches out to the reporting party and any witnesses to gather information and provide support as needed.
- Evaluate: Lyft investigates safety reports through correspondence with drivers and riders, third-party statements, route data, timing details, and police reports. Based on this evaluation, Lyft determines the appropriate course of action for handling the incident.
- Appeals process:
 - If a driver is deactivated following an internal investigation, they have the ability to request to have the decision reviewed.
 - When this happens, another member of Lyft's Safety team (not the one who handled the original case) reviews the evidence and makes a determination.
 - If we find that the driver's account should be reactivated, then we will reactivate and communicate that with the driver.
 - If we uphold the decision, we will keep the driver's account deactivated and communicate that with the driver.

Additionally, we have revamped some of our deactivation process to make it easier for drivers to

connect with our dedicated support staff. With this streamlined system over 70% of driver reactivations are resolved within 24 hours. Lyft has also partnered with the Independent Drivers Guild to provide a third-party alternative to the Lyft process in which IDG serves as the key advocate for the driver. Adding additional layers to this process creates confusion for drivers and jeopardizes the trust riders have put in Lyft to provide a safe platform. Lyft wants to work with all stakeholders to build on the policies in place to provide drivers and riders with the best experience possible.

Thank you,

Larry Gallegos

Public Policy | New York

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Peter M. Mazer
General Counsel

**WRITTEN COMMENTS SUBMITTED ON BEHALF OF THE
METROPOLITAN TAXICAB BOARD OF TRADE
CITY COUNCIL TRANSPORTATION COMMITTEE HEARING
SEPTEMBER 27, 2024**

Good day Chairperson Brooks-Powers and Members of the City Council Transportation Committee. Metropolitan Taxicab Board of Trade (MTBOT) is a not-for-profit association that represents the interest of owners, operators and drivers of licensed New York City medallion taxicabs. We have been in existence, serving the New York City taxicab community, for more than seventy years. Our full-service driver's center provides free legal representation to both owners and drivers before the Office of Administrative Trials and Hearings (OATH), the New York State Department of Motor Vehicles Traffic Violations Bureau (TVB), and both Criminal and Civil Court for taxi-related matters. We have provided free representation to taxicab drivers in more than ten thousand cases.

We are submitting these comments with respect to two of the Introductions being considered by the City Council. Intro. No. 277 would add new subsections to Section 19-502 of the Administrative Code and create a new section 19-557 of the Administrative Code. Intro. No. 939 would amend sections 19-504(1) and 19-516 of the Administrative Code. For the reasons set forth herein we respectfully oppose both Introductions.

Intro. No. 277

Intro. No. 277 would amend section 19-502 of the Administrative Code to provide definitions related to E-Hails by taxicabs and street hail liveries. The proposed new section 19-557 of the Code would provide that an E-Hail provider must pay a driver no less than “an amount equal to the metered rate of fare” for an equivalent trip.

The Taxi and Limousine Commission (TLC) recently promulgated rules that codified a successful pilot program that had been in place for several years. Taxicabs and Street Hail Liveries (SHL’s) accepting authorized hail trips have historically been required to charge the metered rate of fare that is set by TLC Rule. Metered fares are based on a combination of both distance travelled, and time spent in a vehicle. There are very severe penalties imposed against drivers who charge an amount that exceeds the lawful metered rate. These penalties may include license revocation. Conversely, livery vehicles have historically been prohibited from charging a metered rate and must charge a flat rate set in advance of the commencement of the trip.

In 2018, the TLC adopted a pilot program that incorporated a flex-fare option that permitted E-Hail providers to quote an up-front price to passengers and drivers in lieu of the metered rate of fare in both taxicabs and SHL’s. This pilot would enable passengers for the first time to know in advance the exact amount that a taxicab or SHL trip would cost. Drivers would know the quoted fare prior to the commencement of the trip and would be free to accept or reject the fare, without penalty. The TLC conducted a study in 2023 and found that the flex-fare option was viewed favorably by passengers. Although flex-fare trips represented a small portion of total taxicab trips, it proved to be particularly popular for Access-a-Ride trips and provided a new source of income for drivers.

The TLC Commissioners adopted the flex-fare pilot program permanently with rules that were passed on August 14, 2024. The rules retained the features of the successful pilot program and gave both drivers and passengers of yellow taxis options previously unavailable. Specifically, drivers would now know in advance the quoted binding fare and would remain free to accept or reject the fare. No driver would ever be compelled to accept a flex-fare trip; indeed, a driver could choose to only accept passengers by hail and work exclusively on metered trips, or

could choose to use both methods throughout the day. Drivers are strictly forbidden from refusing passengers who hail them and face serious penalties if they violate TLC rules governing refusals.

The proposed addition of Section 19-557 of the Administrative Code would require the E-Hail application provider to pay the driver an amount no less than equal to the metered rate of fare for an equivalent street hail trip. Initially, it must be noted that it is impossible to determine the equivalent metered rate of fare prior to the completion of the trip, although the up-front fare must be quoted prior to the commencement of the trip. Two trips with identical starting and ending points would likely have different final metered fares, since the metered rate is determined in part by traffic conditions, time and/or the route chosen. Because of traffic conditions, a driver or passenger may prefer a longer route that will get the passenger to their destination quicker, but would result in a higher metered fare. The passenger who opted for a flex-fare trip would benefit by agreeing to a longer route that was faster. At the same time, the driver would also benefit since he will have completed the trip faster. In such a case, it would not be possible for the E-Hail provider to determine what should have been a metered fare for an equivalent trip without knowing the specific route that would be taken.

The TLC conducted an extensive study of driver incomes related to the flex-fare pilot and released its findings in 2023. For the reasons described in the above paragraph, the TLC could not determine what the metered fare would have been on each equivalent trip. However, the TLC concluded that drivers found the flex-fare system to be popular, and that average driver income per mile travelled on flex-fare trips was higher than on metered trips. There were a number of variables noted in the TLC study, such as the fact that flex-fare trips tended to be longer, and therefore, the average fare was higher than the average metered fare.

The TLC passed its rules permitting the use of up front pricing in taxicabs after extensive study of passenger acceptance, driver willingness to utilize this service, and driver incomes. Prior to enacting the rules, it carefully considered the input of stakeholders, including drivers who objected to specific trips having an up-front fare that could on occasion be lower than the metered fare. Flex fares could also be higher than the metered for an equivalent trip.

Enactment of Administrative Code section 19-557 would likely destroy the Flex-Fare program. There are so many unknown traffic variables in New York City that E-Hail providers

would never be certain that the quoted, up-front price would be sufficient to compensate a driver if he were entitled to receive the metered rate of fare for a trip. If there were unexpected traffic, or a route detour that was inevitable, the E-Hail provider could be required to compensate the driver for this deficiency. Since the passengers were quoted a binding, up-front price that was agreed upon, passengers would not be willing to provide additional compensation. Either flex-fare prices would need to be set so high as to anticipate every contingency, or the E-Hail providers would need to pay drivers an amount greater than the amount collected from passengers. In either case, the program would likely be discontinued as economically unfeasible. In this case, the ultimate losers would be our drivers, who would be deprived of this source of additional fares and income—at a time when taxicab ridership is half of what it was in 2020.

For all of these reasons, we urge the Council not to consider this proposed amendment to the Administrative Code. The TLC rule has been in effect only a few months and at a time when the industry continues to suffer from the effects of Covid, it would not be prudent to deprive drivers the opportunity to increase their income.

Intro. No. 939

Intro. No. 939 would amend the Administrative Code to permit commuter vans licensed by the TLC to accept street hails. Enactment of this change to the Administrative Code would violate New York State law. The HAIL Act, Chapter 9 of the Laws of 2012 permits Street Hail Livery Vehicles to accept passengers by other than prearrangement in certain circumstances. Section 11 of the Act provides in relevant part that “No driver of any for-hire vehicle shall accept a passenger within the city of New York by means other than pre-arrangement with a base unless said driver is operating either a (i) taxicab licensed by the TLC with a medallion affixed thereto, or (ii) a vehicle with a valid HAIL license and said passenger is hailing the vehicle from a location where street hails of such vehicles are permitted.” Commuter vans fall within the definition of vehicles for hire, and are, therefore, not authorized to accept street hails within the city of New York.

Only the State has the authority to permit commuter vans to accept street hails. There have been bills introduced in the State Legislature to that effect, which have not passed. This Introduction is essentially identical to S.5320, introduced in the State Senate in 2021. The bill was not passed and was not enacted into law. The introduction of equivalent legislation in the State Senate shows that the matter of street hails by TLC-licensed commuter vans is a matter of state, not local concern.

Furthermore, commuter vans are jointly regulated by the New York State Department of Transportation, under Section 80 of the State Transportation Law, and by the TLC through the Administrative Code. TLC regulation is generally limited to the licensing of vehicles and drivers. Route authorizations are matters of state concern. Therefore, the regulation of street hails by commuter vans is a matter that rightfully belongs with the state and is outside the authority of the TLC or the City Council to regulate. Therefore, MTBOT respectfully requests that this Introduction not be considered.

MTBOT takes no position with respect to the other Introductions under consideration by the Council. We respectfully request that these written comments be made part of the record. We further reserve the right to supplement these remarks after the hearing, if necessary.

Respectfully submitted,

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

Peter M. Mazer

General Counsel

September 27, 2024

**THE LEGAL AID SOCIETY'S EMPLOYMENT LAW UNIT'S
TESTIMONY IN SUPPORT OF INT. NO. 276-2024: REQUIRING JUST
CAUSE FOR DEACTIVATION OF HIGH-VOLUME FOR-HIRE
VEHICLE DRIVERS**

Submitted by Richard Blum

The Legal Aid Society supports Intro No. 276-2024, which would provide some job security for for-hire vehicle drivers by requiring companies to provide notices explaining why the driver was deactivated, which terminates the driver's ability to work for that company. Critically, the bill creates a process that would require a company to establish that it had good cause for the deactivation. I explain below why the Society supports the bill and the modifications it suggests.

The Society is the oldest and largest not-for-profit public interest law firm in the United States, working on more than 300,000 individual legal matters annually for low-income New Yorkers with civil, criminal, and juvenile rights problems. The Society also brings law reform cases that benefit all two million low-income children and adults in New York City. The Society delivers a full range of comprehensive legal services to low-income families and individuals in the City. Our Civil Practice has local neighborhood offices in all five boroughs, along with centralized citywide law reform, employment law, immigration law, health law, and homeless rights practices.

The Society's Employment Law Unit represents low-wage workers in employment-related matters such as claims for unpaid wages; claims of discrimination, including discriminatory and retaliatory terminations; and unemployment insurance hearings. The Unit conducts litigation, outreach, and advocacy designed to assist the most vulnerable workers in New York City, among them, low-wage workers who face arbitrary, discriminatory, and retaliatory treatment on the job.

In our experience, one of the main challenges that low-wage workers face is lack of job security. Their ability to provide for themselves and their families is at the mercy of employers who do not pay well and do not respect workers as human beings. Our clients are often fired without any notice or explanation, often after years of service. And they immediately face crises in housing, food, and other basic necessities as a result. Knowing that they could keep their jobs as long as they perform their jobs adequately would give these workers material and personal security that they lack.

Intro No. 276-2024

The Society applauds the introduction of Intro No. 276-2024, which would be a significant step toward creating a measure of job security for hardworking for high-volume for-hire vehicle drivers. The legislation would require the companies for which these drivers drive to provide notice with reasons for deactivations (essentially terminations and suspensions) and would create a process in which a company would have to establish that it had good reasons for the deactivation.

High-volume for-hire vehicle drivers move our City, and we owe them the right to keep their jobs as long as they are doing their jobs adequately. Workers spend long days working hard, and we as a City should make sure that they cannot lose their jobs on a whim or for rubbing an algorithm the wrong way. It is too much to ask that they be allowed to work hard and provide a valuable service to the public without facing the sudden loss of their livelihoods without explanation or process? Intro No. 276 goes a long way toward creating that job security for these hardworking drivers.

The City has already created critical protections for workers in other types of jobs. City law protects fast food workers against arbitrary terminations. It is similarly critical for fast food workers that they can know that they can continue to work unless the employer can show that it has a legitimate serious criticism and that it has tried to work with the employee to obtain improvements. The fast-food industry can afford these protections. So can Uber and Lyft. Fairness only generates better workers. Unfairness generates crises.

For the drivers at issue, the crises are even greater than for other workers because they are misclassified as independent contractors. As a result, they have to invest enormous amounts of capital in purchasing and maintaining their cars, expenses that their employers should reimburse them for but don't. If they are cut off from their livelihoods, they not only face all the crises, such as threats to their housing, that all workers face when they become unemployed, they also face huge amounts of debt that they incurred to fund the work they have been cut off from. If they cannot make their car payments and their insurance payments, they will lose any possibility of gaining other work as a driver.

We understand that an organization that calls itself the Independent Drivers Guild (IDG), which has been reported to receive funds from Uber and Lyft, opposes this legislation. The IDG argues that the bill will undermine its own supposed deactivation appeals process. This argument should be rejected for at least two reasons: 1) the problem persists, so the IDG appeals process is not sufficient to solve it; and 2) the legislated procedure would add a remedy, so drivers could decide which process is the more effective one to pursue.

While the Society supports this legislation, we believe that the bill could be improved. In particular, the enforcement provisions could be strengthened. Penalties need to be sufficient to secure compliance in the first instance. The companies at issue here are notorious for their evasions of law.

Justice in Every Borough.

Uber and Lyft entered settlements with the New York State Office of the Attorney General for large sums relating to systemic violations of the Labor Law, and Uber settled with the Department of Labor after years of refusing to report its drivers' wages or pay into the State's Unemployment Insurance Trust Fund, even after being held by courts to be an employer of the drivers under the State's Unemployment Insurance Law. To our knowledge, Lyft has yet to reach a settlement on its refusal to report wages and pay into the Trust Fund. In short, stiff penalties that would really serve as a deterrence are needed here. A penalty of \$500 per violation is grossly insufficient. Moreover, the bill's enforcement provisions lack teeth in the case of systemic noncompliance. The bill's enforcement provisions should be strengthened, given the track record of Uber and Lyft.

That said, the Society applauds the introduction of the bill and looks forward to working with the Council to pass the best legislation possible to protect the livelihoods of these hardworking essential workers. We thank the Council for its consideration of this testimony. For more information or to address concerns, please feel free to contact me at rblum@legal-aid.org or (332) 400-7956.



New York City Council
Committee on Transportation & Infrastructure
Friday, September 27, 2024

Testimony Opposing Intros 276, 939, and 0323

The Livery Base Owners Association represents over 250 livery bases throughout the City of New York, which serve approximately 250,000 New Yorkers each day. Our bases are small "mom and pop" businesses which are owned and operated by immigrants and serve a largely immigrant and first-generation American population of the City. Known as the "community car service," our livery bases and drivers have stepped up to fill the gaps in public transportation deserts across the 5-boroughs.

As representatives of NYC's livery bases, **we oppose [Intro 276](#) relating to the deactivation of high-volume for-hire vehicle drivers.** As written, the bill would disrupt a highly-regulated and balanced system, leading to unintended consequences that could have far-reaching implications for all FHV sectors. Drivers, as independent contractors, receive dispatches from multiple types of bases - livery, black car, or high-volume. The existing system allows bases to access a broad pool of drivers and permits drivers to freely choose which dispatches to accept or decline. **Imposing new regulations on high-volume bases threatens the freedom of choice that defines the FHV sector, potentially setting a dangerous precedent for the industry at large.**

To emphasize the base-independent contractor relationship that **Intro 276** jeopardizes, consider the following key points on how livery bases work:

- Bases do not control drivers' schedules.
- Drivers are free to receive dispatches from multiple bases.
- Drivers are not required to accept any particular ride.
- Bases do not pay drivers; rather, drivers pay an affiliation fee to receive dispatches.
- Bases do not own or insure the vehicles drivers use.
- No penalties are imposed for declining dispatches beyond those mandated by the NYC Taxi and Limousine Commission.
- Drivers can simultaneously accept dispatches from multiple bases, including high-volume ones.
- Bases do not split fares with drivers—drivers retain 100% of their earnings, with more than 90% of livery rides paid in cash.

- Again, due to the nature of the relationship between driver and base, base owners should retain the right to decide whether or not dispatch rides to independent drivers. We oppose [Intro 276](#) on those grounds.

Given the independent nature of the driver-base relationship, **base owners must retain the right to decide whether to dispatch rides. For these reasons, we oppose Intro 276.**

Regarding Intro 939, which would allow commuter vans to accept street hails, we are also opposed. While we recognize the need to address transit deserts in New York City, this is not the appropriate solution. **Instead, we urge the Council to issue more livery licenses to meet the growing demand for dispatched rides.**

Lastly, we oppose Intro 323, which seeks to establish maximum rates for leasing, rental, lease-to-own, and conditional purchase agreements for for-hire vehicles. This law duplicates existing regulations and fails to account for the complexities within the various FHV categories. **We recommend amending the bill to tie maximum rates to the purchase price of vehicles, which would better protect drivers without imposing blanket restrictions on the industry.**



TRANSPORT WORKERS UNION

OF GREATER NEW YORK • AFL-CIO • LOCAL 100

Richard Davis
President

John V. Chiarello
Secretary Treasurer

LaTonya Crisp
Recording Secretary

Lynwood Whichard
Administrative VP

**Testimony of Richard Davis, President, TWU Local 100,
Before the Committee on Transportation and Infrastructure
Hearing on September 27, 2024
Regarding Int. 0939-2024 and Int. 0950-2024**

Good morning, Chairperson Brooks-Powers, members of the Committee on Transportation and Infrastructure, and distinguished colleagues.

My name is Richard Davis, and I am the President of the Transport Workers Union (TWU) Local 100, representing thousands of workers who keep New York City's transit system running. I am here to oppose Int. 0939-2024 and Int. 0950-2024, which we believe would have detrimental effects on both public safety and labor rights in our city.

Opposition to Int. 0939-2024:

Int. 0939-2024, which allows commuter vans to pick up street hails, is not only a threat to the safety of New Yorkers but also to the integrity of our public transit system. While I recognize that Southeast Queens is a transit desert, the solution is not to allow these vans to compete directly with MTA buses by operating in bus lanes. This legislation allows for an unregulated mode of transportation to infringe upon an already well-established and regulated service that is held to the highest safety and operational standards. The best way to end transit deserts is to advocate for more MTA bus/transportation in underserved communities.

- 1. Unregulated Operations in Bus Lanes:** The legislation permits commuter vans to operate in areas where TWU members provide essential bus services. Allowing vans to pick up passengers in bus lanes directly undermines public transit and creates dangerous conditions on the road. These commuter vans are not subject to the same regulatory and safety standards, and their presence in bus lanes poses a significant risk to passengers, pedestrians, and other road users.
- 2. Union Busting and Labor Concerns:** This legislation has a direct impact on the livelihoods of the thousands of unionized workers we represent. These vans operate in areas where there are collective bargaining agreements, undercutting union jobs and setting a dangerous precedent for unregulated competition. If they are not good with us, they are not good with labor. Union busting, through legislation like this, harms not only our members but the entire labor movement.
- 3. Focus on True Transit Deserts:** If the intention is to provide better service to transit deserts like Southeast Queens, then these vans should be directed to operate in areas that are truly underserved, not in zones where MTA services exist. Instead of creating competition in areas with established bus services, efforts should be made to bolster those services in underserved regions where collective bargaining agreements can be respected and expanded.

Opposition to Int. 0950-2024:

Int. 0950-2024 proposes raising the number of violations required to revoke a commuter van operator's license from three to six, while also allowing operators to rack up three violations in six months before facing suspension. This is a serious blow to safety and accountability.

1. **Weakening Accountability:** The increase in the violation threshold weakens the already limited oversight of commuter van operators. These vans are not subject to the same rigorous safety standards as MTA vehicles, and relaxing these standards only increases the potential for accidents. Allowing six violations before a license is revoked sends the wrong message: that safety regulations are flexible.
2. **Risk to Public Safety:** By lowering accountability, the bill introduces more risk to New Yorkers who rely on safe, reliable transportation. Commuter vans, which already lack proper oversight, must be held to stricter—not looser—standards. We need to raise the bar for safety, not lower it.

In conclusion, both Int. 0939-2024 and Int. 0950-2024 undermine the safety of our streets, harm unionized workers, and contribute to the erosion of regulated public transit. I urge the Committee to reject these bills and focus on improving transportation in underserved areas, not creating competition that weakens public safety and labor rights.

Thank you for your time and consideration.

[REDACTED]

From: Nick Davoli <ndavoli@uber.com>
Sent: Monday, September 30, 2024 3:46 PM
To: Testimony
Subject: [EXTERNAL] Comment of Uber USA, LLC Re: Int 276
Attachments: 2024.09.30_Uber USA_City Council Comment re_ Int. 276.pdf

[REDACTED]

Good afternoon,

Please see Uber USA, LLC's attached comment concerning Int 276. Int 276 was heard by The Committee on Transportation and Infrastructure on Friday, September 27, 2024.

Thank you,

Nick Davoli (he/him)
Senior Counsel - US Regulatory
ndavoli@uber.com | [REDACTED]

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

**Int 0276-2024: Wrongful deactivation of
high-volume for-hire vehicle drivers.**

Public Hearing: September 27, 2024

COMMENTS OF UBER USA, LLC¹

Josh Gold
175 Greenwich St.
New York, NY 10001
Email: jgold@uber.com

Uber appreciates the opportunity to provide additional feedback regarding Int. 276, which aims to address the deactivation of High-Volume For-Hire Vehicle Drivers. While Uber supports the fair treatment of drivers, we have several concerns with the current language.

Int. 276 creates a complicated regulatory framework for a subset of New York City's For-Hire industry, assigns oversight to an agency without any experience dealing with the nuances of the industry, and captures temporary regulatory access restrictions.

It is critical that the agency charged with enforcing new for-hire driver protections has an understanding of the For-Hire industry. Uber submits that the Taxi & Limousine Commission (TLC), and not the Department of Consumer and Worker Protection, is best suited to implement new driver protections. Similarly, Uber suggests any new legislation apply equally to all For-Hire Vehicle bases and medallion operators, to ensure all TLC-licensed drivers are afforded the same protections, regardless of the type of services they provide.

Uber believes the intent of Int. 276 is to provide drivers with additional protections before and after their access to earnings opportunities via high-volume for-hire services is indefinitely restricted. However, as drafted Int. 276 encompasses temporary account restrictions, often caused by regulatory compliance or document expiration issues. Uber recommends that the focus of Int. 276 be narrowed to permanent deactivations that indefinitely prevent eligible drivers from driving. This change can be accomplished by revising the definition of 'deactivation' to a permanent restriction or long-term (e.g., 30 days or more) loss of platform access, and providing for an exception for any restrictions caused by documentation or regulatory compliance issues.

¹ Uber USA, LLC is a wholly-owned subsidiary of Uber Technologies, Inc. and is licensed as a High-Volume For-Hire Service in New York City.

Uber believes in transparency and, except for extreme situations, provides drivers with resources and notifications before deactivating their accounts. This includes alerting drivers that their account may be at risk of deactivation, so that they can take steps to avoid losing access. Although Int. 276 references exceptions to the required notifications for ‘egregious misconduct’ the term is not defined. Uber suggests egregious misconduct be defined to include conduct that endangers the physical safety of others, intentionally causes economic harm, or is physically or verbally threatening, harassing, or abusive. Moreover, it should be clear that the conduct need not occur while the driver is operating on the platform, so long as the conduct relates to the driver’s fitness to provide services on the platform. Additionally, language should allow for discretionary decision making outside of the defined categories.

Uber also suggests pre-deactivation notices be limited to no more than 3 days before a driver is deactivated. As outlined above, drivers at risk of being deactivated receive notifications and are given the opportunity to change their conduct. Allowing drivers who have violated Uber’s Platform Access Agreement or Community Guidelines to remain on the platform during a notice period may jeopardize the safety of other users.

In the unfortunate event that a driver is deactivated, Uber created the Driver Review Center which allows a deactivated driver to request their account receive an additional human review within one year of the deactivation. As of 2024, most submissions to the Driver Review Center are resolved within 72 hours. Since 2016, Uber’s agreement with the Independent Drivers Guild (IDG) provides New York City drivers with an additional appeal process, where the IDG assists drivers in providing additional detail and nuance better explaining their case. In 2023, Uber updated the IDG process, resulting in a 20% increase in reactivations following an IDG appeal. Uber requests that the backward looking eligibility provision be removed from Int. 276.

Over the past several years, Uber has heavily invested in processes to provide drivers with information necessary to avoid account deactivation, implemented the Driver Review Center for direct driver appeals, and partnered with an independent third party for additional appeals. Uber stands behind these processes and looks forward to continued engagement with the Council as Int. 276 is revised.

United Taxi Management, Savas Tsitiridis, submission in opposition to Intro 277:

**United Taxi Management
43-23 35th street
Long Island City ,NY 11101**

September 18, 2024

To Whom It May Concern:

I am writing to strongly support the continuation of the E-Hail Flex Program and Flex Pricing for Yellow cabs without regulated prices. As a long-standing business owner in the transportation industry, I recognize this program's importance in reviving the Yellow cab sector, which has endured significant challenges, including a 50% drop in trip volume since 2015. The E-Hail Flex Program provides a crucial opportunity for recovery by drawing drivers and passengers back to our services and offering the necessary flexibility to remain competitive. Flex Pricing is vital for economic sustainability, enabling us to adapt to market conditions and maintain a business model that ensures competitive income for drivers and reliable service for customers.

My fleet, United Taxi Management, has been in operation for 25 years and manages 405 vehicles. Throughout these years, new technology has allowed my business and drivers to effectively compete and improve their earnings despite various challenges. Innovation and adaptability are essential for our industry's success, and I urge the New York City Council's Committee on Transportation to support policies that foster growth and sustainability. The continuation of the E-Hail Flex Program and Flex Pricing without regulated prices is crucial for the future of the Yellow cab industry.

Sincerely,

DocuSigned by:

A0356481CC39497...

Savas Tsitiridis

President

United Taxi Management

Office 718-392-4600

Direct 347-686-8602

Cell 917-572-9209

**Winners Garage Inc
34-14 64th Street
Woodside, NY 11377**

September 18, 2024

To Whom It May Concern:

Winners Garage inc in business for 35 years, and it manages at the present time over 100 vehicles. Throughout my time in the industry, I have witnessed incredible changes and innovations, as well as significant hardships. Despite these challenges, new technology has allowed my business and drivers to compete effectively and increase their earnings. As a long-time stakeholder in the transportation industry, I strongly support the continuation of Flex Pricing and e-hail services for Yellow cabs without regulated prices. Limiting pricing is detrimental to driver earnings as it restricts their ability to compete. Flex Pricing benefits both drivers and consumers by creating competition and making taxis a viable option when price comparing.

Since March 2024, e-hail jobs have made up about 20% of our drivers' daily trips. This has significantly helped in recruiting drivers and provided more stability and predictability. I advocate to continue supporting e-hail services for Yellow cabs without changes.

Flexible pricing is crucial for remaining competitive against ride-sharing services like Uber and Lyft. Regulated pricing would hinder our ability to adapt to market demands and provide quality service. I urge the New York City Council's Committee on Transportation and Infrastructure to support measures that allow us to operate efficiently and competitively, benefiting all stakeholders.

All the best,

DocuSigned by:
LEV WOLKOWICKI
066809A20132497...

Lev Wolkowicki
President
Winners Garage inc
Office (718) 458-7000

[REDACTED]

From: Alpha Barry <alphabarry759@yahoo.com>
Sent: Friday, September 27, 2024 2:55 PM
To: Testimony
Subject: [EXTERNAL] Testimony for int 267 / Transp Cmt Hearing

[REDACTED]

First I want to thank the counsel members for having us here. My name is Alpha Barry and I am a member of NYTWA I used to drive for both Lyft and Uber but know I only drive for Lyft because Uber deactivated my account. I have been a TLC driver for over twenty years. What I'm going through right now is a disgrace not only Uber deactivated my account Lyft is also locking me out. For a while now I wasn't able to go on line to make a living I have family to feed and bills to pay from house rent, car insurance and other expenses. How am I going to survive like this. Uber deactivated my account and Lyft is locking me out. Up to today I don't know why Uber deactivated my account. When you call them they say it's a safety reasons. I went to their office they told me they cannot do anything about it. I went to IDG one of them looked in to my account and file an appeal. They later sent me a text saying that MY REACTIVATION was denied. After that I learned IDG was created by Uber and Lyft. It is like running from your enemy and go to another enemy which was created by the same enemy. IDG was created to divide the driver for their own benefit. I KNOW MANU DRIVERS LIKE MYSELF WHO THEY HAVE BEEN UNABLE TO REACTIVATE. I heard that they oppose this bill, HOW DARE THEY? When it comes to Uber if you know I did something wrong bring me the proof. I never fight with anyone, I never get into an accident with anyone and I am not a criminal. So, tell me which safety reason you're looking for. My job is to pick up passengers, and drop them off safely. I'm saying all these because I want the city council members to know what we're going through with these shared rides. They abuse us they still our money they deactivate us without a notice. Uber has TEMPORARILY stop locking drivers out for now AS LONG A LYFT INCREASES LOCKOUT... for me as a driver who only relies on Lyft I am very affected right now it shouldn't be this way. So I urge all the city council members to vote for these bills. END THIS greed END THIS exploitation please save us from suicide and do something about this. Thank you God Bless everyone.

Alpha Barry
[REDACTED] Bronx, NY 10467

[Sent from Yahoo Mail for iPhone](#)

[REDACTED]

From: Angela Sherpa <angelasherpa7@gmail.com>
Sent: Sunday, September 29, 2024 10:56 PM
To: Testimony
Subject: [EXTERNAL] Testimony - Intro 100

[REDACTED]

Dear Chairwoman Selvena Brooks-Powers and members of the Transportation Committee,

My name is Angela Sherpa, and I am a Sherpa New Yorker from Woodside, Queens. I am an advisory member of the Network of Sherpa Students and Professionals (NSSP) and a lifelong New Yorker. I am writing to testify in support of Introduction 100 from Council Member Julie Won to make Losar, or Sherpa New Year, a holiday for Alternate Side Parking.

This bill is important to me because Losar is a significant cultural and religious holiday for the Sherpa community, and it would allow us to celebrate without the stress of moving our cars. It is also important because it recognizes our holiday and our culture through city government, affirming that our traditions are part of the fabric of New York City.

New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries. This would be the first and only ASP holiday specific to Buddhists and people from across the Himalayan region. Just like communities who celebrate Christmas, Hanukkah, and other holidays, my community should have the opportunity to celebrate our religious holiday with our families without worrying about parking tickets or leaving our celebrations to move our cars. By suspending ASP on Losar, New York City sends a powerful message to all Himalayan New Yorkers that our city sees us. Our city recognizes us and our cultural traditions. New York City is our city too.

I hope you can join us at one of our community's Losar celebrations this year and celebrate the passage of this law with us. I ask that you please vote in favor of Intro. 100 to make Losar an ASP holiday.

Sincerely,
Angela Sherpa

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

Many members of the Himalayan community are FHV drivers and therefore there is an immense practical benefit of not requiring my community to move our cars on this important Buddhist holiday. It is also important for all New Yorkers to see themselves represented in the civic fabric and laws of our city. In addition, this would be the first and only ASP holiday that is specific to Buddhists and people from across the Himalayan region.

Just like communities who celebrate Christmas, Hanukkah, and other holidays, my community should have the opportunity to celebrate our religious holiday with our families and not have to worry about getting a parking ticket or leaving our celebrations to move our cars.

By suspending ASP on Losar, New York City sends a powerful message to all Himalayan New Yorkers that our city sees us. Our city recognizes us and our cultural traditions. That New York City is our city too.

I hope you can join us at one of our community's Losar celebrations this year and celebrate the passage of this law with us.

Thank you Chairwoman Brooks-Powers for co-sponsoring Intro. 100, Council Member Julie Won for introducing it, and to the full committee for your consideration. You are champions for our community.

I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

Chimmi Yangden
csyangden@gmail.com
50th
Corona , New York 11368

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

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Just like communities who celebrate Christmas, Hanukkah, and other holidays, my community should have the opportunity to celebrate our religious holiday with our families and not have to worry about getting a parking ticket or leaving our celebrations to move our cars.

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Thank you Chairwoman Brooks-Powers for co-sponsoring Intro. 100, Council Member Julie Won for introducing it, and to the full committee for your consideration. You are champions for our community.

I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

Choekey Dolkar
csmile4@yahoo.com

#####

Woodside , New York 11377

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

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I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

Dawa Tsodon

tsodond13@gmail.com

48th st

Woodside , New York 11377

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

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I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

Gyatsen Wangchuk
gwangchuk95@gmail.com
####ForleystElmhurst ny
Ny, New York 1137314426

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

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I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

Hyun Jo
jdannyselah@gmail.com
Winchester Court
Clifton, New Jersey 07013

[REDACTED]

From: Israel Acevedo <israelacevedo0601@gmail.com>
Sent: Friday, September 27, 2024 4:35 PM
To: Testimony
Subject: [EXTERNAL] Committee on Transportation and Infrastructure

[REDACTED]

Good afternoon,

My name is Israel and I am a NYC TLC driver driving in the For-hire sector for 9 years and 4 months and eventhough I have never been deactivated I support Intro 276 because it provides a transparent process for drivers such as myself. In our current state we are all one ride away from deactivation. From the wealthiest to the poorest, riders lie on drivers all the time to reap certain perks and benefits from the companies. After 6 years of being on the Uber platform in February of this year my account was blocked for 48 hours preventing me from earning because a rider accused me of being under the influence. I dont drink alcohol or use drugs and thank God I have an interior dashcam to prove that. I encourage all drivers to get a dual dashcam. We the drivers are the ones that bear all the operational expenses to work in this industry and these companies should not be able to block or deactivate any driver without proof.

These companies classify us as independent contractors.

If we are truly independent contractors then why aren't we provided with pick up and drop off trip details before accepting a trip?

Why are we penalized through an acceptance rate when we dont accept a trip?

Shouldn't we be able to accept the trips we want and refuse the trips we dont want?

Why is our acceptance and cancellation monitored?

[REDACTED]

From: Israel Acevedo <israelacevedo0601@gmail.com>
Sent: Saturday, September 28, 2024 9:07 AM
To: Testimony
Subject: [EXTERNAL] Committee on Transportation and Infrastructure

[REDACTED]

Good morning,

Around Tuesday September 3, 2024 Uber removed access restrictions to their app known as (LOCKOUTS) in an agreement they made with the Mayor's office and the New York City Taxi and Limousine Commission. However that agreement did not provide any relief to the for-hire drivers that can only work for Lyft as they continue to be LOCKED OUT of the app. Attached you will find time stamped pictures of my app from yesterday and this morning.

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

Many members of the Himalayan community are FHV drivers and therefore there is an immense practical benefit of not requiring my community to move our cars on this important Buddhist holiday. It is also important for all New Yorkers to see themselves represented in the civic fabric and laws of our city. In addition, this would be the first and only ASP holiday that is specific to Buddhists and people from across the Himalayan region.

Just like communities who celebrate Christmas, Hanukkah, and other holidays, my community should have the opportunity to celebrate our religious holiday with our families and not have to worry about getting a parking ticket or leaving our celebrations to move our cars.

By suspending ASP on Losar, New York City sends a powerful message to all Himalayan New Yorkers that our city sees us. Our city recognizes us and our cultural traditions. That New York City is our city too.

I hope you can join us at one of our community's Losar celebrations this year and celebrate the passage of this law with us.

Thank you Chairwoman Brooks-Powers for co-sponsoring Intro. 100, Council Member Julie Won for introducing it, and to the full committee for your consideration. You are champions for our community.

I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

Jamphel Lu

lungden2002@yahoo.com

86th street

Jackson hits, New York 11372

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

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I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

Karma Ghyachho
dorjeshrab1970@gmail.com
62 st
Woodside , New York 11377

NYC Transportation Committee,

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Sincerely,

Lobsang Tnnzin

Lobsten1974@gmail.com

Broadway

Queens, New York 11373

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

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I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

Namgyal Gonpo

namgonpo@hotmail.com

##-## 47th Street

Woodside , New York 11377

There are three core pillars of Uber's community guidelines—cancellation rates, acceptance rates, and driver ratings. Uber uses these metrics as grounds for account deactivation without providing drivers the opportunity to appeal, submit written complaints, or receive specific incident details like dates, times, and locations.

While driving for Uber, many of us are put in situations where we may inadvertently commit traffic violations. For instance, declining a ride request negatively impacts our acceptance rate, one of the pillars Uber uses to evaluate us. Additionally, when riders are across a busy road, Uber's navigation might suggest a route that leads us to make illegal U-turns to provide door-to-door service. In cities like New York, with its many two-way streets and heavy traffic, drivers often feel forced to make risky maneuvers just to meet rider expectations and maintain a high acceptance rate. Congested areas, especially with services like DoorDash and Uber Eats, make it unsafe for drivers to pick up and drop off riders from locations like bus lanes, yet we feel pressured to comply.

Drivers have significant financial obligations, including high insurance premiums and vehicle maintenance, all of which are necessary to be profitable and benefit Uber's shareholders. Despite these investments, Uber's policies heavily favor riders at the expense of drivers. The Uber X service, which I refer to as "Uber Mix," adds more difficulties. We are expected to provide high-quality service for minimal pay, often disregarding external factors such as cyclists, moving objects, and unpredictable traffic conditions—all of which compromise safety. Therefore, Uber must reassess its policies regarding commercial insurance. If drivers already hold commercial insurance, Uber should not deduct additional costs from earnings. Claims that Uber only takes 7-17% of driver income are misleading, as NYC drivers are restricted by TLC mileage rates and timing, resulting in tightly controlled pay.

Drivers deserve the right to have their concerns heard. Currently, Uber restricts access to details about rider complaints, citing confidentiality. While this is understandable for safety reasons, it leaves drivers without a fair opportunity to explain or defend themselves. This can create significant financial burdens, especially for younger drivers who rely on Uber for income to support their families and education. Complaints can also affect drivers' licenses, which poses risks to their future job prospects, such as federal employment opportunities. Moreover, language barriers and the lack of driver representation further add to our frustrations. Uber must treat driver and rider allegations equally. While I support the confidentiality of rider information, drivers should have access to relevant incident details to provide a proper and fair response. Also, Uber expects drivers to comply with environmental initiatives, yet offers little support for drivers to do so, such as insurance coverage and vehicle upgrades to improve rider safety and satisfaction.

I support that the City Council should pass Intro 276 to stop unfair deactivation and I urge council members to consider these issues when deliberating bills affecting drivers' rights. We need a framework that ensures our safety, provides job security, and recognizes our significant investment in delivering quality service.

Thank you,
Naveed Paracha

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

Many members of the Himalayan community are FHV drivers and therefore there is an immense practical benefit of not requiring my community to move our cars on this important Buddhist holiday. It is also important for all New Yorkers to see themselves represented in the civic fabric and laws of our city. In addition, this would be the first and only ASP holiday that is specific to Buddhists and people from across the Himalayan region.

Just like communities who celebrate Christmas, Hanukkah, and other holidays, my community should have the opportunity to celebrate our religious holiday with our families and not have to worry about getting a parking ticket or leaving our celebrations to move our cars.

By suspending ASP on Losar, New York City sends a powerful message to all Himalayan New Yorkers that our city sees us. Our city recognizes us and our cultural traditions. That New York City is our city too.

I hope you can join us at one of our community's Losar celebrations this year and celebrate the passage of this law with us.

Thank you Chairwoman Brooks-Powers for co-sponsoring Intro. 100, Council Member Julie Won for introducing it, and to the full committee for your consideration. You are champions for our community.

I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

nyima dolkar

dolkar.nyima@gmail.com

##-## Layton street

Elmhurst , 11473

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

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Sincerely,

Pema Dorjee
pdgonshar@gmail.com
####, 72nd Street
East Elmhurst, New York 11370

NYC Transportation Committee,

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Sincerely,

Pema Lhowa
pemsi2008@gmail.com
##-## Lamont avenue
Elmhurst , New York 11373

NYC Transportation Committee,

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Sincerely,

Pema Norchey
norkyipema@yahoo.com
Prospect Terrace
East Rutherford Nj, New Jersey 07073

NYC Transportation Committee,

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Sincerely,

Sang Wang

sangwang192@gmail.com

##-## Forley St,

Elmhurst, New York 11373

NYC Transportation Committee,

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Sincerely,

Shun Hlaing

yyati8148@gmail.com

Avenue V Brooklyn

New york, New York 11223

NYC Transportation Committee,

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Sincerely,

Sonam Dorjee

chotenbhu@yahoo.com

34th avenue Apt

Astoria, New York 11101

NYC Transportation Committee,

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Sincerely,

Sonam Pema
daidun.pema@gmail.com
35th avenue
Jackson Heights, New York 11372

NYC Transportation Committee,

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Sincerely,

Sonam Rinchen

luckpeam@yahoo.com

##-## 82St

Queens , New York 11373

NYC Transportation Committee,

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Sincerely,

Sonam Sherpa
nordenart@gmail.com
park ave
Merrick ny, New York 11566

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Sincerely,

Sonam Sherpa

sonamsherpa170@gmail.com

64 st

Woodside, New York 11377

NYC Transportation Committee,

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Sincerely,

Tashi Yangzom
yangla3145@gmail.com
35th Avenue , ####
Jackson Heights, New York 11372

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Sincerely,

Tenzin Kundhe

kundhe01@gmail.com

55th Ave

Elmhurst, New York 11373

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Sincerely,

Tenzin Lekshay

tenzin.empower@gmail.com

56th st

Woodside , New York 11377

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Sincerely,

Tenzin Nyinje
tnyinje23@yahoo.com
47th street
Woodside, New York 11377

Good morning Members of the Transportation Committee. I'd like to start by first thanking Chairwoman Brooks-Powers for co-sponsoring Introduction 100. Thank you for being an advocate for my community.

My name is Tenzin Phenthok. I'm a Tibetan New Yorker originally from Nepal. And I'm here today to testify in support of Intro 100 from Council Member Julie Won to make Losar, or Tibetan New Year, a holiday for Alternate Side Parking (ASP).

Like many in this city, my family and I immigrated here when I was 9 and my sister 7, and we were raised in Astoria and Long Island City.

From Spring of 2003, my younger sister and I attended PS 166 in Astoria for elementary school. I then went to IS 227 in Corona for middle school. Being New York City (NYC) public school kids, we were exposed to many different holidays through both school breaks and suspension of ASP once my dad was able to buy a car. Even though our families didn't celebrate Hanukkah, Easter, Thanksgiving, or Christmas, we understood, even at that age, that those days were important to others around me. People we cared about.

I'm now an adult living in Woodside with my uncle, aunt, and their three kids: Samsang who is 10, Solha who is 7, and Mila 5. All born in Queens, they attend a charter school in the neighborhood and spend their weekends playing in the park and reading books at the library.

Imagining their friends at their school and in their local park knowing when and what Losar is and its significance in our culture is a beautiful image. Their feeling seen, heard, and understood by their community, by their city, is something they deserve.

This city is home to roughly 20,000 Tibetans out of the larger 61,000 Himalayans. So lots more families and kids like my little cousins who live in all five boroughs, not just Queens, and who celebrate Losar each year.

By suspending ASP on Losar, NYC would be sending a powerful message of welcoming and inclusion to all Himalayan New Yorkers that our city recognizes us.

With that said, I ask that you please vote in favor of Intro. 100 to make Losar an ASP holiday. And thank you everyone for this space.

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

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I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

Tenzin Tsephel

tsephelt@gmail.com

76th St

East Elmhurst, New York 11370

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I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

TENZIN YONTEN

tenyon12@gmail.com

79th street

East elmhurst, New York 11370

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

I am a Himalayan New Yorker and I support Introduction. 100 from Council Member Julie Won to make Losar, the Tibetan New Year, an Alternate Side Parking (ASP) holiday. New York is home to over 61,000 Tibetan Buddhists from Bhutan, India, Nepal, Tibet, and other countries.

Many members of the Himalayan community are FHV drivers and therefore there is an immense practical benefit of not requiring my community to move our cars on this important Buddhist holiday. It is also important for all New Yorkers to see themselves represented in the civic fabric and laws of our city. In addition, this would be the first and only ASP holiday that is specific to Buddhists and people from across the Himalayan region.

Just like communities who celebrate Christmas, Hanukkah, and other holidays, my community should have the opportunity to celebrate our religious holiday with our families and not have to worry about getting a parking ticket or leaving our celebrations to move our cars.

By suspending ASP on Losar, New York City sends a powerful message to all Himalayan New Yorkers that our city sees us. Our city recognizes us and our cultural traditions. That New York City is our city too.

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Sincerely,

Tsering Dolma
katyling33@gmail.com

####- 78th street
Jackson heights , New York 11372

NYC Transportation Committee,

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Sincerely,

Tsering Dolma

Tsetso35@yahoo.com

62 st

Woodside , New York 11377

Tashi Delek and good morning everyone. I would like to thank Chairwoman Selvena Brooks-Powers and members of the Transportation committee.

My name is Tsering Lama and I am a Tibetan from Tibet and Nepal. As a Tibetan New Yorker I have called New York home for 15+ years. I am here today to testify in support of Introduction 100 from Council Member Julie Won to make Losar or Tibetan New Year a holiday for Alternate Side Parking.

New York is home to over 60 thousand Tibetan buddhists like me who celebrate Losar every year. You can join us in our bustling community centers in Queens like Tibetan Community Center, United Sherpa Association and many more. We are from Tibet, Nepal, Bhutan, India and other countries.

This bill is important to my community because it is the first step of visibility for us as New Yorkers. It provides a practical benefit of not requiring us to move our cars and celebrate one of our most important holidays in peace. Just like other communities who celebrate Christmas, Hanukkah, and other holidays, my community should have the opportunity to celebrate our religious holiday with our families and not have to worry about getting a parking ticket or leaving our celebrations to move our cars.

The passage of this bill will send a powerful message to our Himalayan community and make us feel seen and our culture respected. it is important for all New Yorkers to see themselves represented in the civic fabric and laws of our City.

The passage of this law will make this year's Losar truly special as we not only celebrate our culture and identity but also celebrate truly being recognized as true New Yorkers!

I ask that you please vote in favor of Intro. 100 to make Losar an Alternate Side Parking holiday.

Thank you

NYC Transportation Committee,

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Sincerely,

Tsering Lhakey
tsering.lhakey@gmail.com
48st Astoria
New york, New York 11103

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Sincerely,

Tsering Mentok

tseringmentok30@gmail.com

70th St

East Elmhurst , New York 11370

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Sincerely,

TSETAN DAMKAR

norzom.jampa@gmail.com

##-## 57 avenue

New York , New York 11373

- Good morning and thank you Chairwoman Brooks-Powers and Members of the Transportation Committee.
- My name is Tsetan Dekyi, and I am a Tibetan New Yorker living in Queens, NYC. I also work at Accompany Capital, a non-profit CDFI that serves many small businesses from the Himalayan region. Today, I am here to testify in support of **Introduction. 100** from Council Member Julie Won to make **Losar** or Tibetan Lunar New Year a holiday for Alternate Side Parking (ASP).
- Losar is a significant cultural celebration for Tibetans and many Himalayan communities. It marks the beginning of the lunar new year, a time of renewal, reflection, and connection with family and community. As a Tibetan, this holiday is not just a day of celebration; it represents our heritage and the values we hold dear. By recognizing Losar as an official ASP holiday, the city acknowledges and honors the rich cultural tapestry that contributes to New York's vibrant diversity.
- Many of the small businesses I work with are owned by individuals who celebrate Losar. These entrepreneurs bring unique products, services, and cultural experiences to our neighborhoods. However, during this festive time, they often face the challenge of managing parking regulations. By designating Losar as an ASP holiday, we can alleviate some of the stress associated with parking, allowing families and community members to celebrate without the added concern of moving their vehicles.
- Moreover, this bill promotes inclusivity and respect for different cultures within our city. New York City prides itself on being a melting pot, and recognizing Losar as an official holiday is a step toward fostering a sense of belonging for Tibetan and Himalayan communities.
- I would also like to take a moment to thank City Council Member Selvena Brooks-Powers for co-sponsoring this bill. Your support demonstrates your commitment to our community and cultural diversity, and we are grateful to have you as a champion for our voices.
- In conclusion, I urge you to support this bill and help ensure that Losar is officially recognized in our city. By doing so, you not only honor our traditions but also strengthen the fabric of our diverse community. Thank you for your time.

NYC Transportation Committee,

Dear Honorable Chairwoman Brooks-Powers and members of the Transportation Committee,

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I ask that you swiftly vote Introduction 100 out of Committee and vote in favor of the of the bill when it comes before the full Council.

Sincerely,

Tsewa Dhorji

tdhorji@gmail.com

##-## 62st

woodside , New York 11377

[REDACTED]

From: Yodon Thonden <yodont@gmail.com>
Sent: Saturday, September 28, 2024 6:09 PM
To: Testimony
Subject: [EXTERNAL] Statement in support of Intro 100

[REDACTED]

Statement by Yodon Thonden, delivered in person in City Hall, on September 27

Thank you Chair and Members of the Transportation Committee, and Council Member Julie Won for sponsoring intro 100.

My name is Yodon Thonden and I'm a life long Tibetan New Yorker, born and raised in Manhattan, District 3. I've raised my 3 kids here and I also serve as a member of Manhattan Community Board 5.

I happen to be the first Tibetan American born in New York. I grew up in the city in the 70s and 80s, at a time when the entire Tibetan community in the tristate area could literally fit in my parents' living room.

It has been amazing to witness the growth of our community to now tens of thousands. We fill all professions and walks of life, and, we are your for hire drivers — the next time you get into a taxi or Uber it's probably one of us driving.

I ask you to support this bill, that would allow us to FULLY celebrate the most important holiday in the year for us. Losar, Tibetan lunar New Year. This holiday is shared by all those who follow the Tibetan lunar buddhist calendar, and we now number 60,000 in New York City.

Losar is our most high holy day and we request the recognition that we deserve in this great melting pot and mosaic of New York City, to which we contribute every day. Please support this bill. And thank you for your time.



Name: Seraphin Paul

Hack: 5441390

I've been driving yellow taxis for over 12 years, and I must say, Curb has really assisted the taxi industry in staying afloat and continuing to grow, despite the increase in other rideshare platforms. I've found that eHail offers through the Curb platform have significantly boosted my earnings in recent years. I always prioritize eHail rides and use street hails as a supplemental source of demand. The flexibility to accept or decline offers with Curb is a real plus, as well as the detailed information presented on each offer card. Curb has truly been a game-changer for the taxi industry.

Date 09/19/2024


Signature



Name: GERARDO LOPEZ

Hack: 330165

I have been a yellow cab driver for over 40 years in the city and I have to say, without Curb the yellow cab business would be dead. The rides they have been able to provide us with though the system have been keeping us busy in recent years and without them, we would not be able to sustain ourselves on streethail rides alone. The Curb tablet works great too. I never have any issues with the navigation or issues reaching out to passengers. Curb has done so much for NYC yellow cabs. I appreciate them being around and keeping us relevant.

Date

9/17/2021

Signature

A handwritten signature in black ink that reads "Gerardo Lopez". The signature is written in a cursive style with a large initial 'G'.



Name: RESHAM SINGH

Hack: 408004

I have had a great experience with Curb so far during my driving career and I feel that Curb has kept the cab business alive through the eHail rides. I feels in some instances the curb fares are higher than the uber rates which shows Curb is more in tune with the cab market and their prices are more accurate. The Uber rides have been very helpful as well and they keep me busy during the week and weekend and in some instances I will get over 10 Uber rides in a day. I am very thankful for how consistent this keeps my income stream. The system works flawlessly as well and I am able to rely on everything working without a hitch whether I start my shift early in the morning or late into the night.

Date

9/19/2024
Resham Singh

Signature



Name: CRISTIAN GEMAN

Hack: 5641269

I am a hardworking driver that appreciates the Curb service, especially the Uber rides that keep me busy during the days and nights. The street hail business has been notably slow as of late and I like that I am able to keep working during those slow periods. I am excited to see how Curb will innovate in the future and keep pace with some of the other rideshare apps. Curb has already shown that they want to stay ahead of the other apps by prioritizing the drivers. For example, Curb eHail rides tip more frequently and at a higher amount.

Date

9/19/24

Signature

A handwritten signature in black ink that reads "C. Geman". The signature is written in a cursive style with a long, sweeping underline that extends to the right.



Name: EDER REGALADO

Hack: 5258296

I am a driver for Curb and strongly advocate for its benefits in the taxi industry. Curb's introduction of eHail has been extremely beneficial, creating more job opportunities for taxi drivers amidst challenges from other rideshare platforms and increasing our earning potentials to maintain a sustainable livelihood. The platform efficiently connects us with customers, eliminating the need to spend time and gas searching for street hail fares. One of the standout features of Curb is its flexibility; I have the autonomy to accept or decline ride offers based on my availability, which enhances my sense of freedom and control over my schedule. I find the pricing through Curb to be fair and transparent, as each offer clearly displays pickup and drop-off locations alongside the ride cost. This transparency not only benefits drivers but also ensures a positive experience for customers as they search for alternative rideshare options. Overall, Curb plays a vital role in improving the taxi industry by providing better earnings for drivers and delivering enhanced customer experiences compared to other platforms.

Date

9/18/2024 -

Signature

Eder Regalado



Name: JR Williams

Hack: 5624461

I've been driving a cab in NYC for a while now, and I'm all in for Curb. EHail offers have been a game-changer. It helps us make more money by cutting down on empty miles and saves us from hunting for street hails. We can choose which Ehaul jobs we want, which is great for managing our time. Curb has been a big help, especially when business is slow. Their prices are clear and fair, showing everything we need like pickup times, fare, and addresses. This makes things easier for both us drivers and the passengers. From my years on the road, I can say Curb is a big win for the taxi industry and for New Yorkers who get better service from skilled drivers

Date 9/18/24

Signature 



Name: MD KARIM

Hack: 5476942

As a veteran NYC taxi driver since 2014, I've experienced significant business growth since Curb introduced eHail offers. Curb has been a positive force for the industry, allowing me to earn over \$400 per week through their eHail platform alone. Providing passengers with the option to book eHail taxi rides has been invaluable, especially in light of competition from Uber and Lyft. Curb's fares are competitive and provide additional earning opportunities alongside traditional street hails. Offering NYC passengers the choice between Uber, Lyft, and Curb has been beneficial for both drivers and riders alike.

Date 09/18/24

Signature A handwritten signature in blue ink, appearing to read "Md Karim". The signature is fluid and cursive, with a long horizontal stroke at the end.



Name: Yohanes Lie

Hack: 5482473

I'm a dedicated driver and really appreciate Curb for keeping me busy with rides day and night. The street hail business has been slow lately, so I'm glad I can keep working through Curb during these slow times. I'm excited to see how Curb will innovate and keep up with other ride-share apps. Curb is already showing they care about drivers by offering good support, engagement, and business consistently.

Date 9/18/24.

Signature A handwritten signature in blue ink, appearing to be "Yohanes Lie" with a stylized star or flourish at the end.



Name: AKOUETE AFANDALO

Hack: 5303766

As a veteran taxi driver with over 20 years of experience, I strongly support Curb and its positive impact on our industry. The introduction of eHail offers through Curb has significantly improved our earning opportunities by reducing deadhead miles and eliminating the need to search for street hails. The ability to accept or decline eHail offers is valuable, giving us the flexibility to manage our time effectively. During challenging times, Curb fares have been a lifeline for drivers like myself, providing adequate income when traditional business was scarce. Curb's pricing is fair and transparent, with all necessary information such as pickup times, ETA's, fare and addresses clearly displayed. This transparency enhances trust and ensures a smooth experience for both drivers and passengers. From my extensive experience, I can confidently say that Curb is highly beneficial for the taxi industry. New Yorkers benefit from having Curb as a reliable eHail option, ensuring better service through trained and knowledgeable taxi drivers.

Date

09/18/2024

Signature

Akouete Afandalo



Name: MD. EHSANUL HOQUE
Hack: 5361506

As a professional driver, I believe that any Ehaul driver minimum pay regulations on taxi Ehaul fares should only be applied if it equally covers all transportation providers, including Transportation Network Companies (TNCs) like Uber and Lyft. Regulating taxi Ehaul fares without addressing the pricing models of TNCs would put the taxi industry at a significant disadvantage, reducing our competitiveness and threatening the gains we've made through platforms like Curb. The ability to offer flexible pricing and services through eHail systems has been key to keeping taxis competitive, and without a level playing field, we risk losing those advantages.

Curb's eHail service has been a transformative tool for taxi drivers, offering greater opportunities, stabilizing our earnings, and helping taxis remain relevant in a rapidly changing market. By efficiently connecting drivers to passengers through streethail and Ehaul, Curb has improved our efficiency and earning potential. This platform allows us to provide the same level of service and convenience that TNCs offer while maintaining our ability to control when and how we work, which has been crucial for maintaining a sustainable livelihood in an increasingly competitive landscape.

It is essential that any future Ehaul driver minimum pay regulations recognize the value of this flexibility and innovation. Curb's transparent and driver-first model allows us to make informed decisions about which rides to accept based on detailed trip information. This autonomy is critical to ensuring that we can continue to maximize our earnings while providing passengers with reliable and competitive transportation options. Regulations that apply only to taxis would disrupt this balance and potentially weaken the progress taxis have made. To maintain fairness, any Ehaul driver minimum pay regulations must be applied equally to both taxis and TNCs, ensuring that we can continue to compete on equal footing.

Date 09-19-2024

Signature Md. Ehsanul Hoque



Name: PARVINDER PARMAR
Hack: 482388

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Date: 09/19/24

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Name: HARPREET SINGH

Hack: 6016893

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Date 09/19/2024

Signature Harpreet Singh



Name: MOHAMMAD MAMLEN HOSSOIN

Hack: 5131826

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Date 9-18-2024

Signature MAMLEN HOSSOIN



Name: Kamal miah

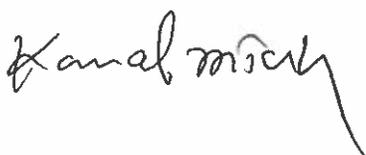
Hack: 514 88 55

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Date 9/18/2024

Signature 



Name: AKM R. MASUD

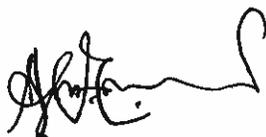
Hack: 5804298

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Date 09/18/24

Signature 



Name: SHOUKATHUSSEIN V.S. JIVANJEE

Hack: 5062357

As a professional driver, I believe that any Ehaul driver minimum pay regulations on taxi Ehaul fares should only be applied if it equally covers all transportation providers, including Transportation Network Companies (TNCs) like Uber and Lyft. Regulating taxi Ehaul fares without addressing the pricing models of TNCs would put the taxi industry at a significant disadvantage, reducing our competitiveness and threatening the gains we've made through platforms like Curb. The ability to offer flexible pricing and services through eHail systems has been key to keeping taxis competitive, and without a level playing field, we risk losing those advantages.

Curb's eHail service has been a transformative tool for taxi drivers, offering greater opportunities, stabilizing our earnings, and helping taxis remain relevant in a rapidly changing market. By efficiently connecting drivers to passengers through streethail and Ehaul, Curb has improved our efficiency and earning potential. This platform allows us to provide the same level of service and convenience that TNCs offer while maintaining our ability to control when and how we work, which has been crucial for maintaining a sustainable livelihood in an increasingly competitive landscape.

It is essential that any future Ehaul driver minimum pay regulations recognize the value of this flexibility and innovation. Curb's transparent and driver-first model allows us to make informed decisions about which rides to accept based on detailed trip information. This autonomy is critical to ensuring that we can continue to maximize our earnings while providing passengers with reliable and competitive transportation options. Regulations that apply only to taxis would disrupt this balance and potentially weaken the progress taxis have made. To maintain fairness, any Ehaul driver minimum pay regulations must be applied equally to both taxis and TNCs, ensuring that we can continue to compete on equal footing.

Date 9/12/27

Signature



Name: GISSE MAMADOU

Hack: 88 6467

As a professional driver, I believe that any Ehaul driver minimum pay regulations on taxi Ehaul fares should only be applied if it equally covers all transportation providers, including Transportation Network Companies (TNCs) like Uber and Lyft. Regulating taxi Ehaul fares without addressing the pricing models of TNCs would put the taxi industry at a significant disadvantage, reducing our competitiveness and threatening the gains we've made through platforms like Curb. The ability to offer flexible pricing and services through eHail systems has been key to keeping taxis competitive, and without a level playing field, we risk losing those advantages.

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Date

Signature

A handwritten signature in black ink, appearing to be "Gisse Mamadou", written over a horizontal line.



Name: FNU Rokon

Hack: 5989427

As a professional driver, I believe that any Ehaul driver minimum pay regulations on taxi Ehaul fares should only be applied if it equally covers all transportation providers, including Transportation Network Companies (TNCs) like Uber and Lyft. Regulating taxi Ehaul fares without addressing the pricing models of TNCs would put the taxi industry at a significant disadvantage, reducing our competitiveness and threatening the gains we've made through platforms like Curb. The ability to offer flexible pricing and services through eHail systems has been key to keeping taxis competitive, and without a level playing field, we risk losing those advantages.

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Date 09/18/2024

Signature Rokon



Name: MONSUR UDDIN

Hack: 5639273

As a professional driver, I believe that any Ehaul driver minimum pay regulations on taxi Ehaul fares should only be applied if it equally covers all transportation providers, including Transportation Network Companies (TNCs) like Uber and Lyft. Regulating taxi Ehaul fares without addressing the pricing models of TNCs would put the taxi industry at a significant disadvantage, reducing our competitiveness and threatening the gains we've made through platforms like Curb. The ability to offer flexible pricing and services through eHail systems has been key to keeping taxis competitive, and without a level playing field, we risk losing those advantages.

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Date 09/18/2024

Signature 



Name: Donald L. Jones Jr.

Hack: 5665208

As a professional driver, I believe that any Ehaul driver minimum pay regulations on taxi Ehaul fares should only be applied if it equally covers all transportation providers, including Transportation Network Companies (TNCs) like Uber and Lyft. Regulating taxi Ehaul fares without addressing the pricing models of TNCs would put the taxi industry at a significant disadvantage, reducing our competitiveness and threatening the gains we've made through platforms like Curb. The ability to offer flexible pricing and services through eHail systems has been key to keeping taxis competitive, and without a level playing field, we risk losing those advantages.

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Date 09/18/2024

Signature Donald L. Jones Jr.



Name: Muhammed Khan

Hack: 5448401

As a professional driver, I believe that any Ehaul driver minimum pay regulations on taxi Ehaul fares should only be applied if it equally covers all transportation providers, including Transportation Network Companies (TNCs) like Uber and Lyft. Regulating taxi Ehaul fares without addressing the pricing models of TNCs would put the taxi industry at a significant disadvantage, reducing our competitiveness and threatening the gains we've made through platforms like Curb. The ability to offer flexible pricing and services through eHail systems has been key to keeping taxis competitive, and without a level playing field, we risk losing those advantages.

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Date 9/18/24

A handwritten signature in black ink, appearing to be "Muhammed Khan". The signature is written in a cursive style with some loops and flourishes.
Signature



Name: Shahzod

Hack: 6063617

As a professional driver, I believe that any Ehaul driver minimum pay regulations on taxi Ehaul fares should only be applied if it equally covers all transportation providers, including Transportation Network Companies (TNCs) like Uber and Lyft. Regulating taxi Ehaul fares without addressing the pricing models of TNCs would put the taxi industry at a significant disadvantage, reducing our competitiveness and threatening the gains we've made through platforms like Curb. The ability to offer flexible pricing and services through eHail systems has been key to keeping taxis competitive, and without a level playing field, we risk losing those advantages.

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Date 9.18.24

Signature

A handwritten signature in black ink, appearing to be "Shahzod", written over a light blue horizontal line.



Name: Abdelwahel ESSADNI

Hack: 5724289

As a professional driver, I believe that any Ehaul driver minimum pay regulations on taxi Ehaul fares should only be applied if it equally covers all transportation providers, including Transportation Network Companies (TNCs) like Uber and Lyft. Regulating taxi Ehaul fares without addressing the pricing models of TNCs would put the taxi industry at a significant disadvantage, reducing our competitiveness and threatening the gains we've made through platforms like Curb. The ability to offer flexible pricing and services through eHail systems has been key to keeping taxis competitive, and without a level playing field, we risk losing those advantages.

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Date 09/18/2024

Signature 



Name: *Abdoulaye Diop*
Hack: *884 120*

As a professional driver, I believe that any Ehaul driver minimum pay regulations on taxi Ehaul fares should only be applied if it equally covers all transportation providers, including Transportation Network Companies (TNCs) like Uber and Lyft. Regulating taxi Ehaul fares without addressing the pricing models of TNCs would put the taxi industry at a significant disadvantage, reducing our competitiveness and threatening the gains we've made through platforms like Curb. The ability to offer flexible pricing and services through eHail systems has been key to keeping taxis competitive, and without a level playing field, we risk losing those advantages.

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Date *9/10/2024*
Signature *Diop* *Abdoulaye*

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 276 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Bhairavi Desai

Address: _____

I represent: New York Taxi Workers Alliance

Address: 31-10 37 Ave. #300, LIC, NY 11101

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Dawa Yangt Sherpa

Address: 3936 Skillman Avenue, NY 11104

I represent: UNITED SHERPA ASSOCIATION (Kyidug)

Address: Tenzing Sherpa Way, Queens, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: IBrahima K-Diallo

Address: _____

I represent: Brooklyn, NY

Address: NYTWA

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: Commissioner David DC

Address: NYC TLC

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: Mohamed Mohamed

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: 9/27/24

(PLEASE PRINT)

Name: Paul Riccio

Address: _____

I represent: _____

Address: _____

*Yes to 226
not NYTA*

**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: 09-27-2024

(PLEASE PRINT)

Name: Martinez Cruz

Address: _____

I represent: Upper East Side

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Pasang Sherpa

Address: _____

I represent: Sherpa Community

Address: 75-01-41 Ave

**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: sep-27-24

(PLEASE PRINT)

Name: Muhammad Arshad

Address: _____

I represent: NTWA

Address: 823 Foster Ave 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. 276 Res. No. _____
 in favor in opposition

Date: 9/27/24

(PLEASE PRINT)

Name: Zubin Soleimany

Address: 31-10 37th Ave #300 LIC, NY 11101

I represent: New York Taxi Workers Alliance

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

12

Appearance Card

[]

I intend to appear and speak on Int. No. 100 Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Tsering Lhamu Sherpa

Address: [REDACTED] Elmhurst, NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

71

Appearance Card

[]

I intend to appear and speak on Int. No. 100 Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Tenzin Bhuti

Address: 1347 Grand Ave, Marpath, NY, 11378

I represent: Tibetan Community of NY

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 160 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Dolma Yangzom

Address: [REDACTED] Elmhurst, NY

I represent: Tibetan Community

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 100 Res. No. _____

in favor in opposition

Date: 9/27/2024

(PLEASE PRINT)

Name: Tenzin Tsering

Address: [REDACTED] Queens NY 11373

I represent: NY Tibetan Service Center Inc.

Address: 76-09 Queens Blvd 3rd Fl, Queens, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Tsering Diki

Address: 7609 Queens Blvd

I represent: NY Tibetan Service Center

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. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: URGEN SHERPA

Address: _____

I represent: Shorpa Community

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: GORBU CHOENJING

Address: _____ MASPETS

I represent: Tibetan Community

Address: Queens, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: TASHI CHOEPHEL

Address: NEW YORK

I represent: TIBETAN COMMUNITY

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: Malang Gassama

Address: 614 W. 152nd Street, NY, NY 10031

I represent: NYTIVA

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: RAJA Shail

Address: [redacted] Wilson Ave

I represent: NYTVA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Urgen Sherpa

Address: J Elmhurst, NY

I represent: Individual

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: 09-27-2024

(PLEASE PRINT)

Name: Diallo TIZO

Address: _____

I represent: NTAW

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Kunaa Rota

Address: Jackson Heights, NY 11372

I represent: Walung Community

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Kunchok Delma

Address: [REDACTED]

I represent: Individual

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. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Dr. Tenzin Dorjee "Tendor"

Address: Rego Park, NY

I represent: Individual

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Channing Lane

Address: [REDACTED]

I represent: Toney Company

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: DESMOND WEST

Address: 839 TROY AVE BRLYN 1123

I represent: ROYAL ROSE TRANSPORTATION

Address: 839 TROY AVE

**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: Nima Sange Sharma

Address: _____

I represent: UBER

Address: _____

**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: 9/27/2024

(PLEASE PRINT)

Name: Paul Sonn

Address: 90 Broad St, Ste. 1100, NY, NY 10004

I represent: National Employment Law Project

Address: 90 Broad St, Ste. 1100, NY, NY 10004

**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: Ali AKBAR

Address: _____

I represent: NY TWA

Address: NR

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: CHAUDHARY ADNAN

Address: [REDACTED] ELMONT N.Y 11003

I represent: NA

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: TENZING DORJE

Address: [REDACTED]

I represent: Taxi Workers Alliance

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: _____

(PLEASE PRINT)

Name: PRADHUMNA RAYAMAJHI

Address: 4845 46th ST APT 5G.

I represent: TAXI WORKERS UNION.

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: Samantha Sykes

Address: _____

I represent: NYTW

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: 09-27-2024

(PLEASE PRINT)

Name: GANESH HARRY

Address: 125-16 SUTTER AVE

I represent: T.W.U LOCAL 100

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: Hylande Pierre-Louis

Address: _____

I represent: TWU Local 100

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: PASANG NSHERPA

Address: _____

I represent: TWANY

Address: _____ 31-10-37 Ave.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 100 Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Tenzin Phentok Lama

Address: Woodside, NY 11377

I represent: Individual

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: Yaming Gong

Address: _____ 11554

I represent: Uber Driver

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: 09/27/24

(PLEASE PRINT)

Name: Lateef Ajala

Address: [Redacted] St Brooklyn NY

I represent: Commuter Van Association of NY

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 939/21 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Alexander K...

Address: [Redacted]

I represent: ...

Address: 175 ... St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 939 Res. No. _____

in favor in opposition + Int. 323 -
in support

Date: _____

(PLEASE PRINT)

Name: Allison Langley

Address: 31-10 37th Ave, Suite 300 LIC

I represent: NEW YORK TAXI WORKERS ALLIANCE

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

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

Date: _____

(PLEASE PRINT)

Name: TERING, JUPA

Address: [redacted] Jackson Hel

I represent: TWA

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: T. DARRUK MILLER

Address: 213-13 DAINTALE QUEENS

I represent: ATA UNION

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 Chan

Address: [redacted] SI NY 10314

I represent: [redacted] 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: _____

(PLEASE PRINT)

Name: BASHIRU KAMARA

Address: [REDACTED] MARION AVE BRONX

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: SURESH CHAND

Address: [REDACTED] N.Y. 11368

I represent: YELLOW CAB (N.Y.TWA)

Address: QUEENS

**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: Xi Fan Chen

Address: [REDACTED] JEFFERSON 4367

I represent: CHPT Driver & Deactivated

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: Charles Dorvil

Address: [REDACTED] E/S/MHURSTNY

I represent: IDD

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: Max Cheung

Address: [REDACTED] Manhattan 11030

I represent: Uber Driver

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Yolen Thoden

Address: Manhattan, CB 5

I represent: Tibetan community

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: 9.27.2024

(PLEASE PRINT)

Name: Wain Chin

Address: [Redacted] Brooklyn NY 11214

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: Kara Keita

Address: [Redacted] Bronx

I represent: NY IDG

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Mohamoud Ali Awam

Address: [Redacted] York Ave

I represent: Uber / Lyft

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. 276 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Alpha Barry

Address: _____

I represent: NYFWA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 100 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Sonam Sangpro

Address: [REDACTED] Jackson Heights

I represent: Longmeadow Association

Address: 59-01 27 Ave Woodside NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 276 Res. No. 276

in favor in opposition

Date: 9/27/24

(PLEASE PRINT)

Name: Mohamed [REDACTED] BARRY

Address: [REDACTED] Brooklyn, NY 11225

I represent: NYTWA

Address: 3710 37th Av, Sk 300, NY 11101

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 276 Res. No. _____

in favor in opposition

Date: 09/27/2024

(PLEASE PRINT)

Name: AKINWUNMI ANTHONY KOMOLAFE

Address: [REDACTED] BROOKLIN NYC

I represent: NYTWA

Address: 31-10 37th AVENUE SUITE 300 LIC NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 276 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Barry Mohamed

Address: [REDACTED]

I represent: NYTWA

Address: 31-10 37th AVE SUITE 300 LIC NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 5/27/24

(PLEASE PRINT)

Name: CHRISTOPHER LEON JOHNSON

Address: [REDACTED]

I represent: SELF

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: Carmen Cruz

Address: _____ Ridgewood NY 11385

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: Anthony Arbozo

Address: _____ Brooklyn NY

I represent: NYTA

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: Shahab Uddin

Address: _____ BROOKLYN

I represent: NY

Address: NYTWA

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: 09/27/2004

(PLEASE PRINT)

Name: NAVEED PARACHA

Address: _____

I represent: NYCHA

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: Mobilio Doukara

Address: _____

I represent: by Union Driver NY

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: 9/27/2004

(PLEASE PRINT)

Name: LEROY MORRISON

Address: 3712 FINTLANDS AVE

I represent: NYC COMMUTER VAN ASS

Address: 3712 FINTLANDS AVE 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: SHAMSUR RAHMAN

Address: [Redacted] Jamaica, NY 11435

I represent: NYTWA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 276 Res. No. 276

in favor in opposition

Date: 9/27/21

(PLEASE PRINT)

Name: Frank Haley

Address: [Redacted] Brooklyn NY 11201

I represent: NYTWA

Address: 3110 37th Ave, Ste 300, LIC NY 11101

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 276 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ADYAN RABAN

Address: [Redacted] 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: _____

(PLEASE PRINT)

Name: Josh Gold

Address: _____

I represent: Uber

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: BIOVANNY RAMOS

Address: _____ BLV

I represent: UBRR

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: SAIFUL HOQUE

Address: _____ NY 11218

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: IBRAHIM ZOURGE

Address: _____ NY 11212

I represent: NYTWA

Address: NYTWA

**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: Dennis A. Addison

Address: _____ 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: Saif Aizah

Address: _____ 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: 09-27-24

Name: BAMBARDIAKIE (PLEASE PRINT)

Address: [REDACTED]

I represent: TAX ALIEN

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 276 Res. No. _____

in favor in opposition

Date: 9-27-2024

Name: Mohamed Mohamed (PLEASE PRINT)

Address: [REDACTED]

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: _____

Name: Walter Hurdle (PLEASE PRINT)

Address: [REDACTED] RENT NY 11213

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 *General TLC*

Date: *oversight*

(PLEASE PRINT)

Name: *Jeremy Moskowitz*

Address: _____

I represent: *Voyager Global Mobility*

Address: *445 Empire Blvd, Brooklyn*

**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: *Carlos Ortiz*

Address: *Assistant Commissioner for External Affairs*

I represent: _____

Address: *NYC DCWP*

**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: *James Di Giovanni*

Address: *Deputy Commissioner for policy and*

I represent: *Community Affairs*

Address: *NYC TLC*