

Testimony of David Do,
Chair and Commissioner of the Taxi and Limousine Commission (TLC)

New York City Council Committee on Transportation and Infrastructure
City Hall – *Council Chambers*

October 13, 2022

Good morning Chair Brooks-Powers and members of the Transportation and Infrastructure Committee. I am David Do, Commissioner and Chair of the Taxi and Limousine Commission. Thank you for giving me the opportunity to come before you today.

Thanks to the leadership of the Mayor, the Deputy Mayor, the Taxi and Limousine Commission, and the TLC team, we are making great progress on our goals.

To begin, I'd like to give you an overview of the state of the for-hire vehicle (or FHV) industry. As the city and the nation recovers from the COVID-19 pandemic, our industry is coming back to life. Trip volumes are up. Since the beginning of the pandemic, black car and livery trips are up 59%, high-volume trips, such as those provided by Uber and Lyft, are up 242%, and taxi trips are up 1,247%.

These trip volumes are still below pre-pandemic levels, but the increase is encouraging. We are also seeing more drivers and vehicles getting back on the road. And, importantly, driver earnings for both taxi drivers and high-volume drivers are above where they were even pre-pandemic. We expect these growth

trends in trips, vehicles, drivers, and income to continue apace with the City's recovery.

Now, I would like to share something that makes us extremely proud. As I said at my Confirmation hearing, TLC's first priority was to fully implement the Medallion Relief Program Plus, which supports small taxi owners with an interest in five or fewer medallions. Under this program, principal loan balances are reduced to \$170,000 from balances as high as \$750,000, and loan payments are capped at \$1,234 a month. This is down from an *average* monthly loan payment that was \$2200, a thousand dollars more. Importantly, this program replaces personal guaranties with a *City-funded* guaranty, meaning no medallion owner risks losing their family home if they cannot make payments.

Council Members, I am happy to report that MRP+ has been an astounding success. In four short months, this first-of-its kind program has helped the owners of more than 1,100 medallions close on loans – resulting in over \$240 million in debt relief. During the week of September 19, we were closing on loans every 3 minutes.

It is hard to understate the importance of this program. MRP+ not only brings back taxis and ensures that the riding public has access, but also provides a lifeline for thousands of drivers who lost income during the pandemic. The very nature of their business meant that they could not work at home, and often not work at all. MRP+ is more than dollar amounts; it is about families, food on the table, and the future of hardworking people who help make this city run. Many of our drivers

provide critical services during times of crisis, like those who have been donating free rides to migrants that the Texas governor is cynically busing into our city.

People like Richard Chow, an owner-driver who has been driving for 17 years. Four years ago, his little brother Kenny, also a driver, was one of 9 drivers who committed suicide. This was during a time when drivers, including the Chow brothers, were losing everything to predatory medallion loans. As Richard recently said when we hit the \$225 million mark:

“Now I can make a livable income, bring the food to the table. All the drivers are so happy...We have no fear of losing our homes, losing our assets.”

That, and the joy and relief we’ve seen in hundreds of drivers is what this is about. But this critical relief can only work if drivers earn a dignified wage that keeps up with the times. We have proposed an increase in taxi meter fares as well as high-volume driver pay. Our taxi drivers have not had a fare increase in 10 years, and with inflation and the lingering effects from COVID, these drivers are hurting. At last week's public hearing on these proposals, many drivers voiced great need for a pay increase just to cover *expenses*. The proposal increases the base fare, the rush hour fee, and airport fees. This includes a \$65 flat rate for JFK trips, and a \$5 surcharge for LaGuardia trips.

On for-hire driver pay, in 2018 the TLC found that 85% of high-volume for-hire drivers were making less than minimum wage. This category includes Lyft and Uber. In response, TLC adopted rules establishing driver pay minimums. The rules

have worked: drivers are making more money, with average per-driver income at an all-time high. A Consumer Price Index increase is built in to make sure that driver pay keeps up with expenses, but the CPI for urban wage earners only captures a small part of the increase in costs. To better address the skyrocketing operating costs, we are increasing rates by the rise in the *transportation costs* index.

Also included in the driver pay proposal is a change in the rules around utilization rates. Utilization refers to the percentage of a driver's on-duty time that is spent with a passenger versus without one. This is part of the calculation for driver minimums. The TLC wants drivers to be able to work – and not be “locked out” due to the utilization rate. Rather than micromanage rates, we'll require Uber and Lyft to stay within a range of 52-64%. This will ensure that drivers' pay rates will continue to incorporate their downtime without incentivizing companies to lock out drivers.

The majority testifying at last week's hearing supported both these proposals. The TLC will vote on them in coming weeks.

Innovation and technology are vital tools to help the industry thrive. We are making data more accessible than ever by increasing the number of metrics and the frequency of Open Data releases. We developed and released State of the Industry dashboards to help the public navigate our most requested metrics. We also updated and released the TLC Data Hub tool, which allows people to easily access and visualize trip data by Taxi Zones. Once again, we are the first FHV

regulatory agency in the nation to do this, and we intend to keep developing these tools because we value transparency and strive to ensure that our policies are empirically based. We will continue to look at how technology can help move the industry forward and meet customer needs and expectations.

The fourth area I'd like to emphasize is sustainability. The TLC is committed to mitigating emissions and encouraging cleaner air. As part of this commitment, we are issuing 1,000 new for-hire vehicle licenses for electric vehicles. These new licenses will help electrify the fleet and spur the development of more charging infrastructure. We are currently determining the requirements and application process for the new licenses. We will release more information in early December. While the prospect of new licenses is exciting, I urge potential applicants to wait on purchasing a new vehicle until those requirements and processes are released.

We are also working on a comprehensive electrification plan – a roadmap of how we will replace gas-powered vehicles with electric vehicles and stand up the necessary charging infrastructure. EVs are a win-win for drivers and customers. Drivers appreciate the fuel savings and customers want sustainable transportation options. The for-hire vehicle industry has a role to play in being part of the climate solution.

This includes commuter vans, which reduce congestion and emissions. We are working with the state on technology and safety improvements that can help advance this sector. We are in favor of state legislation to allow commuter vans to

receive street hails. They are a lifeline to residents who often live in transportation deserts.

We will do this while continuing to make vehicles more accessible for people with disabilities. I am proud to tell you that there are over 6,000 accessible taxis and for-hire vehicles on the road now—including almost 2,000 more wheelchair-accessible vehicles (or WAVs) than last year. More needs to be done, which is why we are looking at how we can increase the number of WAVs across all sectors and make our Accessible Dispatch Program even more effective. The TLC is committed to meeting our 50% WAV goal for taxis and will work closely with our medallion owners on this. In addition, we will continue to work with the high-volume for-hire industry so that at least 80% of WAV trip requests are provided within 15 minutes.

I am so excited to lead the TLC and the industry into a new frontier, where we emerge from a global pandemic stronger, more resilient, more accessible, and more environmentally sound than before. We will continue to support our drivers, our riders, and our city as we rebuild and get people back where they need to be for work, family, and fun.

Thank you again for the opportunity to be here today and I am looking forward to answering any questions.

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Testimony Before the NYC Council Transportation Committee

“The State of the TLC’s Regulated Industries”

October, 13, 2022

Dr. Richard Lipsky

Emerging out of the Pandemic, a once in a lifetime event that came after the taxi medallion industry had already been decimated by the unregulated proliferation of FHV's into New York City, the state of the iconic NYC taxi is a dire one indeed. A natural disaster and regulatory malfeasance have been a devastating one two punch.

- (1) Taxi trips are way down: The numbers tell the graphic story: In 2016, taxis were doing 337,071 rides per day. In 2022, that number has dwindled to 102, 252-a loss of 234,819 riders. While the FHV sector has also been damaged by Covid 19, it is still managing to do 563,347 trips per day. As it currently stands, with more than half the taxis are in storage largely as a result of the accessibility mandate, the FHV sector is doing around 83% of all daily trips! (<https://toddwschneider.com/dashboards/nyc-taxi-ridehailing-uber-lyft-data/>)
- (2) Accessibility is a real challenge-and the TLC new proposed rules recognize the problem. Getting taxis on the road has been stymied by the simple unavailability of accessible vehicles. In response, the TLC has proposed increasing the contribution to the Taxi Improvement Fund. At this juncture we are facing the reality that there are approximately 7,000 taxi medallions still in storage-and the effort to get the cabs on the street is running up

against the 2016, pre-Pandemic, accessibility rules that make this effort difficult. Put simply, the current regulations and fee governing the mandate for accessible taxis keeps thousands of taxis off the road because the accessible vehicles are not available. If activating a great many of these warehoused medallions depends on whether the activated taxi is handicapped accessible, then we must address the supply chain that cannot meet the demand. (<https://www.cnbc.com/2022/07/29/renault-dont-expect-a-sudden-turnaround-on-supply-chain-problems.html>)

(a) This supply chain challenge is the icing on the cake: Without vehicles we are obviously stuck in neutral; but without bolstering TIF we close off the best avenue for making the accessible rides more available once the supply chain issues are resolved, and those vehicles do become available for sale.

(b) Rising cost challenge: Once these accessible taxis become available, the proposed raising of the TIF fee will allow medallion owners to be able to purchase these vehicles. In 2016, the price of a Toyota Sienna accessible taxi was \$37,467 + paint change to yellow \$800= \$38,267. Six years later, a 2022 accessible Toyota Sienna Hybrid-the recognized best car for the environment-costs \$58,800, and with the needed painting of the car yellow that cost rises to \$60,000. The rising purchase cost is exacerbated by the record increase in the cost of gasoline. It has always been recognized that fueling the accessible taxi is also more costly, making a fee increase even more needed.

(c) New compensation rate needed: Under current rules, owners are given \$20,000 to defray the cost of an accessible taxi. The TLC is proposing to increase this from 30 cents per ride to \$1 per ride to meet the rising.

(3) Fare increases, while badly needed, are insufficient: In recognizing the dismal state of affairs, the TLC has proposed a number of fare increases that will help those drivers and owners that remain active. Medallion owners and drivers are suffering, and the proposed fare hikes are a necessary first step towards addressing the suffering and restoring the value of the taxi medallion. Increasing the rates will help raise taxi competitiveness among drivers deciding where to invest their time.

(4) Increasing taxi trips, and the financial viability of the sector, is the major challenge: The TLC needs to address these collapsing numbers. The TLC has the law and the regulatory tools to address this. The TLC, in its 2022 Taxi Strategic Plan makes addressing this issue central to its mission:

“Local Law 111 of 2020 directs TLC to explore topics related to monitoring and evaluating the financial stability of the Taxi Industry, such as the gross income and expenses of operating a Taxi medallion, common terms and conditions of medallion loans, financial disclosures from Medallion Owners, medallion bankruptcy proceedings, and potential market manipulation, speculation, and collusion in medallion transfers.”

A fundamental reason for this-something that the TLC also recognizes, was the reality of too many cars in the face of finite demand. The proposed integration of Uber and taxi should lead to a more efficient utilization of vehicles on the road-something that deputy Mayor Joshi has clearly stated. That being said, the TLC should implement a hard cap of current FHV's, and use the existing current inventory as a benchmark. This is clearly adhering to the authority granted by the City Council in Local Laws 147 and 149. Without a clear cap, we could easily see incremental increases that will diminish the number of taxi trips and undermine, not only the purpose of integration, but the financial viability of both the taxi and FHV sectors.

(5) Congestion fees as a vehicle for equity-the case for a taxi exemption:

Although this is somewhat outside the scope of this hearing, it is nevertheless necessary to emphasize this point since the current rule proposals are clearly designed to address taxi competitiveness. The TLC-and hopefully the City Council as well-need to strongly, and publicly, announce their support for a taxi exemption from any further increase in the congestion fees the MTA currently levies against yellows. At the same time, it should also support an increase in the rates being charged FHV's since it is precisely this sector that has caused the greatest rise in midtown congestion.

Taxi medallion owners have paid dearly into the municipal system-and continue to pay every year with a panoply of fees, one example being the 50 cents a ride that goes directly to the MTA, that the Ubers are exempted from paying. They do so because the city told them this was in exchange for the exclusive right to street hail-a right that was abrogated when the regulators allowed the Ubers in at the cost of a \$275/year license.

- (a) FHVs caused the congestion: Now that it is clear where the blame lies for the Midtown's overly clogged streets, the false equivalency between taxis and Uber is not a reasonable path forward. Whatever the city and the state decide to do about congestion must be focused exclusively on the unregulated free riders and not the already fiscally obligated medallion owners who have been paying hundreds of millions of dollars into the system for 80 years.
- (b) Taxis must be exempted: Therefore, what is both an effective and equitable public policy approach, based on the main causal factors of congestion, is that taxis need to be exempted from any congestion zone charges. Taxi owners, because of their purchases over the years of more than 13,000 high priced medallions have generated billions of dollars in revenue to NYC. In exchange for this medallion, these mostly immigrant owners were given the exclusive right to street hails-especially in what is now being called the congestion zone.
- (c) Uber as a free rider: In contrast, the Ubers made no such investment in NYC-and for the price of a yearly \$275 license fee they have been one of the main contributors to the public health and public safety debacle of the congestion crisis we are facing today. In addition, their under-regulated free rider exploitation of the car for hire industry has led to the decimation of the value of the taxi medallion and the destruction of the life savings of over 6,000 immigrant medallion owners.
https://www.nytimes.com/2017/09/10/nyregion/new-york-taxi-medallions-uber.html?_r=0
- (d) False equivalency: Proposing the same congestion pricing treatment for the Ubers and taxis without understanding the historical and regulatory context is simply an inequitable false equivalency that treats the causal agent (Uber) the same way as the victim (Taxi). (<https://nypost.com/2016/07/05/city-lets-uber-and-lyft-cannibalize-the-american-dream/>)

Final Thoughts

The natural and manmade chaos in the taxi and for hire vehicle sectors has created a race to the bottom that has victimized owners and drivers of medallion taxis. In addition, the chaos has created an over congested city that has led to a severely negative impact on New York's economy. The congestion pricing plan threatens to destroy any and all efforts to reclaim the taxi industry's mandated place in the city's transportation system; but the intervention of the TLC and the City Council can, if properly conceived and implemented, create a real positive environment for the restoration of medallion value and driver incomes.

The chaos was exacerbated by the Pandemic, but its seeds were planted by regulatory malfeasance. The current leadership of the TLC, however, has started off on a very positive note. Working together with this committee and council leadership there are promising opportunities to resurrect what has been badly harmed so that New Yorkers can once again be proud of their iconic yellow taxi.

Draft Testimony for TLC Hearing

Good morning, Chair,

My name is Richard Lipsky and I represent Big Apple Taxi, a TLC licensed yellow taxi management agent.

I want to take this opportunity to thank the Commission for the opportunity to discuss some of the important issues facing a taxi industry that is still trying to recover from the impact of the Pandemic; and the serious loss of value to the taxi medallion that preceded the advent of Covid 19. There is much that needs to be done, and the challenges we all face are daunting.

(1) Getting taxis back on the road:

At this juncture we are facing the reality that there are approximately 7,000 taxi medallions still in storage-and the effort to get the cabs on the street is running up against the 2016, pre-Pandemic, rules that makes this effort difficult.

Put simply, the current rules governing the mandate for accessible taxis complicates the process. If activating a great many of these warehoused medallions depends on whether the activated taxi is handicapped accessible, then we must address the supply chain that cannot meet the demand. The TLC needs to work with fleet owners and independent medallion owners to adjust the rules so that a transition can ensure that more cabs are on the street, and as many as possible are wheelchair accessible. The current rule needs to be adjusted until the supply of accessible taxis is available to meet the demand.

(2) Status of the Taxi Improvement Fund (TIF):

Part of ensuring that the taxi fleet meets the mandate for accessibility, and the much-needed support for people with disabilities, rests on the ability of the TIF fund to help defray the additional cost of these vehicles. The TLC needs to not only let the industry know how much money rests in the Fund, it also needs to devise a new compensation formula in consultation with industry stakeholders to incentivize medallion owners at a time when costs have dramatically increased while passenger demand has still not returned to pre-Pandemic levels.

The current 30 cents per ride may be insufficient, given the fact that taxis will be asked, almost exclusively, to transport people with disabilities under the anticipated, but yet to be devised, referral system. In addition, the new Toyota Sienna Hybrid-much more environmentally friendly-costs almost \$20,000! More than currently used cars and fees should reflect this increased cost.

An equitable system needs to be devised that addresses the needs of passengers and those of taxi owners and drivers. If not, the disability community will suffer along with taxi owners trying to recover from the economic devastation of the past few years.

(3) Bolstering financial viability of taxis:

Pre-Pandemic, taxi income was in free fall, and the financial viability of medallion owners was in serious jeopardy. The TLC, in its 2022 Taxi Strategic Plan makes addressing this issue central to its mission:

“Local Law 111 of 2020 directs TLC to explore topics related to monitoring and evaluating the financial stability of the Taxi Industry, such as the gross income and expenses of operating a Taxi medallion, common terms and conditions of medallion loans, financial disclosures from Medallion Owners, medallion bankruptcy proceedings, and potential market manipulation, speculation, and collusion in medallion transfers.”

A fundamental reason for this—something that the TLC also recognizes, was the reality of too many cars in the face of finite demand. The proposed integration of Uber and taxi should lead to a more efficient utilization of vehicles on the road—something that deputy Mayor Joshi has clearly stated. That being said, we should have a hard cap of current FHV, and use the existing current inventory as a benchmark. This is clearly adhering to the authority granted in Local Laws 147 and 149. Without a clear cap, we could easily see incremental increases that will diminish the number of taxi trips and undermine not only the purpose of integration, but the financial viability of both the taxi and FHV sectors;

(4) Increasing fare rates:

With fuel costs escalating, the TLC should take a fuel surcharge under active consideration. In addition, an increase in the pre-fixed airport fares should also be adjusted to meet the inflation-induced rise in overall costs that we are all experiencing.

(5) Airport access:

While airport access is under the oversight of the Port Authority, the mayor and the TLC have ways to intervene to ensure that taxis are not treated in a second-class manner to FHV. Now that integration is being instituted, parity of access must also be instituted;

(6) Integration of taxis with FHV: As has been reported;

“Now, the once-bitter rivals, who have battled for years for control of the city's streets, are striking an unlikely alliance: Uber will team up with two taxi companies, Curb and CMT, to allow New Yorkers to order a yellow taxi on the Uber app, the companies said.” <https://www.cbsnews.com/news/uber-new-york-city-taxi-cab-partnership/>

This collaboration has the ability to totally alter the taxi/FHV landscape in a way that benefits both sectors, as well as the riding public. However, in order to ensure that it does, it is imperative that the TLC—and other industry stakeholders—become part of the process of crafting the rules for the collaboration. Two private actors should not be given *carte blanche* in determining how the collaboration will take place.

It is imperative that the **TLC mandate that all e-hail providers integrate with TPEP providers and TPEP providers should be required to integrate with e-hail providers allowing yellow-cab drivers to sign up for all e-hail provider services.** This is not only good public policy; it is also consistent with existing TLC regulations:

(a) "The E-Hail Application must integrate with all licensed Technology Systems to allow Passengers to Pair to any and all Taxicabs and Street Hail Liveries." §78-21 (c)(2).

(b) "The Technology System must be able to receive and allow Drivers to accept or reject E-Hails from any TLC-licensed E-Hail Application that opts to interface with the Technology System in accordance with the Public API provided pursuant to §66-24(b)(8)."

(c)"(e) Public API. All Technology System Providers must maintain an application programming interface (API) that is available to any licensed E-Hail Provider and the Accessible Taxi Dispatcher." §66-24(e).

(7) Taxi access to bus lanes:

This is under the authority of the MTA, but NYC and the TLC can address this through negotiation with the MTA. Unlike FHV's, taxis pay the MTA a fee and should be able to use the lanes under certain negotiated conditions. A pilot program may be a first step here.

Thank you for this opportunity to testify. We look forward to cooperating with the TLC and NYC elected officials so that a re-envisioned taxi industry can play an integral role in the revitalization of New York.

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The Taxi Improvement Fund and Bolstering Accessibility

Introduction

Taxis are the primary segment in the for-hire industry that are mandated and available to provide rides for people with disabilities-and the previous accommodation by the Taxi and Limousine Commission to regulate FHV in providing accessible vehicles is a hodgepodge of confusion, inequity, and ineffectiveness.

As Dustin Jones, a wheelchair user and accessibility advocate pointed out over four years ago:

“The currently-negotiated plan is that companies would provide accessible vehicles to riders who request them in under 15 minutes, 60 percent of the time in the first year and 80 percent in the second. I know that this proposal will not result in any meaningfully positive changes for wheelchair users like myself. Despite from the fact that these companies have a track record of promoting falsehoods when it comes to accessibility and have frequently avoided actually putting accessible vehicles on the road, there is nothing in this proposal to hold them accountable.” (<https://www.gothamgazette.com/opinion/7362-the-city-s-boqus-compromise-with-uber-would-hurt-riders-with-disabilities>)

The TLC’s plan allowed Uber and Lyft to avoid the accessibility mandate that the city placed on taxis-making yellow taxis the only real reliable game in town for people with disabilities. That reliance, however, has been undermined by the unregulated growth of the FHV sector, along with the devastation of the Pandemic, and the corollary rise of inflation that has raised the costs of the operation of accessible taxis.

The TIF Fund needs help as costs rise exponentially

Taxi medallion owners rely on the TIF Fund to compensate them for the higher cost of purchasing and operating an accessible taxi. Even before the Pandemic, TIF was a leaky boat. Advocate Jones weighs in:

“It has been clear that the city’s yellow taxi accessibility program is on the ropes – mainly because accessible taxis cost much more to operate and maintain than regular taxis. The TLC created the Taxi Improvement Fund (TIF), which takes 30 cents from each yellow cab ride to support drivers with accessible vehicles. But it has become increasingly clear to disabled riders that the current TIF program is not enough. Drivers are struggling to make ends meet, and the program is in danger of complete collapse)

The struggle of medallion owners can be seen clearly in the numbers. In 2016, taxis were doing 337,071 rides per day. In 2022, that number has dwindled to 115,479—a loss of 221,592 riders. While the FHV sector has also been damaged by Covid 19, it is still managing to do 585,714 trips per day. As it currently stands, with more than half the taxis are in storage largely as a result of the accessibility mandate, the FHV sector is doing around 83% of all daily trips!
(<https://toddschneider.com/dashboards/nyc-taxi-ridehailing-uber-lyft-data/>)

These ridership numbers are part of the important context in understanding the need to bolster TIF. Vehicle acquisition costs also play a major role. In 2016, the price of a Toyota Sienna accessible taxi was \$37,467 + paint change to yellow \$800= \$38,267 (model discontinued see attached invoice) Six years later, a 2022 accessible Toyota Sienna Hybrid—the recognized best car for the environment, costs \$58,800, and with the needed painting of the car yellow that cost rises to \$60,000. (See attached invoice)

The rising purchase cost is exacerbated by the record increase in the cost of gasoline. It has always been recognized that fueling the accessible taxi is also more costly. That added expense has only gotten more costly as gasoline prices rise. (See attached chart)

FHVs should contribute to the TIF Fund

What advocate Jones called for in 2017, was prophetic—and it now has become that much more urgent today:

“That is why I have called upon the TLC to mandate that ride-hail companies, including multi-billion dollar giants like Uber and Lyft, contribute to the TIF. Since these companies have proven to be less than friendly to disabled riders, they should have to pay a higher fee.”

The precedent breaking collaboration between FHVs and taxis is likely to lead to an even greater reliance on taxis to provide service with accessible vehicles to people with disabilities.
(<https://www.cbsnews.com/news/uber-new-york-city-taxi-cab-partnership/#:~:text=Starting%20this%20spring%2C%20New%20York,company%20struggles%20with%20driver%20shortages.>)

Therefore, the City needs to ensure that this service is fully supported. The current 30 cents per ride is insufficient, given the fact that taxis will be shouldering the almost all of the burden of accommodating people with disabilities under the current envisioned referral system.

At the same time, the TLC should be looking for ways to better regulate that the FHVs also begin to provide their own accessible vehicles—the current system is deeply flawed. A total reliance on taxis to do this job is unfair to people with disabilities and taxi medallion owners alike.

Getting taxis back on the road

At this juncture we are facing the reality that there are approximately 7,000 taxi medallions still in storage-and the effort to get the cabs on the street is running up against the 2016, pre-Pandemic, accessibility rules that make this effort difficult. Put simply, the current regulations governing the mandate for accessible taxis keeps thousands of taxis off the road because the accessible vehicles are not available. If activating a great many of these warehoused medallions depends on whether the activated taxi is handicapped accessible, then we must address **the supply chain that cannot meet the demand**. (<https://www.cnbc.com/2022/07/29/renault-dont-expect-a-sudden-turnaround-on-supply-chain-problems.html>)

This supply chain challenge is the icing on the cake for the need to reform TIF, and make accessibility more ubiquitous. Without vehicles we are obviously stuck in neutral; but without bolstering TIF we close off the best avenue for making the accessible rides more available once the supply chain issues are resolved, and those vehicles do become available for sale.

Average Gasoline prices

Downstate New York

Includes: New York City, Long Island, Rockland County, Westchester County, Putnam Counties.

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012
Jan.	334.2	231.6	259.0	242.0	263.3	251.9	210.8	247.8	362.1	371.2	364.0
Feb.	360.7	249.8	245.5	237.8	268.5	246.2	193.9	240.2	361.3	394.5	386.0
Mar.	425.2	275.4	230.9	254.7	264.1	242.0	199.4	257.8	374.5	394.6	399.0
April	401.4	276.9	207.4	279.0	283.1	247.5	219.0	262.2	381.6	377.5	409.3
May	464.3	293.7	204.3	293.7	300.8	248.6	236.2	285.0	389.1	372.7	392.2
June	484.7	302.7	211.2	279.8	299.3	246.9	241.8	292.7	390.9	374.5	368.8
July		308.9	214.3	280.5	293.1	241.7	239.3	294.4	388.4	383.4	369.9
Aug.		310.1	212.9	274.7	290.5	248.0	231.6	274.4	370.7	386.9	393.2
Sept.		318.8	212.2	261.7	289.1	279.3	230.4	247.9	358.3	379.6	405.8
Oct.		331.1	207.8	254.2	289.7	260.5	233.4	233.9	344.4	357.4	399.2
Nov.		345.8	205.0	256.5	275.3	263.0	236.5	230.8	322.1	351.7	386.5
Dec.		338.7	213.7	255.3	256.2	257.5	240.8	223.8	293.2	363.1	375.6

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I certify this is a true copy of said document

Signature *05/10/16*
Signature date

CAR INVOICE		HODSON TOYOTA 599 RT 440 JERSEY CITY NJ 07304 (201)433-0009		DATE 05/10/2016		
DEAL #: 223694 CUST #: N/A		SOLD TO: BEST CAB CORP 54-11 QUEENS BLVD WOODSIDE NY 11377		SALESMAN: FLEET		
YEAR	MAKE	MODEL	BODY STYLE	NEW OR USED	KEY NO.	STOCK NO.
2016	TOYOTA	SIENNA	SUR 7P L FW	NEW		05727667
M.V.I./SERIAL NO.		UPHOLSTERY	TRANSMISSION NO.		COLOR	
510ZK3JL665727867					YELLOW	

NOTARY PUBLIC OF NEW JERSEY
 MY COMMISSION EXPIRES AUGUST 27, 2016

PER ORDER: 26200.00
 TRADE ALLOW: N/A TRADE PAYOFF: N/A TRADE NET: 26200.00
 GAP PROTECTION: N/A
 1 KEY CUT & PROGRAM: 257.60
 WHEELCHAIR CONVERSION: 11000.00
 DOCUMENTARY FEE: N/A
 MOTOR VEH FEES: N/A
 STATE SALES TAX: N/A
 EXT HARR: N/A
 CRED LIFE AND/OR ASH: N/A
 LENDER REQUIRED *VSI*: N/A

BALANCE DUE ON VEHICLE: 37467.60
 LESS:
 DEPOSIT RECEIPT NO. FINANCE: 37467.60
 CASH DOWN: N/A

DESC	ACCT	K	SALE	AMOUNT	DESC	ACCT	K	AMOUNT
					CONTRACTS IN TRANSIT			N/A
			26200.00	25449.00	ACCOUNTS RECEIVABLE			37467.60
					ACCOUNTS RECEIVABLE			N/A
					ACCOUNTS RECEIVABLE			N/A
					PAY OFF BAL OWING FRI CD ON TRADE IN			N/A
					DEPOSITS NO.			
					RESERVE FINANCE			N/A
					RESERVE INS			N/A
					INVT VALUE OF TRADE IN-USED VEH			
					USED VEHICLE STOCK NO.			U -
					YEAR & MAKE OF TRADE IN			YMK
					INVT VALUE OF TRADE IN-USED VEH			
					USED VEHICLE STOCK NO.			U -
					YEAR & MAKE OF TRADE IN			YMK
			26200.00					
TOTAL PRICE								

AG-010-1 (3/15)

Estimated: 10/18/2016 Date In: 10/18/2016 Date Out: 10/18/2016 Estimate #: 22839-1
 Delivered: 10/19/2016

#MAACOVER www.maaco.com
 NY REG # 7085455DCA# 1077450
Store # M1333
 53-24 98TH STREET
 CORONA, NY 11368
 Phone # (718) 786-0966
 Fax # (718) 393-3500

MANAGEMENT LLC
 MANAGEMENT LLC, TAXI FLEET
 54-11 QUEBENS BLVD
 WOODSIDE, NY 11377
 Phone 1 (617) 642-0252
 Phone 2 (718) 779-9000
 Phone 3
 Email

18 TOYOTA SIENNA
 LIC: 5702K3DC9-0327643 Color: YELLOW
 Mileage In: 0 Mileage Out: 0
 Paint Code

REPAIR ORDER

Maaco Collision Repair & Auto Painting Centers are Licensed by Maaco Franchising, Inc, and are privately owned and operated

Operation	Description	Type	Part #	Amount	Labor Units	Spot Refinish	(\$)
Sealers	2K Urethane Sealer			OP 129.95			
Other Paint Charges	Integrated clear coat			OP 150.00			
Paint	Enamel + Ultra Violet			OP 399.95			
Other Paint Options	Color Change			OP 150.00			
Other Paint Charges	Jambs			OP			
Other Paint Charges	Under Hood/Trunk			OP			
MATERIALS AND SUPPLIES	Paint Materials			PM 100.00			

Remarks: No other Body Work Wanted. Minor Imperfections will show.
 No Guarantee on Rust
 Trim Removal provides Maacos Limited Lifetime Warranty
 Any areas masked off are covered by a Maaco Prorated warranty 1 Year Full/2 Year prorated

Item	Description	Code	Qty	Each	Retail	Savings
Paint	Overall Paint	OP			\$299.00	700.00
Supplies-Paint	Paint Materials	PM			100.00	
Subtotal					\$299.00	800.00
Sales Tax					\$82.64	\$71.01
Grand Total					\$402.44	\$871.01
Payments	10/20/2016	Check		871.01		
Due at Delivery						0.00

Allen Weingarten

From: Himmelman,John <JHimmelman@penskeautomotive.com>
Sent: Wednesday, July 27, 2022 8:07 AM
To: Allen Weingarten
Subject: RE: Sienna Hybrid

58800.00

John Himmelman
Director of Fleet Operations
Hudson Toyota/Nissan/CJD

585 Route 440 South
Jersey City, NJ 07305
Tel: 732-216-7094
Fax: 201-432-6781
jhimmelman@penskeautomotive.com

From: Allen Weingarten <allen@taxifleetnyc.com>
Sent: Wednesday, July 27, 2022 8:06 AM
To: Himmelman,John <JHimmelman@penskeautomotive.com>
Subject: Re: Sienna Hybrid

WARNING: This is from an EXTERNAL source. Please exercise caution opening attachments or clicking links and forward suspicious emails with the PhishAlarm button or emailing itsecurity@penskeautomotive.com

Approximately how much will it be?

Sent from my iPhone

On Jul 27, 2022, at 7:22 AM, Himmelman,John <JHimmelman@penskeautomotive.com> wrote:

None in stock until late September and all 2022 . 2023 production does not begin until January

Thanks

John Himmelman
Director of Fleet Operations
Hudson Toyota/Nissan/CJD

585 Route 440 South
Jersey City, NJ 07305
Tel: 732-216-7094
Fax: 201-432-6781
jhimmelman@penskeautomotive.com

Congestion Pricing: The Case for Taxi Exemption

The Fix NYC plan to address congestion in the CBD lays out the compelling case that Uber and its imitators are one of the major driving forces for congestion in the NYC Central Business District: *"Finally, there has been an undeniable increase in application-based for-hire vehicles (app-based FHV) within the CBD... The widely held belief that the unchecked proliferation of app-based FHV in the CBD is a significant contributor to congestion has been confirmed. A recent report found that taxis and app-based FHV now contribute to as much as half of the congestion in the CBD."* <http://www.hntb.com/HNTB/media/HNTBMediaLibrary/Home/Fix-NYC-Panel-Report.pdf>

The plan outlined follows closely the highly regarded Bruce Schaller study that came to the same conclusion. Schaller demonstrates conclusively that these nightmare conditions are not being caused-in any way-by a taxi industry whose growth has been curtailed. Bear in mind that taxi numbers are capped by law at 13,587, while the Ubers keep metastasizing-currently trending over 68,000, not including Lyft and Via-with no end in sight.

(<http://schallerconsult.com/rideservices/emptyseats.pdf>)

Governor Cuomo takes direct aim at the Uber problem:

"That is one of the first places I would look to reduce congestion and to raise money," he said. "If they want to cruise through the central business district to pick up fares, they should have to pay for it, or we should limit the number." <https://www.politico.com/states/new-york/albany/story/2018/01/20/to-combat-congestion-cuomo-will-focus-first-on-for-hire-vehicles-201884> (Emphasis added)

Taxi medallion owners have paid dearly into the municipal system-and continue to pay every year with a panoply of fess, one example being the 50 cents a ride that goes directly to the MTA, that the Ubers are exempted from paying. They do so because the city told them this was in exchange for the exclusive right to street hail-a right that was abrogated when the regulators allowed the Ubers in at the cost of a \$275/year license.

Now that it is clear where the blame lies for the Midtown's overly clogged streets, the false equivalency between taxis and Uber is not a reasonable path forward. Whatever the city and the state decide to do about congestion must be focused exclusively on the unregulated free riders and not the already fiscally obligated medallion owners who have been paying hundreds of millions of dollars into the system for 80 years.

The Taxi Exemption: What is clear from the "Fix NYC" set of proposals, and the well-researched Bruce Schaller study, is that Uber and its imitators, and not taxis, have caused the serious nature of the congestion crisis we are facing today.

(<http://schallerconsult.com/rideservices/emptyseats.pdf>)

Therefore, what is both an effective and equitable public policy approach, based on the main causal factors of congestion, is that taxis need to be exempted from any congestion zone

charges. Taxi owners, because of their purchases over the years of more than 13,000 high priced medallions have generated billions of dollars in revenue to NYC. In exchange for this medallion, these mostly immigrant owners were given the exclusive right to street hails- especially in what is now being called the congestion zone.

In contrast, the Ubers made no such investment in NYC-and for the price of a yearly \$275 license fee they have been one of the main contributors to the public health and public safety debacle of the congestion crisis we are facing today. In addition, their under-regulated free rider exploitation of the car for hire industry has led to the decimation of the value of the taxi medallion and the destruction of the life savings of over 6,000 immigrant medallion owners. (<https://www.nytimes.com/2017/09/10/nyregion/new-york-taxi-medallions-uber.html? r=0>)

Proposing the same congestion pricing treatment for the Ubers and taxis without understanding the historical and regulatory context is simply an inequitable false equivalency that treats the causal agent (Uber) the same way as the victim (Taxi). (<https://nypost.com/2016/07/05/city-lets-uber-and-lyft-cannibalize-the-american-dream/>)

Major reasons for the Taxi Exemption

- (1) Taxis are not the cause of congestion: All independent analysis puts that onus exclusively on the uncapped Uber and its imitators;
- (2) Taxi numbers capped by law: Uber continues to expand along with its imitators;
- (3) Taxi owners purchased a medallion at great cost (For the right to be in the CBD and pick up street hails): Ubers purchased a \$275/year license and if they are allowed to cruise should be charged by the mile;
- (4) Taxis have paid billions for the exclusive right to street hail (Cruising the CBD): The purchase of a medallion is a contract with NYC and that is why the city has always restricted the number of taxis to create both healthy competition and reduce the dangers of congestion. Uber disrupted this equilibrium for the price of a \$275/year license!
- (5) Taxis are the key for accessibility: Exempting taxis helps to preserve a vital program for people with disabilities. After great struggle advocates for people with disabilities were able to get a 50% mandate for taxis to provide accessible vehicles for the disabled. Uber the disrupter doesn't provide anything like this level of accessibility, and the harm its done to taxis has threatened the availability of accessible cabs.
- (6) Taxis already pay a panoply of fees that the Uber don't: Commercial Motor Vehicle tax, MTA fee, License renewal fee differential, accessibility fee; differential inspection fees and costs; just to name a few;
- (7) Taxis have T-PEP Monitoring: A GPS monitoring system that protects passengers and easily identifies drivers who abuse their riders. Uber has no such hook up with the TLC and refuses to share its data even when a passenger has been seriously assaulted;
- (8) Taxi prices are fixed by law: Uber's surge pricing, by enticing more of their vehicles during rush hour, exacerbates congestion in the CBD while taxis' fix prices do not.



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www.cidny.org

Testimony to the New York City Council Committee on Transportation

Oversight: The State of TLC's Regulated Industries

October 13, 2022,

Testimony by:
Tashia Lerebours
Transportation Organizer
Center for Independence of the Disabled, NY

Access-A-Ride is a service that has been around for over 20 years. While it is very convenient to have a ride that takes you to your destination, there are things about the service that are not all up to par. A service that requires you to call 24-48 hours in advance can be frustrating. People with disabilities should be able to access transportation in the same way as their non-disabled peers.

The purpose of this program is to provide transportation to people who are disabled, yet they give the passenger five minutes to get to the vehicle otherwise you are marked as a "no show". This is not realistic. Not all passengers can be outside in five minutes. A common thing that is never taken into consideration is the outdoor temperatures. Not all passengers can handle humid temperatures and not all can handle cold temperatures. Imagine waiting outdoors for your ride for an hour or more. That is a common story I have heard from consumers as well as family.

Another common issue I have noticed is consumers losing faith when it comes to filing complaints. They feel their voice is not heard. All they receive is a letter with an apology but no notification as to what action was taken. Another classic issue is when you are marked as a no-show by the driver when in reality the driver was not present. I have heard that story quite a few times and have helped consumers who have had this issue.

Another issue at hand is shared rides. During the pandemic, shared rides were not allowed. We advocated for it to remain that way. Unfortunately, it went back to shared rides but with the mask mandate. However, due to the "You do you" campaign that the MTA started when Gov. Hochul suspended the mask mandate, not all drivers or passengers wear masks. There are people with immunocompromised disabilities who are still at risk.

The On-Demand Pilot program was and still is a life-changing experience for the 1200 consumers who use it because it is a same-day service that takes you to your destination the same-day you request it. The struggle to expand the service without rationing the number of rides per month has

been a major challenge. There are consumers who are fine with using the blue & white vehicles instead of On-Demand. And there are consumers who prefer using the pilot program. We have been and still are advocating to have it expanded without rationing.

The disabled community deserve to have a service that gets them to their destination on time just like other transportation services. Just because they are disabled does not mean they deserve anything less.

Another issue that CIDNY wanted to bring to attention is that there is a serious safety concern on New York City streets and sidewalks owing to the enormous increase over the past few years in the use of recreational electronic mobility devices, such as electronic bikes and scooters.

- Users of these means of transportation are regularly riding on city sidewalks, and are often not stopping at crosswalks, and are ignoring stop signs and red lights. They also often do not abide by directional regulations of the streets or lanes they are riding on.
- While this is absolutely a safety hazard for all New Yorkers trying to navigate the City's streets, this is a safety hazard that is particularly dangerous for the individuals with disabilities that CIDNY serves.
- This issue creates a massive safety concern for those with mobility, visual or hearing impairments, and effectively renders the visual or auditory signals that have previously been put in place at crosswalks to ensure their safety meaningless.
- In fact, it has also come to our attention that there have already been several serious accidents on NYC streets owing to these issues.
- The DOT is responsible for ensuring the safety of all pedestrians on NYC streets, including individuals with disabilities.



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- It is CIDNY's position that the safety action plans currently in place are no longer sufficiently protecting New Yorkers with disabilities, and these need plans to be updated in consideration of the massive increase in the use of electronic transportation devices, and the documented fact that this increase is correlated to accidents causing injury and even death.
- CIDNY is advocating for the DOT to put in place a comprehensive plan to reexamine the way bike lanes and pedestrian walkways are designed to address the fact that they are now used by these recreational electronic devices, and that they do not regularly stop at intersections.
- CIDNY also requests that efforts to protect individuals with mobility, hearing and vision impairments are expressly considered and incorporated into these updated safety plans.

Commuter Van Association of New York, Inc.

157-11 ROCKAWAY BLVD. JAMAICA - NY 11434 ♦ TEL: 718-527-5500 ♦ FAX: 718-527-5500 ♦ E-Mail: Hbricketts@gmail.com

Hector B. Ricketts, BSC, MA - President
Fatai Lasisi – Acting Vice President
Lateef Ajala - Executive Secretary
Desmond West - Treasurer
Winston Williams - Asst. Treasurer

October 12, 2022

Hon. Selvena N. Brooks-Powers, Chairperson
Committee on Transportation and Infrastructure

Good morning Chairperson Brooks-Powers and members of the Transportation Committee. Thank you for the opportunity to comment on **Res 292**. I must also take this opportunity to thank Public Advocate Jumaane Williams and Council members Restler and Won for their work on this matter; to ask the New York state Legislator to pass, and the New State Governor to sign, S5320 which would amend the Administrative Code of NY to allow commuter vans to accept hails from prospective passengers in the street, and would repeal certain provision of law relating thereto.

Our support for street hail privilege for commuter vans has remained consistent over the decades. On behalf of the Commuter Van Association of New York, I would like to reiterate our position in support of street hail privileges which has remain illusive.

Numerous attempts by have been made over the years to achieve this goal (1) Law suit brought by Hector Ricketts V. New York City, (2) attempt by then City Councilmember Una Clarke, (3) attempt by City councilmember Leroy Comrie and (4) attempt by City Councilmember Jumaane Williams.

The prevailing law is Local Law 115 and for years there has been jurisdictional tog of was between Albany and New City since the enabling legislation is section 80 of the state transportation law. Commuter vans currently operate in violation of “Street hail and bus route prohibition” sometimes without aggressive ticketing. This is just a discretionary administrative gesture. This privilege should be codified for commuter vans to have street hail privileges as all other transportation providers including TNC’s like Uber and Lyft, etc.

These TNC companies simply by utilizing an app automatically gain street hail privileges while commuter van passengers using their thumbs are denied this privilege.

As commuter van operators citywide attempt to return to work **Post Covid**, and in the midst of an insurance crisis, it is only right for government to remove some of the onerous provisions that have been intentionally designed to suppress the industry. For decades, throughout the transit desert of this city, particularly **minority communities heavily subsidized bus companies namely; Green line Bus, Queens surface Transit, and Jamaica Bus were allowed to abandoned their riders and our communities at 11:59 P.M. It was the commuter vans then, and the commuter vans now, that continue to provide Safe, Reliable, Cost Effective and Unsubsidized services to these abandoned commuters and the communities.**

Experts in the Insurance Industry have opined that if commuter vans are given street hail privileges they will be viewed/rated as taxi cabs resulting in increases in insurance premiums far exceeding the exorbitant rate we are now experiencing.

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Commuter vans desperately need street hail privileges, but Intro **Res 292** must make clear that Insurance Carriers **“May not “** view or rate commuter vans as taxi cabs. Please reference **NYAIP rule HC-45**.

Thank you for your interest and work on this matter. I remain available at your convenience to discuss the matter further.

Kind regards,

HectorBRicketts

Hector B. Ricketts, BSC, MA

President



Testimony of Aziz Bah
Organizing Director
Independent Drivers Guild (IDG)
Hearing on the State of TLC's Regulated Industries
Before the City Council Committee on Transportation and Infrastructure
October 13, 2022

Good morning, Madam Chair, members of the Transportation and Infrastructure Committee, my name is Aziz Bah, I am a for-hire vehicle rideshare driver and the Organizing Director of the Independent Drivers Guild (IDG). Thank you for this opportunity to testify before you today regarding the state of TLC's regulated industries. I am joined by a number of colleagues who gave up their time to testify today so I can provide you with our comprehensive take on the state of our industry.

As you know, IDG is a nonprofit affiliate of the International Association of Machinists and Aerospace Workers (IAMAW), and our organization represents over 100,000 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 and has been doing so for over twenty years. Our members primarily drive for Uber and Lyft. We not only organize, educate and advocate, but we also make sure drivers have access to an array of services and benefits, in conjunction with our partners, including mandated classes, legal and financial counseling, telemedicine, mental health, dental and vision care.

I am here today on behalf of New York's FHV ride-share drivers to tell you the state of our industry remains fragile and needs your and TLC's help. First and foremost, we want to say that the new commissioner of TLC, David Do, has been like a breath of fresh air. TLC is listening and communicating like we have not seen in many years. That being said, we know we will not agree on everything, but can still have a respectful and productive working relationship, and IDG looks forward to doing so.

We applaud Commissioner Do and the staff at TLC for proposing a 7.82% raise to our rates, bringing it back up to the 2019 level adjusted for inflation, and tying future increases to the CPI-W. That being said, while TLC seems to be on the verge of approving this proposal, we believe that the economy is still experiencing rising levels of inflation and the proposed raise will be out of date sooner rather than later. Furthermore, IDG has always maintained that the 2019 minimum pay rate, while making some progress, was too low then and is too low now as is not enough for drivers to meet all their business expenses while supporting their families. We also thank TLC for

listening and for proposing to establish a utilization rate that seeks to prevent the disastrous lock-outs from Uber and Lyft our drivers experienced before the pandemic and was ignored by TLC at the time.

Before we continue to lay out the state of affairs of the FHV sector, we want to share some good news and progress. As some of you may remember, many FHV drivers were being unfairly deactivated by the app companies without any notice of cause or due process. We had asked the previous City Council and TLC to step in, to no avail, so we took matters into our own hands. We are happy to report that IDG has an established arbitration process with Uber and Lyft ensuring all NYC rideshare drivers have the right and power to fight unfair deactivations. Drivers are provided representation and a fair hearing in front of a panel of drivers. As a result, IDG has been able to save and re-activate thousands of drivers.

Now for the current state of our industry. All drivers were struggling and barely able to make ends meet before the pandemic and we have been through some even tougher times, to say the least, over the last three years and we fear even tougher times ahead. Let's not forget, that drivers across all our industry's sectors (FHVs, medallions, liveries) are some of the true unsung heroes of the crisis, putting their own lives at risk shuttling essential workers, doctors and nurses back and forth from their jobs and delivering millions of meals to those in need. Many of our drivers were out of work for several months and some still are. Some drivers got sick. Some drivers died. Some have and continue to suffer from depression, anxiety and other mental disorders. Many drivers have been financially devastated, have simply left the industry, filed for bankruptcy or on the brink of doing so. Some lost their vehicles and their homes. Even as business slowly began to return, drivers could not recoup their losses amid record high gas prices and soaring expenses. As you may remember, more than a few taxi and FHV drivers have committed suicide over the years -- because of the lack of government action, intervention and support for an industry whose drivers are constantly taken advantage of by wealthier, more powerful interests.

And now, as we struggle to get back on our feet, we face the very real threat of an additional congestion tax on our fares. We all know that while passengers may be charged the additional surcharges, it is the drivers who will ultimately pay in significantly fewer trips and lower compensation. This will result in thousands of lost jobs and continued economic disaster for the FHV driver community – 90% of which are immigrants, people of color. This is not hyperbole. Our industry's drivers are a very fragile community that has been through a lot over the last several years. I am talking about demonstrable experience. Facts in which the MTA's own Environmental Assessment acknowledges, but callously disregards. And remember, FHVs predominantly serve outer-borough communities, communities of color, communities who have been traditionally underserved by the MTA and taxis. Why are immigrants, people of color, poor, and working-class folks the only ones being asked to pay two congestion fees which is a double tax? The MTA should be ashamed of themselves, but we need you, Council Members, to speak up and stand up for us, speak up for the thousands of immigrant, black and brown families that are going to lose everything.

For all the problems our industry faced over the years, there is a simple way to flip this dynamic of exploitation and empower workers instead of empowering app companies, fleet owners, and

predatory leasing companies. Place a moratorium on the issuance of new TLC Universal Drivers Licenses.

We firmly believe that the City Council got it wrong back in 2018 when a cap and moratorium was only placed on the issuance of new FHV vehicle licenses. While a cap on TLC *vehicles* provides more power to leasing and app-based companies, limiting the number of new TLC *drivers* entering the workforce provides power and value to the existing drivers. Limiting the labor pool will require all companies to compete to keep drivers working for them, meaning the competition shifts away from the expendable driver mentality, a race to the bottom on driver pay - - and shifts to providing better working conditions, pay and benefits.

More importantly, at a time when additional congestion taxes and onerous policies to reduce FHV hours on our streets are being established, it is setting extremely unfair and unrealistic expectations on both prospective and existing drivers to continue licensing and onboarding unlimited new TLC drivers.

And as we have seen, without a corresponding cap on drivers, the apps are also empowered to manipulate driver access to their apps for the companies' gains. As noted above, back in 2019, Uber and Lyft illegally flouted TLC regulations and began blocking access to the apps for certain drivers, leaving thousands of drivers desperate, behind on bills, and not knowing when they will be able to work next.

TLC has told us that they don't have the authority to limit the issuance of new driver licenses. So, if we need city or state legislation to accomplish this, then let's all work together to make this real solution happen.

We also want to note that with regard to Inro 258-A, FHV drivers who are on the road upwards of 16 hours a day, regularly struggle not only to find clean and workable bathrooms all around the city, but legal parking as well. When drivers are lucky enough to find a bathroom they can use, they pull over for a few minutes, only to get a parking ticket that wipes out a day's earnings. As you may recall, the Council passed a bill last year that required restaurants to allow food delivery workers to use their bathrooms. FHV drivers do not have that ability and must search for public restrooms or the very few relief stands that are mostly located in Manhattan and are primarily for taxis. We need your, TLC and DOT's help with this.

Thank you and we look forward to working with you all.



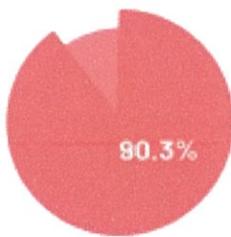
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Long Island City NY, 11101
718.841.7330 | info@drivingguild.org
Drivingguild.org | @drivingguild

The guild is an IAMAW affiliate representing app-based drivers. We are Uber and Lyft workers united for a fair for-hire vehicle industry.

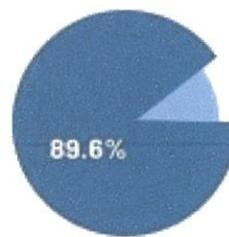
RIDESHARE DRIVERS IN CRISIS

Uber and Lyft Drivers Struggle to Afford Basic Life Expenses

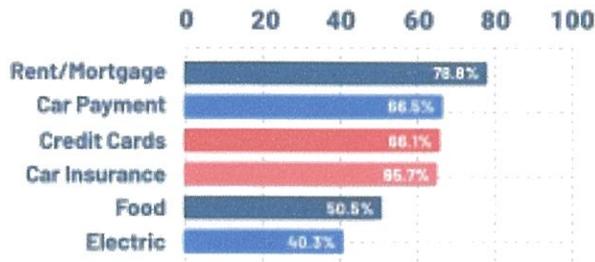
The Independent Drivers Guild surveyed more than 1,100 Uber and Lyft drivers in June 2022. Their responses paint a stark picture of the struggles drivers face with low wages, high expenses, and no voice on the job. **The majority of drivers surveyed drive between 45-80 hours a week.***



Over 90% of drivers say that Uber and Lyft don't pay them enough to survive.



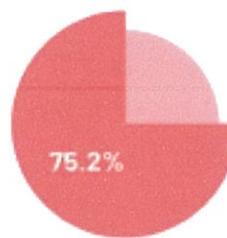
Almost all drivers (about 90%) struggle to pay monthly bills.



Nearly 80% of drivers have trouble paying their rent or mortgage, and **50% of drivers** struggle to afford food.



The price of gas more than doubled in the last six months, reaching a **record of over \$5 per gallon in June.****



75% of drivers thought about quitting Uber and Lyft in the past month.

That's why the Independent Drivers Guild is fighting for union representation for all rideshare drivers.



* This finding is based on a summary of qualitative responses from surveyed drivers about their working hours.
** <https://www.cnn.com/2022/06/11/business/gas-prices-five-dollars-national-june/index.html>



My name is Cira Angeles, and I am a member of the leadership of The Livery Base Owners (“LBO”). We represent over 250 livery bases in New York City, which serve approximately 150,000 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 this 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. The communities we serve trust us to provide safe, reliable transportation.

Despite its importance to the communities we serve, the livery sector is in a state of emergency due to the past decade of one-size-fits all regulation implemented by the City, most especially the 2018 cap on for-hire vehicle licenses. While passenger demand has remained steady, the community car service sector has lost both *bases* and affiliated drivers due to this cap. In 2015, our segment of the for-hire vehicle industry operated almost 30,000 affiliated vehicles: 21,932 liveries and 7,676 street hail liveries. Compare that to 2021, where we have 5,079 liveries and 1,632 street hail livery vehicles adding up to 6,711 affiliated vehicles. This is an almost 80% loss in vehicles in 7 short years caused by the arrival of technology companies, Covid-19 and blanket legislation such as the license cap by the City Council and TLC. Our need is even documented and acknowledged by the City. In 2021, TLC’s own Black Car & Livery Task Force identified that our livery sector is the most impacted segment of the industry, and admission that our Livery sector desperately needs vehicles. As a result of the sector’s diminishment, our communities of color in transportation deserts are the most impacted by the license cap and the City’s blank regulation.

On the methodology of the TLC license review report, TLC uses “wait times” to suggest that outer borough service has not been negatively impacted by the 2018 license pause, since wait times have not risen. However, the calls from potential passengers that go unanswered due to a lack of vehicles are not factored into the TLC’s calculation. To even suggest that wait times are the only factor to determine the impact of the license cap is simply absurd. Since the cap, 39% of our calls go unanswered due to a lack of vehicles, forcing us to refuse calls to our communities that can’t afford surge pricing, are unbanked, or are behind the digital divide. On the ground, we see the reality behind the data – outer borough residents, our customers and community are directly and adversely affected by the license cap.



For this reason, today we applaud TLC for announcing the release of 1,000 new licenses. We desperately need to add cars to our bases to be able to adequately serve outer-borough New Yorkers. These new licenses are a first step to correcting the harm the City-implemented cap has done to our small business liveries. Additionally, the livery sector is not the cause of congestion in the central business district but has been penalized with the entirety of the industry. The livery sector can and should be able to obtain new licenses and vehicles. However, we hope that TLC and the City Council will fix the mistakes of the past and consider a carve out for the liveries as we compete for these new licenses. We need to ensure that small businesses will be able to access some of these new licenses.

Another concern we wish to share with the council today, is the barrier that restricting the new licenses to Electric Vehicles creates for our livery bases and drivers. LBO believes in being a partner to the City in creating a more climate-resilient city. However, we hope the City will understand the challenges of EVs for our drivers. Many in our constituency cannot afford EVs with or without a tax incentive. Charging infrastructure is non-existent in our drivers' neighborhoods and the wear and tear that our cars undergo mean expensive and costly repairs. Additionally, large corporate entities have an unfair advantage with EVs: Many entities are already in the pipeline for new EVs; already have charging infrastructure in place for their drivers; and have the capital to afford the price tag. We hope the Council and TLC will see the need to build a more inclusive runway to new licenses. This can include allowing for hybrid vehicles or offering incentives or subsidies for EVs. That being said, as I mentioned we do want to be a partner to the City and want to offer our livery bases as locations for future charging stations.

While this license increase will not afford us nearly enough licenses to adequately respond to our current demand and government contracts, it is a start. But again, I implore the Council and TLC to ensure that small businesses will be able access the licenses released by the TLC. As is, the proposed program being restricted to EVs only continues the pattern of City policy taking a blanket approach that ignores the nuances of the industry, creating further barriers for immigrant mom-and-pop drivers and bases to thrive. We need to ensure a more even playing field for the livery sector. I repeat that our livery sector is in a state of emergency, the lack of vehicles is closing our bases and affects our communities. Additionally, blanket policy creates a private plate sector that is operating outside of all public safety rules and regulations endangering the lives of pedestrians, riders, and drivers.



Thank you for your consideration, and we are happy to work together as New Yorkers to ensure this City can continue to provide opportunities for hardworking immigrants and their families.

New York City Council
October 14, 2022

I am Jeff Rose, the owner of Attitude New York chauffeured transportation and the President of the Limo Association of New York (LANY). The Association represents those entities that ply their trade as Luxury Limousine Bases under TLC Rules.

I am writing because the current regulatory climate does not account for the different operating paradigms within New York City's chauffeured transportation industry. While most operators in the Livery, Black Car and high-volume dispatch bases utilize independent operator contractors (I/Os) over which they exert little control, in the Lux Category you will find traditional models of employee/employer operations.

In the I/O model, drivers own the cars, and they are responsible for costs such as the vehicle, fuel, Insurance, and maintenance, etc. The bases exert little control over these drivers. Some of these operations even warn customers, if you have a service issue, that is between you and the driver. We are just a tech company, matching riders with drivers. Transportation tinder if you will. With such companies, The City has a real interest in protecting consumers from shoddy operators and in efforts mandating certain levels of customer service. With employee operations, this is not the case. Operators who shoulder the burden of all the vehicle expenses and pay real salaries with benefits are heavily incentivized to maintain safety standards and good customer service. If a client has an issue, we still answer the phone and respond. We also know that they may not call us, but rather call another company next time.

Yet, we are regulated the same as these I/O operators. I request two changes for bases that put the vast majority of their jobs in cars driven by true employees.

Bring back the "Chauffeur's License." In the past, there used to be separate licenses for "Hack" drivers and chauffeurs. We are all struggling to hire chauffeurs, but the current licensing requirements are a prohibitive barrier to entry. The cost to obtain a license gets into four figures and 45 hours of class work, which is heavily tied to the Yellow cab driver. Potential employees displaced from other jobs are reluctant to make such a commitment, fearing this job may not be right for them and they will have wasted significant time and money that they may not easily get back if it doesn't work out. Experienced chauffeurs wonder why they must go "back to school" despite proficiency in the profession. I recently turned away a potential employee with 28 years of private experience because he was not willing to spend the time and money to procure a TLC license. These are good jobs where full time chauffeurs potentially earn eighty, ninety, even a hundred thousand dollars a year while paying NONE of the vehicle expenses that I/O drivers must. There used to be a program where a driver who had a sponsor, or an employer willing to hire him, could get a temporary provisional license. Can we bring that back? Allow a driver with a sponsor willing to train them or vouch for their proficiency to get a temporary license for, say, 6 months, and then grant 6 months to get a license after the initial period.

As for the vehicle moratorium, exceptions have been made for WAVs and EVs as the City has an interest in making EVs and WAVs more available. Doesn't the city have an interest in making good paying jobs available to its citizens? We understand the concerns about congestion, but Lux Bases have little to zero impact. For one thing, we constitute less than 5% of all FHV vehicle permits. For another, these vehicles do not cruise as we do not offer "on demand service." Most jobs are pre-arranged. When bases bear the vehicle AND salary costs of its chauffeurs, it is simply too expensive to cruise the street waiting for the next job. While the number of FHVs overall has jumped by 500% since the advent of TNCs, Lux base vehicles dropped by a third, from approximately 6,000 to 4,000. That number is likely even less since the devastating effect of the pandemic. The current moratorium on new licenses also serves as a significant (fatal?) barrier to entry to the industry, cutting competition that keeps all operators on top of their game and giving incumbents a serious, unfair advantage. How about allowing that number to rise back to 6,000, but only allowing those licenses to bases which assign a significant majority of those jobs (2/3) to real employees.

If that is not possible, let's at least make the current license storage program permanent. Traditionally, Lux bases that pay for the vehicle costs have trimmed fleet during slow times to generate cash flow and save on insurance costs, which can run as high as \$1,000/month/vehicle. If the storage program is shelved, we will be forced to keep vehicles on during slow periods just to maintain the licenses. The only beneficiaries to this program are the Insurance companies, and they don't need the money.

I could go deeper on this, but I know time is precious. Please feel free to reach out to me to discuss further.

Jeff Rose
212-397-0004
Jeff@AttitudeNewYork.com

Jeff Rose
President
Attitude New York Inc.
Chauffeured Transportation
212-397-0004

**Public hearing on Transportation Infrastructure
October 13, 2022**

Basel Mansour
TLC owner operator
Hack #: 5822048

Drivers Deactivation by Uber and Lyft:

We support a just cause legislation to protect drivers from unfair deactivation by Uber and Lyft. Drivers have the right to defend themselves against unfair deactivation E-ride hail companies, Uber and Lyft represent 85% share of NYC transportation. Deactivating drivers by these companies amounts to license revocation. Drivers are entitled to full legal right to defend themselves against unfair deactivation, not just arbitration. The current situation lack of a just cause protection allows drivers to be held hostage by both riders and predatory ride-share companies. It allows drivers to get blackmailed and exploited by both the riders and the predatory rideshare companies.

Transportation Price Index

We fully support the long-awaited adoption of Transportation price index in lieu of Consumer Price Index (CPI) by TLC. The CPI is an inaccurate measure for drivers expenses. Drivers expenditure on gas, repairs, insurance to name a few expenses are different from those expenses by an average consumer. Furthermore, drivers are restricted in the way they can adapt to inflation, whereas regular consumers can easily adjust for the surge in gas prices by using public transportation instead.

Universal Access to bathrooms for drivers

This is a public health and a human right issue. We live in 2022 and NYC drivers are still deprived from this basic right. Depriving drivers from using bathrooms when they need to can lead to serious health complications such as urinary track infection, colon perforation, kidney failure, and other serious health complication. We need an action now on this issue.

FHV vehicle cap, green transition plan, rental fees

When the TLC commission was founded following the great depression of 1929, the number of yellow cab remained roughly the same. However, when Uber and Lyft entered the market in 2012 the TLC allowed the number of FHV licensed vehicles to explodes from around 30,000 vehicles to almost 120,000 vehicles in 2018. The market is already saturated. Instead of issuing a 1000 new licenses to electrify the FHV industry, the TLC can encourage current drivers to transfer their existing vehicles to electric vehicles. The drivers COOP proposed to establish a green-transition fund, similar to the yellow cap improvement fund to speed up the process of green transition to electric FHV. This fund can also be used to build up the necessary infrastructure such as charging stations.

Congestion Fees

The proposed bill to impose a toll fees on FHV drivers when they enter the core Manhattan constitutes a death sentence to this industry. It will destroy the driver's livelihood. FHV are not the cause of congestions, the congestion was a result of a faulty street design and policies. Narrowing the streets, lane restrictions, street closure, and street parking regulations all contributed to this problem. Ironically, these policies were intended to protect pedestrians and improve road safety, but since the initiation of the vision zero plan, data shows that the number of casualty has increased exponentially.

Public Safety

Hearsay ticketing, double ticketing systems adopted by TLC is illegal and unconstitutional and it has to stop. When citizen submit a complains to TLC, the TLC must at least summon that person to come to testify at the hearing.

My name is Alec Soybel. I am a mini fleet taxi medallion owner, whose taxi medallions are in the TLC storage as my taxi agent told me that he is currently not financially interested in leasing my taxi medallions, because it is very difficult for him to compete with 140,000 Uber and Lyft drivers for each fare. In addition, the TLC debt relief forgiveness program is an absolutely failure as this program will not assist mini fleet taxi medallion owners demanding them to pay \$2,468 to credit union as taxi loan interest, while a taxi agent currently paying a \$100 for leasing a taxi medallion or paying \$200 altogether for a mini fleet taxi medallion which is two taxi medallions. The TLC program puts me in danger of losing my two taxi medallions, one of them is a wheelchair accessible medallion and another one is a regular taxi medallion. The fare increase after 10 years might help taxi medallion owners if it will be implemented by the TLC without bias towards mini fleet taxi medallion owners or taxi agents. I will explain to you in detail what I mean by the word "bias." First, I believe that JFK -Manhattan flat fare should become a \$77, with \$7 added to \$70 flat fare because of a current inflation rate of 9.6%. The sandwich at the airport costs more than \$15, therefore drivers should afford to buy half-sandwich for \$7 while they are waiting for their riders at the JFK airport. I also would like to ask City Council to allow medallion owners and taxi agents, who lease their taxi medallions to drivers, to get some percentage from increased taxi fare, because the last time they got a percentage increase was in 2004. Since that time there was no any percentage increase for taxi medallion owners who lease their taxi medallions to drivers and for taxi agents. When the taxi medallion were created, their number 13,500 was divided into 45% for individual drivers and 55% for mini fleet medallion owners with two taxi medallions. There was never a talking point of disrespect towards different taxi medallion owners, however, NYTWA organization, tries to compare different medallion owners and put a label of the hard working individual medallion owners and lazy mini fleet taxi medallion owners, which is nonsense, because with two taxi medallions, where one medallion is always a medallion wheelchair accessible cab and another one is a regular medallion cab. An individual medallion owner with one medallion might drive for 7-years a regular medallion and after that drive for another 7-years a wheelchair accessible cab. A mini fleet medallion owner is always worry about double risk of getting his two taxi medallions into traffic accident and therefore of losing all his or her live savings he invested in buying a mini fleet. Therefore, the NYTWA approach of not talking with mini fleet taxi medallion owners about fare increase or debt relief medallion program because they did not consider them hard working people is totally wrong and should be stopped right away as both individual taxi medallion owners and mini fleet taxi medallion owners are hard working people providing transportation to people in New York. In addition, the TLC eliminated a requirement from individual medallion owners having them to work by themselves 210 days in a year, which means that a medallion owner can lease his or her taxi medallion to taxi agent or drivers like mini fleet taxi medallion owners. Therefore, it is very unfair talking this way about taxi medallion owners. The mini fleet taxi medallion, which consists of two taxi medallions, actually is one taxi medallion because a medallion owners is not able to sell one of his taxi medallion because he is personally responsible for all taxi loan to a bank or credit union. I would like to ask City Council not to put a cap on amount of leased payment collected by taxi medallion owners and taxi agents from their taxi drivers, because the price of taxi cab that medallion owners and taxi agents now pay for a new regular or wheelchair accessible cab currently jump by \$20,000 from \$28,000 to \$44,000 for a regular cab and jump by \$29,000 for a wheelchair accessible cab from \$44,000 to \$73,000 for a wheel chair accessible cab. Although, the TLC will likely refund taxi medallion owners by \$14,000 for buying a wheelchair accessible cab, a

medallion is expected to pay a full price of \$73,000 for a wheelchair accessible cab, and after three months, he or she will get \$14,000, however, his or her expenses are \$73,000 - \$14,000 = \$59,000. The amount of money a medallion owner pays for a regular cab is \$44,000 and for a wheelchair accessible cab is \$59,000 out of his pockets, because since 2014 year banks and credit unions refuse to provide a loan on buying a taxi cab for medallion owners because the TLC allows Uber and Lyft to drive as taxis in New York without buying taxi medallions since 2012 year, which was opposite to taxi medallion owners whom the TLC wanted to spent fortune to buy their taxi medallions with taking enormous taxi loans from banks and credit unions. Because the price of yellow taxi cabs increase by almost \$20,000, taxi medallion owners are not able to buy so expensive cabs for yellow medallion taxis and therefore, almost 7,000 yellow medallion taxis are currently in the TLC storage. I also believe that Uber and Lyft drivers should not get any fare increase as NYTWA insists, because this is a bad idea. The Uber and Lyft drivers make a lot of money on a surge price fares -double fares – and should not get third increase in their fare in comparison with yellow taxis medallions who get their first time fare increase in 10 years. If Uber and Lyft drivers will get a third fare increase, the yellow taxi drivers will leave yellow taxis for Uber and Lyft in order to get a higher fare, therefore yellow taxis will be left without drivers and medallion owners will likely default on their loan payment to banks and credit unions. In addition, I would like to ask the City Council no to issue the new 1,000 free TLC plates, because the TLC still has 1,600 yellow taxi medallion it did not sell since 2014 year. The policy of giving free taxi medallions for Uber and Lyft drivers with some excuses of doing it, will destroy yellow taxi medallion industry. I believe that City Council should consider of providing the restitution to taxi medallion owners, because the debt relief forgiveness program failed to provide a financial relief to all responsible medallion owners, but enriched taxi medallion owners who borrowed more than a million dollars. In addition, this program was very unfair towards mini fleet taxi medallion owners with two or more taxi medallions as it does not provide them with financial relief at all. This unfair attitude towards mini fleet taxi medallion owners should be investigated by City Council and corrected immediately with mini fleet medallion owners treated with respect for what they did for yellow taxi medallion industry. I have written an email to the TLC Commissioner, David Do, addressing the debt relief forgiveness program unfairness towards mini fleet taxi medallion owners, but he refused to answer my email and did not provide explanation to me why the program enriched just individual medallion owners and is not fair towards mini fleet taxi medallion owners. The TLC Commissioner, David Do, refused to meet with mini fleet medallion owners when he discuss the debt relief medallion program with NYTWA, although NYTWA does not represent all taxi medallion owners, who refused to discuss the debt relief program with mini fleet medallion owners or medallion owners who pay off their taxi medallion loans. It is very unfair what the TLC Commissioner David Do did towards mini fleet taxi medallion owners by carrying out the debt relief medallion program without meeting with other taxi medallion owners. I have a proof that this program enriched just few individual taxi medallion owners leaving many taxi medallion owners without any debt forgiveness relief assistance. Therefore, all errors that the TLC Commissioner, David Do, did should be corrected with restitution paying to all mini fleet taxi medallion owners whom the TLC decided to exclude from getting debt relief medallion programs. Thank you for letting me express my concern about yellow taxi medallion industry.

10/13/2022 Transportation hearing testimony addendum version ..

Dear council members.

I would like to put my testimony on paper in hope that it will be read and look into it.

As a yellow taxi owner, I want to underline that yellow industry if no action taken by TLC and city, we will be very soon 6 feet under. At times I think that this could be an intentional thing that TLC and city is doing to us.

The relief program is another scam that was proposed as it will not work for medallion owners that are not operating the medallion as no one wants to lease our medallion and if they do , payment from garages are at maximum of \$300 dollars per mediation per month. How can we pay a loan of \$1234 .00?

If you check, 7000 medallions are idle in TLC storage. How will medallion owners that have them in storage pay the loans? I did not hear TLC commissioner mentioning this in his testimony but he did say that he wants to release another 1000 TLC plates for free. What is the need of those additional plates? The way I see it, it to create more congestion and drive away drivers from leasing Yellow medallions.

TLC chair Mr. Do in his interview to NY Post in regards to congestion fee made a comment only referencing Uber /Lift and completely omitted the fact that Yellow industry was paying 50 cents since 2009 and in 2019 we started to pay additional \$2.50 (\$3 dollars in sum) that totaled over a \$1 billion dollars over the years.

https://nypost.com/2022/10/13/nyc-tlc-chair-has-big-concerns-about-congestion-pricing/?utm_source=twitter_sitebuttons&utm_medium=site%20buttons&utm_campaign=site%20buttons

I am reaching out to city council to force TLC to do it job that is to protect our industry financial stability that the agency failed to do form the time the allowed Uber and Lift to operate in NYC with no medallion purchase.

City council back in 2019 discovered that TLC hide the repost showing that Yellow medallion industry was overpriced by the city and we were overcharged for medallion price.

Another thing, the rate increase , it should be a raise for both drivers and medallion owner /garages that are actually maintaining the cars as all the expensive related to yellow car upkeep. Cars prices went up tremendously as well as other expenses.

I tried numerous times to reach TLC chair but he is not reachable to discuss what his vision is for future of Yellow industry but he is not reachable. He praises relief program but it is a program that is allowing banks to reposes medallions for free as no medallion owner will be able to keep up with the loan payment if industry is not protected and is put to compete with FHV companies that got the TLC license for FREE vs us having to pay up to \$1 Million per license. We thought we were buying an exclusive right to pick up passengers in the city but we are actually being scammed by our own city.

We need city to vote on excluding Yellow industry from congestion as we already paying MTA taxes and besides, we paid big money for medallion that we thought allowed us the entry to the CBD.

As for NYCTWA organization, it DOES NOT represent Yellow medallion owners, it represent drivers that happened to be an owner. When I asked for help, the organization told me that they do not help owners, the only help drivers.

I look forward for the opportunity to meet with city council transportation comity and Madam Speaker as well as you were always there for Yellow industry.

Kind Regards,

Galina Kaminker

Member of: Yellow Taxi United. TMODA

From: Michael Simon <nycmls@aol.com>
Sent: Thursday, October 13, 2022 2:04 PM
To: Testimony
Subject: [EXTERNAL] Unfair passenger pricing between Taxis and Ubers

Good morning

My name is Michael Simon I'm a taxi medallion owner

Id like to talk about the Taxi and limousine commissions current public pricing rules that applies to taxis and ubers That system is grossly unfair to taxis

-
-

TLC regulations mandate taxis have a fixed rate. That fixed rate is a public service and has no benefit for the taxi when the public can at any time compare pricing in a phone app. The bottom line is the public chooses the lowest price not the fixed price and therefore the fixed price is no benefit to taxi. Taxis are at the mercy of Ubers computer.

At their own schedule Ubers will lower their rate below taxi rates to attract customers when its slow. There are times when cabs are completely empty bc uber lowered its price below cabs and cabs are helpless to respond bc their pricing is fixed .

When its busy ,Uber raises its price making more money than cabs, This unequal pricing requirement is destroying the taxi industry and its drivers

*Ubers price must **at all times** be substantially higher than taxis giving taxis the assistance it deserves for following NYC rules require it to have fixed pricing which restricts its competitiveness*

Thank You
Michael Simon

Give priority to those who have been renting plates & vehicles.

Considering EV TLC license plate identify the person with TLC licensee ~~who~~ who has been driving ~~from~~ from long time either renting plate or vehicle from fleet.

Now after Pandemic state ~~with~~ plates & vehicle renting companies had raised price for renting. Give priority to Drivers. These rental companies are sucking blood and sweat from drivers. If TLC plate is opened it will be great relief for Drivers. Give plates to the Drivers not for leasing company.

Rakesh Pradhan



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THE CITY OF NEW YORK**

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in favor in opposition

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(PLEASE PRINT)

Name: WILFREDA DISLA

Address: _____

I represent: _____

Address: _____

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Name: CHRISTOPHER GARCIA

Address: 767 ST

I represent: IDG

Address: _____

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Name: SUNNY MOORSANI

Address: 66th Ave

I represent: IDG

Address: _____

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Name: Rakesh Pradhan

Address: 83rd St, Elmhurst

I represent: FHV Driver (IDG)

Address: _____

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Name: Khaleel M. Anderson

Address: 19-31 Mott Avenue Suite 301

I represent: Assembly Member District 31

Address: _____

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Date: 10/13/22

(PLEASE PRINT)

Name: Bhairavi Desai

Address: _____

I represent: New York Taxi workers Alliance

Address: 3110 37th ave LIC 11101

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Name: A212 BAH

Address: _____

I represent: Independent Drivers Guild

Address: _____

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 in favor in opposition

Date: 10-13-22

(PLEASE PRINT)

Name: N.Y.C. Committee VAN ASC

Address: Flushing Ave Brooklyn

I represent: Leroy Morrison Pres

Address: _____

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Date: _____

(PLEASE PRINT)

Name: Alpha Barry

Address: E 221st Bronx, NY

I represent: NYTWA

Address: _____

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(PLEASE PRINT)

Name: JAWAID TOPPA

Address: 260th St.

I represent: _____

Address: _____

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Date: 10/13/2022

(PLEASE PRINT)

Name: Richard chow

Address: Merry mount ST staten Island

I represent: NYTWA Union

Address: 31-10 37 Ave LIC NY 11101

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Date: 10/13/22

(PLEASE PRINT)

Name: DIAKITE BAMBA

Address: _____

I represent: NYTWA

Address: 3110 37th ave LIC 11101

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in favor in opposition

Date: 10/13/22

Name: Raul Rivera (PLEASE PRINT)

Address: _____

I represent: NYC Drivers Unite

Address: _____

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in favor in opposition

Date: 10/13/22

Name: Israel Acevedo (PLEASE PRINT)

Address: _____

I represent: NYC DRIVERS UNITE

Address: _____

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

in favor in opposition

Date: _____

Name: Richard Lipky (PLEASE PRINT)

Address: _____

I represent: Big Apple Taxi Mgt

Address: 54-91 Queens Blvd, Woodside NY

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Date: 10/13/22

(PLEASE PRINT)

Name: ONKAR SINGH

Address: 114th St. Richmond Hill NY 11449

I represent: _____

Address: _____

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THE CITY OF NEW YORK**

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Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: SKAFIDAS NIKOLAOS

Address: _____

I represent: _____

Address: _____

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Date: 10/13/22

(PLEASE PRINT)

Name: NIZAM AHMED

Address: _____

I represent: _____

Address: _____

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Date: 10-13-22

(PLEASE PRINT)

Name: MD. A. KADIR

Address: [REDACTED] 24 St

I represent: _____

Address: _____

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Date: _____

(PLEASE PRINT)

Name: David Do

Address: _____

I represent: Commissioner TLC

Address: _____

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Date: 10-13-2022

(PLEASE PRINT)

Name: ZASHIB ALATI

Address: [REDACTED] RALPH AVE BROOKLYN

I represent: _____

Address: _____

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

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(PLEASE PRINT)

Name: Sonam Ghising

Address: 60th Woodside

I represent: FHV Driver / I D G

Address: _____

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

in favor in opposition

Date: 10/13/22

(PLEASE PRINT)

Name: BASIA OSOWSKI

Address: _____

I represent: NYTWA

Address: 3110 37th Ave LIC NY 11101

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

in favor in opposition

Date: 10/13/2022

(PLEASE PRINT)

Name: Jackie Lin

Address: Clerry Ave. Flushing NY 11355

I represent: FHV Drivers T D G

Address: 41-09 36th St #3

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

Date: 10-13-2022

(PLEASE PRINT)

Name: MD AZIZUL HAQUE
Address: 3545 70TH STREET JACKSON
I represent: NYTWA HQS, NY 11372
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: Arifa Tirmizip
Address: Bergen Ct, Copiague NY 11726
I represent: IOG
Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: 10-13-22

(PLEASE PRINT)

Name: ALIEK BAILOR
Address: ST NICHOLAS YE
I represent: _____
Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. T2027 Res. No. _____

in favor in opposition

Date: 10/13/22

(PLEASE PRINT)

Name: Cira Angeles

Address: 5030 Broadway

I represent: The Livery Base Owners

Address: 5030 Broadway

**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: Amara Azim Malik

Address: 101th St & 1st Ave NY 10029

I represent: TDB & Div 15

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: JEEVAN POUDEL

Address: 60th St Woodside 11377

I represent: IDG

Address: 60th St Woodside 11377

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: 10/13/2023

(PLEASE PRINT)

Name: ANIL PRADHAN

Address: 46-10, 79TH ST ELMHURST, NY 11378

I represent: TDG

Address: LONG ISLAND CITY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: 10/13/2022

(PLEASE PRINT)

Name: KEHINDZ KOLAWOLE

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: 10/13/22

(PLEASE PRINT)

Name: NUSRAT JAHAN

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: 10-13-2022

(PLEASE PRINT)

Name: Rashid Awan

Address: Harding Avenue Bronx NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 10/13/2022

(PLEASE PRINT)

Name: MANSUR ZEGRAR

Address: Washington ave 10032

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 292 Res. No. 292

in favor in opposition

Date: 10-13-22

(PLEASE PRINT)

Name: Kateef Ayala

Address: Adelphi St

I represent: City Express Corp

Address: 15232 Rockaway Blvd Jamaica

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 10/13/2022

Name: Adalgisa Payero-Diarra (PLEASE PRINT)

Address: E. 153rd St Bx 15410451

I represent: UTANY

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 292

in favor in opposition

Date: 10/13/2022

Name: Marta B. Rickertis (PLEASE PRINT)

Address: Edgewood St. N.Y. 11422

I represent: President Committee Van Ass. of N.Y.

Address: 157-11 Rockaway Blvd. J.A. NY 11430

**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: Hector German (122) (PLEASE PRINT)

Address: E 184 St

I represent: Union de Taxistas de New York

Address: (U.T.A.N.Y)

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