

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES  
  
Of the  
  
COMMITTEE ON TRANSPORTATION

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HELD AT: Remote Hearing

B E F O R E: Ydanis Rodriguez  
CHAIRPERSON

COUNCIL MEMBERS:  
Francisco Cabrera  
Andrew Cohen  
Chaim Deutsch  
Ruben Diaz, Sr.  
Robert Holden  
Peter Koo  
Stephen Levin  
Mark Levine  
Carlos Menchaca  
I. Daneek Miller  
Antonio Reynoso  
Donovan Richards  
Deborah Rose

## A P P E A R A N C E S (CONTINUED)

Polly Trottenberg, Commissioner  
Department of Transportation

Rebecca Zack, Assistant Commissioner for  
Intergovernmental and Community Affairs  
Department of Transportation

Will Carry, Senior Director for Special  
Projects  
Department of Transportation

John Frost, Executive Director  
Bike Share Program  
Department of Transportation

Michael Pilecki, Deputy Chief  
New York Police Department [NYPD]

Michael Clarke, Managing Attorney  
Legislative Affairs Unit  
New York Police Department

Frank Reig, Founder and CEO  
Revel

Paul Vizcaino, Chief Development Officer  
Wheels

Siddharth Saxena, Founder and CEO  
White Fox Scooters

Matt Thornburg, Chief Strategy Officer  
White Fox Scooters



SERGEANT-AT-ARMS: PC recording has started.

SERGEANT-AT-ARMS: Thank you.

SERGEANT-AT-ARMS: Cloud recording started.

SERGEANT-AT-ARMS: Thank you.

SERGEANT-AT-ARMS: Back up is rolling.

SERGEANT-AT-ARMS: Thank you. Sergeant Polite?

SERGEANT-AT-ARMS: Thank you. Good morning. Welcome to the remote hearing on the Committee on Transportation. Will all Council members and staff please turn on their videos at this time? Thank you. To minimize disruption, please place all cell phones, electronics to vibrate. You may send your testimony to [testimony@Council.NYC.gov](mailto:testimony@Council.NYC.gov). That's [testimony@Council.NYC.gov](mailto:testimony@Council.NYC.gov). Chairs, we already to begin.

CHAIRPERSON RODRIGUEZ: Thank you, Sergeants. Good morning and thank you all for joining our hearing today on moped and electrical scooters. I am Ydanis Rodriguez, Chairman of the Transportation Committee. First, I am going to turn it over to our committee counsel to go over some

procedures, including to recognize the Council member that has joined the hearing today.

COMMITTEE COUNSEL: Thank you. I'm Elliot Lin, counsel to the Transportation Committee of the New York City Council. Before we begin, I want to remind everyone that you will be on mute until you are called on to testify. At which time, you will be unmuted by the host. Please listen for your name to be called. I will be periodically announcing who the next panelist will be. The first panelist will be from the administration. First from the Department of Transportation, Commissioner Polly Trottenberg, Assistant Commissioner for intergovernmental and community affairs, Rebecca Zack, senior director for special projects, Will Carry, and executive director for the Bike Share Program, John Frost. And from NYPD, we also have Deputy Chief Michael Pilecki and the managing attorney for legislative affairs unit, Michael Clarke. During the hearing, if Council members would like to ask a question, please use the zoom raise hand function and I will call on you in order. We will be limiting Council member questions to five minutes. Please also note that for ease of this

virtual hearing, we will not be allowing a second round of questioning. Thank you. Chair Rodriguez?

CHAIRPERSON RODRIGUEZ: Thank you. Thank you, Elliott. I also want to recognize that we have been joined by Council member Reynoso, Cabrera, and Diaz, Holden, Koo, Levine, and-- sorry. Levin, Menchaca, Miller, Rose-- and I think that I have all of my colleagues there. Give me one second, please. Thank you, again. Today the committee will conduct an oversight hearing on shared moped and electrical scooters. The committee will also consider Intro number 2061 which I have sponsored together with other colleagues in relation to the Department of Transportations' approval for shared moped organizations. This hearing follows up on the work that the committee has done over the past year and a half related to electrical scooters and electrical bikes. In June, we passed a package of bills that legalized certain types of electrical scooters and e-bikes in the city. We also passed local law 74, sponsored by my colleague Council member Cabrera, to create a program for shared electrical scooters. I'm proud to have [inaudible 00:04:05] Speaker Johnson and the other colleagues at the Council and this

legislative body to get this law passed in order to give New Yorkers the opportunity to utilize and increase more of alternative transportation, especially during this time of COVID-19 pandemic. We also worked very close with the administration and Commissioner Trottenberg. Mopeds or limited use motorcycles, as they are classified by the New York City Department of Motor Vehicles, offered riders in additional motor transportation. Since mopeds can be registered with the Department of Motor Vehicles, they are legal. Based on what the DMV has established then to ride on our streets as long as riders can meet certain criteria and also certain rules of the road depending on the class of moped they are driving. But let's be clear. New York City is the one that has the power to authorize any corporation to put mopeds on the street of New York City. NYC, the company will operate-- New York City, I'm sorry, the company will operate a shared electrical moped service. [inaudible 00:05:28] and mopeds are [inaudible 00:05:32] miles per hour for safety reasons and riders are required to wear helmets. They are also not allowed to ride on bike lanes or sidewalks. Again, anyone riding a moped

must use a helmet all the time and none of them should be allowed to be on the sidewalk or in a bike lane and I hope to hear how strictly it's going to be from now on so that-- and this is not an [inaudible 00:06:08] but any company that allows a single rider to use one of those mopeds without helmets at any second or on the sidewalk, they should not be allowed to do business in our city. So far this year, there have been a number of crashed involving rentals including four that have ended in fatalities. That's unacceptable. Just a few days ago, Helma [inaudible 00:06:38], an 82 year old senior, was struck by a rider on a rental moped and killed. Just one more victim. We need to ensure that we are protecting both the pedestrians and the riders in New York City. I will even go as far as saying that any moped sharing company who wishes to do business in New York City again should only be allowed to be on the road if they can guarantee that their rider will be wearing a helmet while riding a moped all the time. It's not enough to take a photo. They have to use the technology they have today to be sure that riders have helmets all the time. Early this year, we suspended operation in the city while they elevated



their business model. They relaunched it in late August after agreeing to enhance safety requirements by implementing the safety and rider accountability protocols that include mandatory safety training. A step to increase [inaudible 00:07:52] compliance by requiring a selfie, which is just not enough. And a New York community report and tool that allows the public to report dangerous drivers. It is my hope that this new safety measure would enhance the driving experience for riders and improve safety for all New Yorkers. With these safety concerns in mind, I sponsor Intro number 2061. This bill will require the Department of Transportation to establish a more clear procedure by [inaudible 00:08:28] moped organization may apply for approval to operate shared moped fleet in New York City. This process will create an additional layer of safety precautions that moped organizations must undergo before receiving open access to our city streets. And let's be clear with this. I have a driver's license, but even though I have a driver license, I'm not allowed to drive a motorcycle in New York City without having a license that demonstrates that I have a skill to maneuver those vehicles and mopeds is no different

than the motorcycle. Therefore, anyone riding a moped, they should get some type of license in order to do business with us. The bill also requires shared moped and [inaudible 00:09:20] organizations to implement safety protocols including measures to monitor helmet use. This bill will allow, prohibit-- I'm sorry. This bill will also prohibit the unauthorized operation of shared moped fleets and provide for the impounding of such unauthorized vehicles. I look forward to working with the administration and my colleagues here at the Council to pass this legislation as quick as possible. Commissioner, we are against the clock. We need to act now. Finally, during today's hearing, I look forward to receiving an update from the administration from the solicitation to create a pilot program for shared electric scooter in the city as required by local law 74 that was enacted during this summer. As of today, we know that DOT has been working with different stakeholder. I trust the leadership of the Commissioner, but also we know that we were supposed to have information on the start of the solicitation by October 15th. Of course, we know that DOT has been very busy working with all the

issues [inaudible 00:10:34] restaurant street initiative which we've been working together and we understand that, you know, that they have been very busy, therefore, we would like to hear today what is the plan on the October 15th that we did not get the status of the solicitation. Before we begin the hearing, I want to turn it over to the committee counsel for some procedural comments. The acknowledgement of the council member with any new ones have address to administer the oath to the administration. Thank you.

COMMITTEE COUNSEL: Thank you. I would like to acknowledge that we have been joined by Council member Deutsch and clarify that we have been joined by Council member Levine rather than Levin. I'll now call on members of the administration to testify. Polly Trottenberg, Rebecca Zack, Will Carry, John Frost, Michael Pilecki, and Michael Clarke. I'll now read the affirmation and then call on each individual to confirm their response on the record. Please raise your right hand. Do you affirm to tell the truth, the whole truth, and nothing but the truth in your testimony before this committee and

to respond honestly to Council member questions?

Commissioner Trottenberg?

COMMISSIONER TROTTEMBERG: I do.

COMMITTEE COUNSEL: Assistant

Commissioner Zack?

ASSISTANT COMMISSIONER ZACK: I do.

COMMITTEE COUNSEL: Will Carry?

WILL CARRY: I do.

COMMITTEE COUNSEL: John Frost?

JOHN FROST: I do.

COMMITTEE COUNSEL: Deputy Chief

Pilecki?

DEPUTY CHIEF PILECKI: I do.

COMMITTEE COUNSEL: And Michael Clarke?

MICHAEL CLARKE: I do.

COMMITTEE COUNSEL: Thank you. You may  
begin your testimony when ready.

COMMISSIONER TROTTEMBERG: Okay. Can you  
hear me now? I'm unmuted? Good.

COMMITTEE COUNSEL: Yes.

COMMISSIONER TROTTEMBERG: Good morning,  
Chairman Rodriguez, and members of the committee.  
I'm Polly Trottenberg, Commissioner of the New York  
City Department of Transportation. Joined here today

by my colleagues from DOT and NYPD. We thank you for the opportunity to testify today on behalf of Mayor Bill de Blasio on shared mopeds and e-scooters as well as Intro 2061. Any discussion of shared micro mobility programs in New York City should begin with City Bike, the largest and most successful bike share system in North America, something which we at DOT are very proud. City Bike has seen over 108 million rides since its 2013 launch and has had a strong track record on safety. The system now includes over 1100 stations in four boroughs and a fleet of about 17,600 bikes. Let me share with you some of the key factors in City Bike success as they are very relevant to the discussion of shared e-scooters and shared mopeds. First and most importantly, City Bike is a public-private partnership that was designed as a public transportation from the start. And the DNA of this approach is evident in its key features: a multiyear contract which grants the private sector partner exclusivity and an incentive to invest and deliver results for the long term, a station-based approach with strong rebalancing which makes the system reliable for riders and keeps bicycles locked in orderly docks that help minimize clutter and

inconvenience for local residents. High safety and maintenance standards established through service-level agreements and other contract terms have incentivized the operator to identify and address equipment issues before serious problems occur. Extensive community outreach through which local stakeholders work with DOT to identify the best station locations while maintaining the spacing essential to the functionality of the system and affordable membership based pricing that encourages frequent regular riding and mode shifting to cycling compared to per minute pricing which is geared towards discretionary trips such as those typically taken for for-hire vehicles. And, finally, require discounts for low income New Yorkers including NYCHA residents and SNAP recipients that make this service even more equitable and affordable. The mutual benefits embedded in this approach and the large exclusive and potentially profitable service area I have led our private partner lift to commit 100 million dollars to expand and improve City Bike. And they are making good on this commitment even in a time of industry and certainty. In 2019, the phase 3 expansion brought City Bike service to Bushwick and

Ridgewood and has continued in 2020 despite the challenges of COVID-19 into Harlem, Washington Heights, and the South Bronx. We are also adding dramatically more station capacity through infill in the densest parts of the existing network. When phase 3 is complete by 2024, City Bike will serve over half of New York City's population with more than 40,000 bikes. To ensure the system is equitable and inclusive, City Bike, DOT, and the Department of Health have partnered with the Bed Stuy Restoration Corporation to form the Better Bike Share Partnership which promotes ridership in low income neighborhoods and communities of color. This summer, City Bike, DOT, and community partners organized rides in Upper Manhattan and the South Bronx to promote cycling including the Tour de Heights where the Chair and I joined residents on a bike ride highlighting the history, culture, cuisine, and political activism of Washington Heights. In the spring, with generous financial contributions from longtime sponsors of City Bike and Mastercard-- Citibank and Mastercard. City Bike and the de Blasio administration watched the critical workforce membership program. This program provided 19,000 free annual memberships to

essential healthcare and frontline workers. We've taken nearly 740,000 rides to date. So as we consider the design of shared e-scooter and moped programs in New York City-- which can be a tough place to operate, as we all know-- our experience of City Bike teaches us that we need committed partners with robust resources, deep management expertise, a commitment to equity, and a willingness to invest for the long haul, particularly in difficult budget times. Now let me turn to the city's share e-scooter pilot, authorized by the Council in June. DOT began the solicitation process on October 6th with an Industry Day and it was well attended with over 25 e-scooter share and related companies. We've also reached out to other cities for the experience with e-scooter share programs to gather lessons learned and best practices. We're incorporating all that we learned into a request for expressions of interest solicitation for e-scooter share companies with the goal of releasing it this week. And I do apologize, Mr. Chairman. You are right. We had hoped to get it out by the deadline of October 15, but, as you pointed out, we've had a lot on our plates. We are gathering a lot of information. We really hope we



will have the RFEI out by the end of this week. In addition, we are going to be releasing a supplementary RFEI targeted at companies that provide ancillary services to cities related to the e-scooter share such as data analysis, project management, and inspection service. For the e-scooter share companies, in their RFEI, DOT will evaluate respondents on experience, safety, operations in parking management, accessibility, equity and outreach, fair labor practices, and consumer protection. We will also evaluate responses from a robust field of companies offering shared e-scooter support services. But then, once we have our submissions, we must grapple with the dire fiscal reality and hiring freeze that I have testified about previously which will impact the type and scale of the pilot DOT is able to plan and manage. The greater the geographic size, number of scooters, and number of vendors, the moral pilot will demand from either agency staff or a contractor. For example, over 15 full-time DOT employees oversee by Chair and our General Counsel's office, our borough commissioners' offices, and senior leadership play important roles, as well. And we are, nonetheless,

straining to keep up with all the demands of the major phase 3 expansion underway. And, as you can see in the diagram in my testimony, different approaches for shared systems using city streets require extensive resources. Designated parking areas require more upfront planning and sophisticated data management and analysis while they fully free-floating model requires more on street inspection, vendor management, and constituent complaint resolution. Many US cities are now charging flat or per scooter permit fees to defray their costs regulating scooter share operations. And some cities are beginning to explore per trip surcharges, as well. As you can see in the chart in my testimony, these cities are generating significant revenue from 350,000 in San Francisco to up to 3 million in Los Angeles. The city with the largest number of scooters. There is, however, a major caveat when applying these figures to New York City. For the most part, these other cities allow scooter share in their central business districts, which are the most profitable areas in which to operate. Here in New York, scooter share is excluded from Manhattan by state law which could impact the amount companies may

be willing to pay in fees to operate. With that said, New York City is a market like no other and companies do appear very eager to operate here. While the question of resources will determine the type and scale of the pilot, I will also mention a couple of DOT's other top considerations. First, while we want e-scooter share to be a success, we do not want to hurt the continued viability of City Bike. For this reason, when designing the e-scooter pilot, we want to prioritize areas outside the current and future City Bike service area. Second, we've learned from our dockless bike share pilot and seen in other cities that a large number of operators competing in the same territory greatly increases the need for city management and oversight and potentially makes the programs economics unsustainable. Third, we will judge respondents on accessibility, including their proposals for keeping sidewalks clear, as well as options for people with disabilities. We hope to push the industry to think creatively about e-scooter design and, if feasible, to use the pilot to test new accessible e-scooter models. Fourth, we will be looking closely at respondents' approach to safety as well as monitoring

and evaluating safety during any pilot. According to a 2019 [inaudible 00:20:31] study, shared e-scooter systems have a fatality rate five times higher than that of bike share systems. 0.21 versus 0.04 fatalities per million trips. Now, let me turn to shared electric moped services and Intro 2061, sponsored by the Chair. New York City's only current shared moped provider, Revel, started service in 2018, but dramatically expanded its service area and fleet this summer in response to COVID-19. Tragically, we then saw three Revel related fatalities in a short period. The Revel made the decision to pause its service in July and work with the city on strengthening the company's safety, culture, and practices. We reached an interim agreement which required Revel to adopt a series of new safety measures that the Chairman outlined them and they are listed in my testimony, as well. To date, we believe Revel is making a good-faith effort to abide by the terms of the interim agreement and we are seeing some encouraging results. The Revel crash rate in September was 50 percent lower than in June when the rate peaked at about three crashes per 10,000 trips. The crash rate for first-time users

has also declined and helmet use has significantly increased among Revel riders. However, as the Chairman noted, despite these positive trends, on September 29th, a Revel rider collided with a pedestrian at Broadway and 60th Street and the pedestrian ultimately succumbed to her injuries. NYPD's investigation into the crashes ongoing and DOT and NYPD continue to closely monitor Revel's operations and implementations of its safety measures. Revel service can offer several benefits to the city. Its vehicles are zero emission, it is convenient, particularly for trips not well served by transit, and it may reduce traffic by shifting trips away from for hire vehicles. But there is no escaping the fact that moped chair is in a different risk category than the bike share. Since starting operations over seven years ago, City Bike has had no fatalities or at a rate of 0.02 fatalities per million trips. By comparison, and a span of about four months, Revel has had four fatalities or a rate of 1.38 fatalities per million trips. Both of the interim agreement and formal regulation aimed to close this safety gap, but Revel's heavier, faster, and less familiar vehicles will probably always present

higher risk profile. So, in addition to requiring Revel to adhere to new safety protocols and ongoing monitoring, DOT is currently working on a rulemaking to create a formal permit process for shared moped systems. We expect to publish our proposed rule by the end of 2020 and implement the rule by early 2021. And, of course, Mr. Chairman, we look forward to working with you, getting the Council's input, as well as input from industry and other stakeholders as part of the public process. In conclusion, I want to thank the Chair and the entire Council for your entire-- for your continued partnership. We are in a time of unprecedented uncertainty and fiscal challenge, but we are also witnessing an exciting reimagining of our streets. We know that your micro mobility options, including both the e- scooter and electric moped share could help achieve this city's transportation, equity, and sustainability goals, however, we must also grapple with the complex policy and operational questions these systems raise. Thank you for the opportunity to testify and we look forward to answering your questions.

CHAIRPERSON RODRIGUEZ: Thank you. Thank you, Commissioner. I have a few questions my

colleagues also have other questions. The first one is, can you and the NYPD give more details on how many crashes, injuries, and fatalities have been accumulating this year on shared mopeds and what details can they also share with the last one when the person, unfortunately, lost their life?

COMMISSIONER TROTTEBERG: I think we'll let-- PD has an answer and I know Will Carry on my team has also been tracking some of this.

CHAIRPERSON RODRIGUEZ: Okay. Okay.

DEPUTY CHIEF PILECKI: Good morning. My name is Deputy Chief Michael Pilecki. I'm the executive officer of the Transportation Bureau of the New York City Police Department. I can provide you with the following information regarding Revel collisions. From January 1st, 2020 through October 11th, 2020, there have 395 collisions involving Revel scooters. 174 occurred within the borough of Manhattan. 69 occurred within the Bronx. 106 occurred in Brooklyn and 46 occurred in Queens. From August 26th through Sept-- I'm sorry. To October 11th, there were 55 Revel collisions. 25 in Manhattan. 11 in the Bronx. 14 in Brooklyn. Five in Queens and none in Staten Island.

CHAIRPERSON RODRIGUEZ: Okay. Do you have, by any chance, the same data for electrical bike?

DEPUTY CHIEF PILECKI: Yes. I can tell you--

CHAIRPERSON RODRIGUEZ: Ben what is the assessment on the comparison? And, of course, we know from the beginning that there are more crashes involving the moped such as Revel the electrical spikes. So, after you share with all those data and the electrical bike, if you can also do the assessment on the difference between crashes involving mopeds and electrical bikes.

DEPUTY CHIEF PILECKI: What I can give you right now, Mr. Chairman, is since August 1st of 2019 through 12-31 of 2019, there were 406 E-bike collisions versus 2125 pedal bike or normal regular bike collisions. From the period of January 1st, 2020 to October 18th of 2020, there were 446 e-bike collisions. There were 434 e-scooter collisions for the same period. And pedal bicycles, there were 3201 collisions.



CHAIRPERSON RODRIGUEZ: Okay. From the safety point of view, do you believe that someone riding a moped should also have a license?

DEPUTY CHIEF PILECKI: Michael, I'll defer to you on that one.

MICHAEL CLARKE: Yeah. I mean, I think, well, obviously, we want everyone to be as safe as possible on mopeds. You know, anything they can do to increase their safety would be preferable. You know, the mopeds aren't as easy as they look to operate. It's one of the reasons I-- I see mopeds where I live and I haven't gotten on one because I don't feel like I have the skills for it. So I don't know if we have a position on whether someone should have a motorcycle license for the Revel mopeds. I know for class As, you do need one. But I do think people should, before getting on one, make sure they know how to operate one and understand why they are different than bikes and understand why they are different than other modes of transportation.

DEPUTY CHIEF PILECKI: Can I-- And I agree wholeheartedly with what Manager Clarke said. And you mentioned it yourself, Mr. Chairman. It

might not be the case where people have the requisite skill set to operate that motor scooter safely.

CHAIRPERSON RODRIGUEZ: Okay. Thanks. Commissioner, I don't know if your team also from the DOT would like to share also your own data?

WILL CARRY: Thank you, Chair. My name is Will Carry. I'm the senior director for special projects at New York City DOT. Just a couple of points. The primary factors we identified that lead to crashes before Revel suspended operations were time of day. Crashes were more likely to happen in the late night hours than they were during other times of day. Rider experience. The less experienced the rider was, the more likely they were to be involved in a crash. And then what we call single vehicle crashes were overrepresented. This means that crashes in which, in most cases, the rider lost control of the Revel scooter rather than collided with another vehicle. After the pause and as the Commissioner mentioned in her testimony, Revel instituted some new safety measures and we have seen an improvement in their safety record. So, the crash rate-- the number of crashes per 10,000 trips-- has declined by 50 percent. We've also seen an

improvement-- there have been fewer crashes among less experienced riders, indicating that some of the training measures that they are taking are having a positive benefit.

CHAIRPERSON RODRIGUEZ: When someone riding a moped is not using their helmet, who gets the penalty? The rider or the company?

COMMISSIONER TROTTEBERG: I mean, at present, if Revel-- and I know you'll be hearing from them. I don't want to speak too much for them. But at present, if they determine a rider is not wearing a helmet, I think they give them first a warning suspension and then they permanently suspend them. At the moment, the city is not doing anything to penalize Revel in those instances. We are tracking that data, though, and I think that is something that we will be looking at in terms of the longer term rule making. What would potentially be sanctions if we see a lot of, you know, writers not wearing helmets.

WILL CARRY: Just to piggyback on what the Commissioner said, prior to their voluntary closure, Revel focused primarily on just giving monetary penalties to writers who didn't wear helmets. They

have now shifted entirely to a suspension based policy. So, if you're found to not be wearing a helmet, you get a seven day suspension and then, if you are found again, you are permanently banned from the platform. Both anecdotal you based on NYPD crash reports, we see that helmet compliance, while certainly not perfect, is significantly improved from the summer when, in some cases, you saw very few Revel writers wearing helmets.

CHAIRPERSON RODRIGUEZ: Commissioner, what does it take for company such as Revel to come and do business in the city? Because I think that the conversation has been about Revel and I think this is not just about Revel. This is about mopeds. So, Revel is the one that we have today, of course, we will hear from them and I wish them the best luck. I think that they are providing good services that [inaudible 00:31:40] the need that we have in our city. So, nothing wrong when it comes to them or in any new private sector that wants to do business in the city. And I know that, you know, everyone wants to do a good business in our city because the whole thing is about-- if anyone is been in New York City, then they can go through all the large

municipalities. So, what does it take, then-- and this is me coming from at some point there is been some confusion because when we talk about how can we-- is the city the one that has the right to regulate a moped company because at some point, you know, the conversation-- when we started addressing this question, what we got was, well, they get license by the motor vehicles, therefore, we are limited on how much we can regulate. So how much power or how much responsibility is on our shoulder as a city to allow a private sector such as Revel to come and do business in the city of New York? And what does it take for any-- is the market open for anyone that buys a number of mopeds to come in and start renting those motorcycles in our city?

COMMISSIONER TROTTENBERG: Yeah. Thank you. It's a good question, Mr. Chairman. And, you know, I think a little bit of the complexity or Revel starting up in the city and, particularly in the early days, like so many things in New York, if falls a little bit on the city and a little bit on the state. Revel requires its riders to have New York State drivers' license. The vehicles are licensed, you know, under the New York State DMV codes. So

sort of part of their operation is overseen by the state, but it is also true that the city does have, under New York State law, but the ability to regulate shared transportation services like Revel. And, you know, again, I think as I testified before this committee, Revel started very small in New York City. They had only 68 mopeds, I think, when they first started. Over the course of this summer, that number jumped up into the several thousands and it became clear that the city-- we had, admittedly, had taken a very light touch on Revel. We certainly had been talking to them, but we had not been regulating them in a very formal way. I think it became clear that the city was going to need to do that. The rulemaking we are working on and one, again, Mr. Chairman, I hope that we will work with you on, will not just apply to the Revel. It will apply to any company who seeks to come into New York and operate shared mopeds. But even in advance of that rulemaking, I think we have been clear. The Mayor himself has been clear that the city retains the right to suspend operations of any company at any time on terms of shared mopeds services who we think is not behaving safely. That is a tool that we have

right now and one we have not exercised with Revel because they were willing to shut themselves down this summer when we saw the three fatalities. But that is a tool that the city retains to use it with Revel or any other company that seeks to operate here.

CHAIRPERSON RODRIGUEZ: Okay. And I understand we cannot, you know, answer for Revel. They will have to answer by themselves, you know, how they operate. But we do know and I know that we don't expect anything less than that-- anything less than that from you because that's how also you have been making anyone that's doing any business related to transportation accountable. So, that's, you know, how I can define your leadership at DOT and orders protecting the city interest. But as you said, therefore, we as a city, even though we cannot answer for Revel, we do have the responsibility to make them accountable for defending the interest that we have as a city. So based on what they have laid out to you, anyone that is renting a moped are required to have a driver's license? Is that what it is?

COMMISSIONER TROTTENBERG: Yes. A New York State-- I think any-- and if you get on a

Revel, you are required to send them a picture of the license and I think, well, again, we'll let them speak about some of the methodologies they have to verify that that's your license, that you have a safe driving record. But I think, to be fair and to go at what NYPD said, it is also true that knowing how to drive a car is not the same as knowing how to ride a moped.

CHAIRPERSON RODRIGUEZ: Yes.

WILL CARRY: And also--

CHAIRPERSON RODRIGUEZ: I'm sorry.

WILL CARRY: State law requires riders of class B limited us motorcycles which are the type of vehicle that Revel is using, to have a driver's license and to wear a helmet.

CHAIRPERSON RODRIGUEZ: Yeah. And look. I was born and raised in the Caribbean and I can tell you that moped called pasola in D.R. is very popular. And you, as a tourist, you go to any place in the Caribbean, many different places, you know how popular those vehicles are. So I do believe and recognize that, you know, Revel has a great opportunity to address those safety issues that, you know, they have to tie it in in order to continue



expanding. I see a great future for them or anybody knows that, you know, taking into consideration every single safety issue related to how-- what are the requirements for someone to rent a moped? By addressing that area, I think that they will have a good future here in the city and other places. But I feel that, you know, it's still-- there's not a mechanism in place. Someone can take a photo, pull out a moped, and pass it to somebody else. Someone can take a photo, send it to the entity, and a block away, because they want to enjoy the fresh air, they will take their helmet away. You know, we are in the city and I know that all of you have been in some places where you are seeing someone riding a moped, in this case Revel, without a helmet. And I think that, as we will disclose, you know, regulations, there have to be penalties also. And penalties not to go after them, but it's about how they can incorporate the technology that we have today. There should be technology there. There should be someone in the private sector that should have an act that the mopeds should not be moving unless someone who is on top of the moped has the helmet. So, again, I am not asking you to say how anyone on staff can monitor

the part, but that it should be consequences for, you know, [inaudible 00:39:14] for any company that rents those vehicles who are riding those vehicles without their helmet. There should be some penalty. So I don't want to put you on the spot, you know, to ask you what do you think because I know that safety is a matter that is important for all of us. But I just hope that as we will discuss the bill and all the ideas that you may have, that also we address how to make not just Revel, but anyone renting those type of mopeds to have everything in place. Not to try, not to make some progress, but to guarantee that anyone riding those mopeds should have helmets all the time. Last question and before, again, my colleagues-- I know they have questions. It is how do you feel is the challenges that we still-- that Revel still has in order to guarantee that writers, pedestrians, and cyclists are safe as they renting the mopeds?

COMMISSIONER TROTTEBERG: I mean, Mr. Chairman, I will give a quick answer on that and I am sure my PD colleagues may have some thoughts, too. And I think the challenge we faced, it is something we have certainly been discussing this summer is for a service like Revel to succeed, they obviously want

to have a certain number of people that can sign on and start using the service.-- And I don't know that I know the answer yet about how much training we expect, you know, those new customers to have. I think one idea we are talking about in terms of our rulemaking is potentially that you would, when you became a new Revel user, you would have a probationary period where we would, perhaps, restrict the times of day and the geographies until you have proved yourself enable writer. But I think these are-- I will turn to PD, too. We need to keep having a dialogue. Shared moped service is-- I know I've seen them down in the Dominican Republic myself, but they are still a pretty new phenomenon in this country and certainly a very new phenomenon at scale in New York City. And I think we are still absorbing the lessons from around the world, from our sister cities and, you know, our colleagues at PD. So, I am sure PD has some thoughts here, too.

DEPUTY CHIEF PILECKI: Yeah. Well, Mr. Chairman, I can tell you that the mission of the NYPD, and specifically the Transportation Bureau, is to ensure the safety and security of all people who use our roadways with particular attention to our

most vulnerable roads users [inaudible 00:42:06] pedestrians and bicyclists. You know, we use the Traffic Stat model which is directly overseen by the chief of transportation and is modeled after the successful Comsat [sp?] process to ensure that our precinct commanders and our precinct executive officers identify collision patterns, [inaudible 00:42:24] and trends in real time and that they take appropriate measures whether it's enforcement or education to address those particular collisions. So, I mean, this is something that we're going to analyze. Each week we have a Traffic Stat meeting in which a particular patrol borough participates. That would be the executive officer of the borough which was [inaudible 00:42:47] myself and the precinct executive officers that are required to make a presentation with regards to collisions in the borough and at specific precincts. Again, they have to discuss the patterns, crashes, and transit they've identified and they have to present it to the chief of transportation on what measures they've taken and what measures they go on to take in the future to address those collisions.

CHAIRPERSON RODRIGUEZ: Right. Thank you. And with electrical bike-- and this is before, you know, calling my colleagues. And of course DOT [inaudible 43:27] Commissioner is going to be working with the stakeholders in trying to figure out the pilot program. So what is your timeframe when it comes to when do you anticipate that this selective entity and do you see us one or do you see multiple of those electrical one being-- sorry. One electrical scooter being in New York City and-- Sorry. Yes. I mean electrical scooter. Do you see multiple ones? Do you see just one? Whether you the challenges when it comes to the charges? What mechanism are you anticipating that you will be taking in place to be sure that, you know, we don't create situations where we have seen in other cities? And with multiple scooters living on the streets and without companies being responsible for taking care of that. So can you share a little bit where we are?

COMMISSIONER TROTTENBERG: Yes. Happy to. And, again, I just want to sort of remind the Council that part of this is going to be an ongoing discussion in terms of how much sort of band width and personnel and resources we have to manage a

program. You know, I know there's a hunger both from, I think, the Council's point of view and from the industry to do a very big, expansive pilot, but I need to be sure that I have the personnel to do that well. To get, I think, precisely Mr. Chairman, at some of the questions that you're raising. We have talked to a lot of our sister cities about scooters. I have written them in a bunch of different cities. Sort of what we typically here usually is the sweet spot seems to be around three or four operators. And, again, I think here in the New York context we want operators that are well resourced, that are good partners, that care about equity, accessibility, and safety. You know, we are good to work through, in terms of charging it in other things, I think, you know, if we have the resources to do it, we would probably like to experiment with a couple of different models. May be places where the scooters can be charged on the sidewalk. Places where, you know, we will have them, perhaps, to lock to infrastructure, have docks for them, maybe some areas where they will be undocked. I think we're going to, again, see what kind of responses we get from the industry. And, obviously, of course, I think, in

close contact and discussion with you all and other stakeholders, particularly in your districts about what we all think makes sense in terms of the pilot parameters.

CHAIRPERSON RODRIGUEZ: I just wanted to expand the recommendation that I understand that we need to work for an institution that they are well-financed in order to provide the services here, but I hope that also you look at how you [inaudible 00:46:24] if you will be at the end choose a few of those, a few of them, that we will also have it in mind that there can be one of those few that you chose. I don't necessarily have the [inaudible 00:46:39] from behind. You know, and, again, no one that I have a particular interest of promoting, but, you know, just to look at the definition of how also to create opportunity and I understand that, you know, at this time when we are dealing with the financial crisis and an 87 billion dollar budget similar to what we had in 2011, we are short of funding and we need to attract an institution that they can take care of establishing themselves and expanding that. Just have that in mind that, you know, always look for besides having the [inaudible

00:47:21] that they are well-financed also to work around providing opportunity also to, again, anyone that they can approach DOT that also not necessarily have all that funding, but sometimes they are more creative. They are more community related. So--

COMMISSIONER TROTTEBERG: Mr. Chair, let me respond to that. And I think also if you guys could unmute Will Carry, he may have an answer, too. You are absolutely right. We are not only going to be looking at whether the applicant saw well-funded. I mean, if someone has what we think is an incredibly promising safety technology or whatever it might be, of course we'll take that into consideration, but I think just what the experience of other cities, you know, is that like having 10 of these different companies on the ground is sort of not feasible in terms of management for the city and just perhaps creates more chaos than we want. So, again, we will work with you all, I think, to find the sweet spot of, you know, a good group of companies that demonstrate different technologies and different capacities. But have it be something that is also manageable. And I don't know. Will, did you have something to add?



WILL CARRY: No. you covered it,  
Commissioner.

COMMISSIONER TROTTEBERG: Okay.

CHAIRPERSON RODRIGUEZ: Thank you,  
Commissioner.

COMMISSIONER TROTTEBERG: Thank  
goodness.

CHAIRPERSON RODRIGUEZ: Let me go back now  
to Elliot. And, of course, now with the electrical  
bike, you know, I don't want to be putting one on the  
spot, but I also hope that, you know, we continue  
working especially within the [inaudible 00:48:45] of  
workers community for them all to be the target. We  
know that, you know, there have been all those cases  
and overdue enforcement. It's over in that sector.  
And I feel that, especially during the coronavirus,  
especially the fast food or food delivery workers,  
they were the ones that we rely on to bring food to  
our apartment. So let's continue working together  
with that sector again. No compromising on the  
safety of anyone, but to be sure that they are not  
the targets of enforcement. [speaking foreign  
language]

COMMITTEE COUNSEL: Thank you, Chair.

With that, I would like to acknowledge that we've been joined by Council member Cohen and Levin. We'll now call on Council members for questions in the order that they have used the zoom raised hand function. Council members, please keep your questions to five minutes. The Sergeant-at-arms will keep a timer and we'll let you know when your time is up. Council member Reynoso will be first and he will be followed by Council member Cabrera. Council member Reynoso?

SERGEANT-AT-ARMS: Time starts now.

COUNCIL MEMBER REYNOSO: Thank you.

Thank you, Sergeant. I don't really know where to start, but I'm going to try my best to do this in five minutes, Commissioner. You mentioned for things that are extremely important when it comes to who you want in the city of New York when it comes to operators of these types of transportation alternatives. You mentioned a collaboration with the Department of Transportation and the NYPD, equity and where these vehicles be used, safety being of paramount concern for the company and well-resourced company. Would you say that Revel is all four of

these? Or has-- Did they collaborate with the Department of Transportation?

COMMISSIONER TROTTEBERG: Yes. I would say they've been very collaborative.

COUNCIL MEMBER REYNOSO: Are they equitable? Are they putting their vehicles exclusively in white affluent area is, for example?

COMMISSIONER TROTTEBERG: I mean, I would have to say no. Part of the big expansion this Bronx was to go up into northern Manhattan and into the Bronx. So, and, again, I'm not here to be the spokesperson Revel. They are a company we have just started really to get to know this summer.

COUNCIL MEMBER REYNOSO: Yeah. Yeah.

COMMISSIONER TROTTEBERG: And, you know, not going to be an endless defender of everything they do, but I do think they have tried to expand into a diversity of neighborhoods around the city.

COUNCIL MEMBER REYNOSO: Thank you, Commissioner. And I'm not asking you to be a spokesperson. I just wanted you to speak to your experience as to the Commissioner of Transportation with the company. So, if it is a good experience, then save it is a good one. If it's a bad one, say

it is a bad one. But so far you have said that they have worked with you. They done equity and where they placed their mopeds. It's something they do. Safety. Did the Department of Transportation impose the suspension or did Revel impose a suspension when they saw safety concerns?

COMMISSIONER TROTTEBERG: Revel voluntarily decided to take their vehicles-- you know, suspend their operations. But look, it's no secret that, certainly, the city, both us and NYPD and City Hall had certainly raised a lot of concerns with them.

COUNCIL MEMBER REYNOSO: Right. And--

COMMISSIONER TROTTEBERG: I've been raising those concerns over the course of the summer.

COUNCIL MEMBER REYNOSO: Right. Yeah. I guess I'm not questioning whether or not the city thought it would be prudent to shut them down, but once they saw that that was about that might be moving towards, they self-imposed the suspension and--

COMMISSIONER TROTTEBERG: Correct.

COUNCIL MEMBER REYNOSO: worked with the Department of Transportation to seek solutions or

creative solutions to see what they were going to do. And are they a well-resourced company? Are they a company that can survive in the market that is the city of New York?

COMMISSIONER TROTTEBERG: Well, I think that is a good question, Council member, and when I think you need to put to the CEO of the company because my sense is, for them at some point, kind of the operational requirements that we may put on them would make it hard to the company to be financially viable. So that is--

COUNCIL MEMBER REYNOSO: So--

COMMISSIONER TROTTEBERG: a genuine question.

COUNCIL MEMBER REYNOSO: Yeah. And that is a big deal, right? Like the idea--

COMMISSIONER TROTTEBERG: Yeah.

COUNCIL MEMBER REYNOSO: here is that we want to make sure that companies have a chance in New York City and overregulation can be what discourages or makes it financially impossible for us to have these alternatives to transportations that are not vehicles. So, look, I really see Revel as a model company that they are self-imposing, they are

working with the Department of Transportation. They are asking for guidance. They are moving about the city of New York with almost no legislation, but with the guidance of the Department of Transportation in the NYPD and I think that that is exactly what we are asking for. We have seen companies like Uber come into the city with no regulation and run madhouse and that is not what I see happening with Revel. So, I really do think we have to be very careful about what we are telling companies that are playing by the rules and doing the best they can under the circumstances that exist and that we would quickly move to impose regulations on them, as well. It took us years to even consider imposing rules on Uber, but we are quick to jump on imposing it on the mopeds. So, I am very concerned about that and, at this moment, I am not a fan of any regulation related to-- any legislation that would impose regulations on Revel as opposed to continuing with the work that has been done by the NYPD, by the Department of Transportation to make this happen. Requiring a helmet is something that the state requires, not the city. So, no matter what happens, we can't believe this hearing mandating that licenses for

motorcycles-- I'm sorry. Licenses for motorcycles is a state law, so we are preempted by the state and it is not something we can do. And then, the asking for the Revel not to be able to start when you are wearing a helmet would be the equivalent of asking for a vehicle not to be able to start unless the seat belt is locked in. I mean, that just doesn't happen in the city of New York. What happens is if you don't wear your seat belt and a cop catches you, you get a ticket. You get a summons.

SERGEANT-AT-ARMS: Time expired.

COUNCIL MEMBER REYNOSO: I should be looking for the department in the NYPD to be doing the same with people who are not wearing helmets and I think that, again, the also much more dangerous. The use of our city streets the vehicles are big problem and we are not asking for the producer or the companies of Honda or Toyota or Chrysler or GM-- we are not asking any of them to make sure that the car doesn't turn the seat belt is locked. And it is a double standard that we have when it comes to vehicles versus these alternatives to transportation. And I think that we should be very careful about what we are saying to companies that are doing everything

the right way. They are doing everything the right way and we are here talking and having a hearing ready to overregulate them as opposed to vehicles. So, again, thank you so much, Commissioner Trottenberg. Thank you so much to the NYPD for being here. In the CEO, by the way-- I want to be clear. Not a lobbyist. Not a lawyer. The CEO is on this call, as well, which just speaks volumes to me about like how importantly think this is. So thank you very much.

CHAIRPERSON RODRIGUEZ: Thank you, Council member. I've got to say that, first of all, you're one of the few Council members who opposed the regulations for Uber in 2013. When Uber came to New York City, you were one of those big champions for them. Now, a few years after, we need to recognize that we failed in 2014. I think that we did we hear from Revel, they by themselves agree that they are down with working with better and more regulation. They know that anyone whose riding helmets should be accountable to have-- I mean, anyone who's riding a moped should be accountable to use a helmet in their working with us sure that they address that concern. People have died. Moped is not a bicycle. A moped



is a motorcycle and we need to be responsible as we failed on Uber, we cannot fail to this company.

Thank you.

COMMITTEE COUNSEL: Chair, Council member Reynoso would like to--

COUNCIL MEMBER REYNOSO: Yeah. I want to-- Sorry. I thought it would be appropriate for me to say that the regulations that we are talking about for Uber were about its growth and controlling its growth in talking about how the market is affected the taxing industry in general. The regulations we are talking about not related to safety and whether or not they should be wearing seat belts. So, equating the two is not fair and I don't think we should be getting into a conversation between the Council member and the Chair on regulations of the past related to Uber that are not necessarily the same as what we are talking about Uber. Thank you.

CHAIRPERSON RODRIGUEZ: Thank you, Council member. We will continue working with other colleagues. Yes, we failed to Uber and we cannot fail to this company. Thank you. Next Council member, please.

COMMITTEE COUNSEL: Thank you, Chair.

We been joined by Council member Richards, as well.

Our next Council member we will hear from Ms. Council member Cabrera followed by Council member Cohen.

Council member Cabrera?

SERGEANT-AT-ARMS: Time starts now.

COMMITTEE COUNSEL: Council member Cabrera, we are having trouble hearing you. We're still having difficulty with Council member Cabrera. We will go ahead with Council member Cohen and then circle back to Council member Cabrera if he can get his audio sorted out.

SERGEANT-AT-ARMS: Time starts now, Council member Cohen.

COUNCIL MEMBER COHEN: As is I'm not muted.

COMMITTEE COUNSEL: We can hear you know, Council member Cohen.

COUNCIL MEMBER COHEN: You can hear me now?

COMMITTEE COUNSEL: Yes.

COUNCIL MEMBER COHEN: Okay. Great. Good morning, Commissioner. Thank you, Chair. I've got to tell you, though, and very concerned about the--

the way this hearing is going, I think everybody wants to see as many modes of transportation that help New Yorkers get around and travel through the city, that reduce car congestion. Like Rebels mopeds, it's all a great idea. The city does not have the infrastructure to support the use and there is no real discussion about that. I'm baffled at how we are just going to like open our streets to, you know, any kind of vehicle, anything anybody wants to do and with not and acknowledgment that the infrastructure is currently adapted for cars and, you know, either we need to, you know-- I know there's been some discussion about the model on 14th Street, but like either we-- we need to devote infrastructure to these other forms of transportation's or it is not going to work. We could operate-- you know, it's not Revel's fault that people were getting killed. It's the disconnect between this type of transportation and the rules governing our roads that we have now. And I don't think that the city has a real plan to integrate these vehicles into the city in a safe way. Could you talk about, you know, what you think the

infrastructure needs are to make these kinds of alternate transportation taken the city?

COMMISSIONER TROTTEBERG: Yeah. I am happy to talk about that. I'm going to take a little exception to the notion that it is all on the city, these Revel fatalities. I think a lot of what we have seen not only with Revel, but with motor vehicle occupants and motorcycles in this pandemic period has been a lot of bad driver behavior, speeding, you know, things that, obviously, we are attempting to fix the roadway design, but I think there is some personal responsibility for those that get behind the wheel of a car, motorcycle, a moped. But, with that said, Council member, certainly agree, I think, if we want to expand E scooters around the city just as we have done with City Bike, we are going to need more bike lane infrastructure. For mopeds, they are supposed to travel in the travel lane with vehicles. They are not allowed to be on sidewalks or in bike lanes. So, different sets of infrastructure needs for each mode.

COUNCIL MEMBER COHEN: Commissioner, I know that is the rules now, but I don't know that that is a good model and I don't know that you think

that that is a good model that mopeds integrated into our car traffic makes sense. And I do understand that there is personal responsibility, but I think that if we offered people a safe, viable way-- again, maybe not in automobile traffic. They wouldn't cross over the double yellow and go down the other side of the street. Do you think that it is the best policy to have these mopeds integrate and just use the same traffic lanes is course?

COMMISSIONER TROTTEBERG: I mean, yeah. I think I have to say I don't think that it is sort of a feasible solution to create a whole new right-of-way just for these mopeds. I think we are not a city that has that big use of them and I don't necessarily see evidence that they are being-- that the roadway is been an issue. I think the fatalities we have seen a lot of the crashes, as Will mentioned, it's been operator error. The operator hasn't collided with a vehicle. The operator of the moped just lost control which, at least, speaks to me that it is at least as important to make sure that anyone who rides one of these has some training and knows what they are doing. I think on that e-scooters side-- and, you know, there has been a lot of debate

about this that if we want those to be safe, it is best to have them within a bike lane and, you know, how will e-scooters and bike lanes mixed together and can we continue to build out that bike lane infrastructure as we expand the e-scooter? I think questions we are all going to have solved collectively.

COUNCIL MEMBER COHEN: Can I ask I know that the bike lane-- the City started building bike lane infrastructure before your tenure, but if you had sort of a clean slate like, again, having this model like at 14th Street where we have car free streets-- you know, certain car-- do you think that that might be a better model than trying to adapt? Because there is been a tremendous struggle, you know, particularly on a bus route, to incorporate bike lanes. Do you think that this is the best model going forward?

COMMISSIONER TROTTENBERG: I mean, the way we do bike lanes and bus planes right now in New York City, no. I mean I don't think it is the best model. I think this summer we have tried to be a little creative about it and sort of speed up the process and make it more nimble, but I also think, as

a city-- and I think these new forms of micro mobility are going to continue that dialogue. You know, we need to-- I think working with you all in the community boards, we need to come up with a more streamlined process. I mean, we, DOT, we have a lot of requirements we have to follow as we do these projects and it has, at times-- I agree-- made the process very slow. With that said-- and I know Council member Cohen, this is something you care about.

SERGEANT-AT-ARMS: Time expired.

COMMISSIONER TROTTENBERG: we also want to make sure we do help community input. Input from community boards, from local stakeholders. I think no matter how we do it, there will always be critics that we either move too fast or not fast enough.

COUNCIL MEMBER COHEN: Thank you, Chair. I appreciate that. I just feel like that more master planning here in terms of what our city streets are going to look like in the way New Yorker want to use them are important. I know that, you know, the administration, you know, as another year left, but I just don't feel like there is a sort of big vision as to how these vehicles are going to be incorporated

into our streets in a safe way. Thank you, Commissioner for your time. Thank you, Chair. I appreciate it.

COMMISSIONER TROTTENBERG: Thank you.

CHAIRPERSON RODRIGUEZ: Thank you. And for clarity on the difference on the two topics that we are addressing on this hearing, one is related to mopeds and the other one is about the bill that we had related to-- you know, and the bill that we had to increase safety for anyone that would be writing a moped and then the other part of this hearing is about the pilot project that will come out as part of the electrical scooter. So, the question related to what do we expect as a definition of whoever DOT will choose to provide electrical scooters is completely different from the moped. So, the moped, the matter that we are discussing is about what will happen to Revel, how are they working to improve safety and then we are, at the same time, in this hearing, addressing and listening for DOT also on what is their plan. How they been working in conversation with the stakeholder that wants to bring services related to an electrical scooter and to New York City [inaudible 1:07:25] Thank you.



COMMITTEE COUNSEL: Thank you, Chair.

Next, we're going to go back to Council member Cabrera who will be followed by Council member Koo. Council member Cabrera?

SERGEANT-AT-ARMS: Time starts now.

COUNCIL MEMBER CABRERA: Can you hear me now?

COMMITTEE COUNSEL: Yes. We can.

COUNCIL MEMBER CABRERA: Oh, perfect. Thank you so much. Thank you to the Chair, Commissioner. I want to first thank you, Commissioner, as the prime sponsor of the e-scooter, e-bike bill back in June for all of the discussions that we have to continue that log as late as a couple of weeks ago, as well. So, thank you for being able to have that level of dialogue, which I think is very important. I wanted to ask you a technical question first. I noticed that you mentioned the RFEI and not the RFP. Is there a particular reason why we are going with the EI and instead of the RFP?

COMMISSIONER TROTTENBERG: I mean, at its slightly more nimble process where I think we are hoping we can do it a little quicker. We can get a

broader range of responses and input from the industry. So, that was just our thinking behind it.

COUNCIL MEMBER CABRERA: That's great.

COMMISSIONER TROTTEBERG: And I think, again, Council member, as I told you having had a big industry day, there is a lot of interest. I think we are going to get a lot of great responses, a lot of creative ideas, a lot of things for us all to take a look at.

COUNCIL MEMBER CABRERA: And I received a lot of positive feedback from those who attended. And so, my complements to you for having-- for hosting the event. I think it was a wonderful idea. I wanted to ask you how many e-scooters are we thinking of doing through this RFEI?

COMMISSIONER TROTTEBERG: Yeah. And I think, as I indicated in my testimony, it is-- I think, look, it is, obviously, one, dependent on what we get from the industry in terms of their proposal although I am just going to take a guess that they are going to propose putting thousands and thousands of scooters on the street. And then, for us, it is a management question. As I said in my testimony, obviously, the city is in difficult fiscal position.

We have a hiring freeze, my agency has an 8% vacancy rate and we have had 12% cut in our operating budget and potentially more to come, unfortunately and I think we all want whatever we do in terms of the pilot to be well run , to be safe, to be accessible. And so, I really what to make sure that I have the personnel in the bandwidth to do that while and I think that is the question we need to resolve in the coming months. You know, other cities that have done this, typically, as I said in my testimony, they charge a fee and it gives them the resources to make sure that they can manage these programs well.

COUNCIL MEMBER CABRERA: Beautiful. I let me just say to OMB that's listening and anybody in the administration, let's fund DOT so they can do their jobs. We cannot continue having people move on for whatever reason and those jobs not being replaced. We need to replace them. Not just in your department, but any other department. In terms of the E-bikes-- sorry. The mopeds and all the comments that were made, I want to echo Reynoso's comment. Look, at the end of the day, were not the first city to be implementing rideshare programs. LA has successfully done it. All the other cities.

They did it. We can do it. It's about a transportation. Sometimes, to me, it seems more dangerous walking than riding certain types of vehicles. So, yes, we want to do it better and I think the data that you provided is showing that we are moving in the right direction. I think, with the-- and this goes alongside the e-scooters whether any form of E transportation, any form of transportation, businesses today, they are facing and we keep using this term because it's so true. An unprecedented level of pressure of demand of financial hardships. We need to be very, very careful that we don't do these companies down when, in fact, maybe it's an agency or department or, for that matter, here is the NYPD to do the enforcement. If somebody is not wearing a helmet, give them a ticket. Sooner or later, it becomes part of the culture just like it became part of the culture to wear a seat belt and then now we do it automatically. So I think it's a learning process for our community and I think want that will learn together and I've run out of time. With that, I'll give it back to the Chair. Thank you so much, Mr. Chair.

CHAIRPERSON RODRIGUEZ: Thank you.

COMMITTEE COUNSEL: Thank you, Council member. Next, we will hear from Council member Koo followed by Council member Holden. Council member Koo?

SERGEANT-AT-ARMS: Time starts now.

COUNCIL MEMBER KOO: Hello, Commissioner. Yeah. Hello?

COMMISSIONER TROTTEBERG: Yes. We can hear you.

COUNCIL MEMBER KOO: Okay. Thank you for coming to testify, NYPD and your staff. My question is it is really confusing to me, the mopeds-- the terms moped, e-scooter, e-bike. You know? They all-- are they all legal or how do you classify each? What is a moped? What is an e-bike? And what is an e-scooter?

COMMISSIONER TROTTEBERG: It's a good question and, certainly, I want PD to jump in here, too, because I think one of the challenges that they had been experiencing is you are describing a whole continuum of vehicles and knowing exactly which falls into each bucket has certainly been, I think, a learning curve for New York City. You know, typically-- and there are state definitions that

classify these vehicles in terms of ridership and speeds they can attain, but for the purposes of the discussion today, we are talking about three different types of shared systems. City Bike, which I testified about which has the regular what we call classic bikes that you use--

COUNCIL MEMBER KOO: Yes.

COMMISSIONER TROTTEBERG: your legs to pedal and then what's called pedal-assist where it has a little electric battery that kicks in, but you have to pedal to make it happen. There is, on top of that-- and you're familiar with it, certainly, and your district-- full electric bikes where you don't need to pedal to make the bike move. Sort of next on that continuum you come to a moped which is, you know, I'm going to turn to PD to make sure I get the definitions right, but sort of a more robust vehicle that you don't pedal lot at all. You just sit there and it can go.

COUNCIL MEMBER KOO: And are they all legal under New York State?

COMMISSIONER TROTTEBERG: Well, they are now about to become-- some of them are about to become technically legal next month. As you know,

under New York State law, the state legislature and the Council have passed bills and the throttle e-bikes, the types that delivery folks use and e-scooters will be officially illegal as of November 23. With that said, they are certainly on our streets right now. I think we all know that.

COUNCIL MEMBER KOO: Are they required to register with the motor vehicle department?

COMMISSIONER TROTTENBERG: You will for mopeds and motorcycles. You do not for e-bikes, the type that a delivery person would use, or e-scooters.

COUNCIL MEMBER KOO: Because I noticed recently a lot of people use these so-called e-scooters now. I guess it's easier to use and easier to store because they are much smaller. I worry about public safety because a lot of these people, when they use the e-scooter, they ride it on the sidewalks and a lot of elderly people are afraid because I saw it a couple times. They almost hit people. So, you imagine you buy an e-scooter and you hit elderly people, a senior citizen, and he or she fell, they would suffer tremendously physical damage. And if you are hit by a car, car has insurance, but if you are hit by a moped or by an e-scooter. They

don't have any insurance and whoever is hit by them, you suffer because you not only suffer physical damage, but also emotional and financial damage. You know? That's one thing I want to emphasize is how the city can regularly [inaudible 01:16:53]. They use this so-called electronic devices. Now we don't have enforcement. NYPD is short staffed. This is not a high priority for them. But what I see in downtown Flushing is a lot of this e-scooters or mopeds, they ride on the sidewalks or if they ride on the streets, they drive the opposite way. You know? Against the traffic. And it's really dangerous for them and it also is dangerous for the public. So, this is the point I want to raise is public safety. The city government's basic job is to provide public safety for all people.

COMMISSIONER TROTTENBERG: Thank you, Council. And let me respond to that and I know PD would want to, as well. And just to be clear, cars, motorcycles, and mopeds are regulated at the state level. They do have license plates and they are required to. Maybe there are some cases where people are acting illegally. They are required to register and have license plates and insurance and that is the



case with Revel. Although scooters have a license plate and Revel is insured. You are correct, though, for electric bikes and electric scooters. Those requirements don't exist and I think this is what PD could talk about, you know, how we deal with that from an enforcement point of view. It can be a challenge.

MICHAEL CLARKE: Right.

COUNCIL MEMBER KOO: So, but I know that you can buy all these things by mail order by amazon, no?

COMMISSIONER TROTTEBERG: Uh-hm.

COUNCIL MEMBER KOO: For a few hundred dollars or a couple thousand dollars, you can-- it depends on the how fast or how fancy it is. Right? I don't think they need registration. When you buy a car, you need to register first before they take your money, right? But when you buy a moped, anyone can buy a moped by mail. There's no registration.

MICHAEL CLARKE: And, Councilman, there is registration for mopeds. So I think that is-- Whether it is registered or not, it is regulated by state law and state law is what has created classes of e-bikes, classes of e-scooter, and classes of--

you know, they call it limited use motorcycle, but mopeds. So, it is something that is regulated by state law. And you're right. So the e-bikes and e-scooters, you don't need to register and you don't need insurance for it. There is a state law a violation if you are riding on a scooter and you collide with someone and you leave the scene. There are violation and his demeanor penalties for that. So, you are supposed to stay on the scene and there is an avenue if you stay on the scene for, you know, the person who [inaudible 01:19:43] investigation if they are civil litigation. But Commissioner Trottenberg is right. There is difficulty in enforcing these and what is legal and isn't it is going to be a big challenge for our office. Now, if someone is writing on the sidewalk and an officer sees it, they should be issuing citations. If they are writing the wrong way, there should be penalties issued. So, in terms of that, if an officer sees it and, obviously, our officers are everywhere. And, you know, I live in the city, too. I see bikes on sidewalks and scooters on sidewalk. I've seen it, too, going the wrong way. So, and if the officer is not there, it won't get enforced, but if an officer

sees it, you should be getting enforcement on those things.

COUNCIL MEMBER KOO: My problem is that I don't see many policemen on the street now, so it isn't really helpful for police to enforce the law if they were not there. I mean, you cannot call 311 or 911 because by the time somebody is riding on the sidewalk-- because by the time they come, the rider is long gone. So, how do you improve your enforcement on people riding on the sidewalks or against the traffic?

DEPUTY CHIEF PILECKI: Yeah. So, as we mentioned earlier, Councilman, 311 complaints do come into precinct commanders and they are responsible to have their officers responded and conducted an investigation as to whether or not it is a one time incident or whether it is a pattern or an ongoing situation. And they are responsible to address those types of complaints that way. A traffic status, I mentioned before, we also run the 311 complaints and we discuss them with the precinct and the officers to make sure that they are being properly addressed and, as Mike Clarke said before, you know, we can't have officers everywhere at the same time, but, certainly

it is something that we stress at Traffic Stat that these types of complaints.

COUNCIL MEMBER KOO: Okay. Thank you. Yeah.

CHAIRPERSON RODRIGUEZ: Thank you, Council member. So, just to be clear, so is a moped a motorcycle based on the state law or is it an electrical scooter?

COMMISSIONER TROTTEBERG: I think it is more like considered-- and Michael Clarke will correct me. It is considered a class B limited use.

MICHAEL CLARKE: Yeah. Yeah.

COMMISSIONER TROTTEBERG: Michael, that's the legal-- and they are required to be registered with the state and be insured. And that's what Revel uses.

CHAIRPERSON RODRIGUEZ: So, just to us, we follow up on the conversation. Just to be clear that so we are addressing and listening to you on your plan on how to work with the stakeholder in bringing an electrical scooters to New York City, except Manhattan, as it was passed at the state. We are not talking about mopeds. That part is related to electrical scooters. I just want to be clear that

this is two different conversations that we are having today. One is addressed mopeds and, yes, one person who dies is too many an hour in three and, yes, we are not blaming the institution for doing business. Anyone responsible, but anyone who decided to do business to establish in the city of New York needs to take other precautions and safety in place in order to go and rent those vehicles and have them in the street. And I know that we will hear from Revel. I know that they are working with you. And I don't know, Commissioner, if you also can add to that because I feel that this is not about that Revel wants to do something different. I think that they have been opened and they understand that to have the tools in place so that everyone will wear a helmet all the time is a mandate that they need to follow from the state law and from the city of New York.

COMMISSIONER TROTTEBERG: Well, Mr. Chairman, will certainly let them speak to that. And just, I think, to add one more thing to what Council member Koo was saying, again, just to emphasize-- part of the challenge here-- and you're hearing it from PD. There really is a continuum because I think some of the-- what we would call the throttle

electric bikes, they almost appear to be mopeds in some cases. And, you know, with the Council member is saying is true. You can order a lot of pretty powerful machines online. So, you know, there certainly-- it is a very complicated marketplace and I know, between us and PD, we are trying to do our best to stay on top of it, but I think, as Michael said, it is a challenging area. It's a challenging area for enforcement.

CHAIRPERSON RODRIGUEZ: Thank you.

COMMITTEE COUNSEL: Thank you. Next we will hear from Council member Holden. Council member Holden?

SERGEANT-AT-ARMS: Time starts now.

COUNCIL MEMBER HOLDEN: Thank you. Thank you, Commissioner. Nice to see you again and I want to thank the Chair for this important hearing. I have to agree with my colleagues, Council members Cohen and Koo. I am very, very concerned about almost like there is now a free-for-all in the city with all these vehicles and it is very confusing. Like Council member Koo mentioned. But let me just get to mopeds and even like the Revel type moped. The skill set, as I think the Chair mentioned is very

different than driving a car. Because I've done both. I've driven a car, you know, again, since I was only 18. I rented a moped in Bermuda and crashed a number of times and that was 25 years ago. Because it is more dangerous, different skill set totally. So, if I have a driver's license, I should have a license to drive a motorcycle because I have a skill set to drive a motorcycle or a moped. So, I think the state is going to have to figure this out because we need to have people trained on driving something like a Revel or a moped because it is a very different skill set in that is why you are seeing accidents and that is why you are seeing the police officers mentioned the number of accidents. But, Commissioner, a bigger question. We are trying to get New York City residents took a ride public transportation, right? So why encourage more dangerous modes of transportation in New York City?

COMMISSIONER TROTTENBERG: I, it is a good question, Council member, and I think it is a balancing act. And I think you are hearing that from your colleagues here today. You know well that not every part of the city is well served by mass transit and some of these sort of micro mobility modes, as we

call them, can, you know, survey areas that are not well served by mass transit or just, you know, work on trips, let's say, a crosstown trip in Manhattan where it is a lot easier to hop on a bike than it is actually to try and take the subway over. So, I think they fill a niche, but part of our discussion today, obviously, is these modes of transportation, I think, are very popular, but there is no question that making them fit into sort of the dense, complicated streets of New York, it presents, is your hearing today, I think, an enforcement challenge for all of us. And I think there is not a one size fits all, particularly, when it comes to the scooters. I think we are very much-- I know when you'll have the boat and discussed it, some of you were very excited about having scooters in your district and some wanted no part of them. So, we may have different solutions in different parts of the city.

COUNCIL MEMBER HOLDEN: All right. So, that is where you might come in and say, okay. All right. We will put these e-scooters in the areas that are not served very well by public transportation to balance it out, possibly, not allow them in very congested areas where they are



endangering everyone because you have seen it. Everybody has in New York City. Even the proponents of all these modes of transportation know it that the vast majority, vast majority of people on these little scooters and even, you know, all different types, are not abiding by traffic regulations. You see a light. The delivery guys are going through it. We see it every day. They don't have a license plate. I think there is a bad mix. And, you know, some of my colleagues who voted to defund the cops, the NYPD, it's interesting to hear them say they want the cops to enforce helmets or other things that the people writing Revel are doing. So, the cops are not-- the cops can't do everything, especially, monitor every little mode of transportation that is riding on the sidewalk illegally. It is impossible in New York City, especially with, you know, all the different modes of transportation, but we are going to have to have a really serious discussion on really keeping us safe, but also monitoring-- anybody going 30 miles an hour on a moped and has no license plate, that is dangerous. It's dangerous. And I've seen it. They're riding and bike lanes, obviously. He can't see them. Some of them have lights that are

not apparent. It's not live very well and I think even in the early days of Revel, I counted and I have video-- in the early days of Rebel and it is in the hot summer, I saw more people not wearing a helmet and people wearing a helmet. Now it is changed because, maybe, the weather has changed, too. But I think to ask the cops, ask the police to enforce something that is out of control and then, you know, we don't have enough officers, is ludicrous. But I think we need a serious discussion on organizing all of this, Commissioner.

SERGEANT-AT-ARMS: Time expired.

COUNCIL MEMBER HOLDEN: And really get to the heart of how do we make our city, yes, viable and in transportation, but let's encourage public transportation. Let's talk about that more seriously than all these different other modes. Even if there popular, still, it is creating a free-for-all out there. And as somebody that gets around New York City, I've seen people come from all different directions now writing these either e-scooters or mopeds all different directions. Used to know where motor vehicles were or are. No you do not you New York City. Thank you.

COMMISSIONER TROTTEBERG: I don't know, maybe, if PD wants to address, I think, some of the Council members--

COUNCIL MEMBER HOLDEN: Well, I would like you just ask NYPD, if they do-- I know they impelled some vehicles that are riding on sidewalks and somebody doesn't have an IDE. Do we have a number of how many vehicles were impounded, whether e-scooters, mopeds, or otherwise?

DEPUTY CHIEF PILECKI: [inaudible 1:30:44] provide you with some information regarding the enforcement that the NYPD has taken in regard to Revel operators. It is interesting that, since January 1 of this year through October 18 of this year, we have issued 1089 moving violations to the operators of Revel scooters. What is interesting to know is just about half of that work for operators not wearing their helmets. I can tell you that that is about 540. There are 141 [inaudible 01:31:19] red lights, 71 for operators who disregarded traffic control devices, 58 operating in a bike lane, 96 unlicensed operators. So, that means that they didn't even have the basic, you know, class D license that is required to operate an automobile. So, you

know, we do take enforcement for these cases. I don't have any statistics on impounded vehicles here right now, but we can certainly work on getting that.

COUNCIL MEMBER HOLDEN: Thank you. Thank you.

MICHAEL CLARKE: And as you know, back in March we did issue a message telling people not to enforce your early against the operator of the e-bike who is otherwise complying with the [inaudible 01:31:58] rules. As sort of a COVID-19 exception. And that is still in place. And then, our ability to seize will be that many of these bikes will now be legal beginning next month. You know, I think what you will see from most delivery workers will be legal under the new rule. So, I think, certainly, it is been significantly fewer than it has been and it may go down even further once all of these are legal and the rules around them are [inaudible 01:32:32] has changed.

COUNCIL MEMBER HOLDEN: Thank you.

CHAIRPERSON RODRIGUEZ: Thank you, Council member. And just a reminder. We do have agreements when it comes to everything that you say about the challenges that we have and we know that. Revel,

City Bike, they play important roles in their services in northern Manhattan and especially around the hospital. The essential workers that they need those modes of transportation during the coronavirus. And they also understand that we have to continue making them safe for. When it comes to enforcement, we also-- we cannot decrease our protection. We also know that the men and women of the NYPD, through all the local precincts, and I can talk about the local one. 33rd, 50, 34 here in northern Manhattan and also Riverdale. Everyone, you know, we need to continue working together to be sure that no one is writing their mopeds on the sidewalk. That no one is going in different directions. That no one is writing a moped without having a helmet. So, those are challenges that we have and we know that, as New Yorkers, we will address it. When it comes to, you know, that part related and how is the NYPD going to continue doing the enforcement? Yes. We need to be sure that that has happened. And it doesn't matter if the budget has to be reduced. We reduce funding to DOE \$500 million. We reduced funding for the Department of [inaudible 1:34:05] close to \$500 million. We reduce funding for sanitation. We

reduced funding for DYCD, from parks because the budget that we have today is only \$87 billion when we ended the current budget that we had on June 30 which was \$97 billion. All agencies today are operating with the same budget that we had in 2011. Thank you.

COMMITTEE COUNSEL: Thank you, Chair.

Are there any other Council members that would like to ask questions of the administration? Okay. If there are none, we will next turn to public testimony. Okay. I would like to remind everyone that, unlike our typical Council hearings, we will be calling individuals one by one to testify. Each panelist will be given two minutes to speak. Please begin once the Sergeant has Council members who have questions for a particular panelist should use the raise hand function in Zoom and I will call on you after the panelist has completed their testimony. For panelists, once your name is called, a member of our staff will unmute you and the sergeant-at-arms will give the go-ahead to begin upon setting the timer. Please wait for the Sergeant to announce that you may begin before delivering your testimony. Our first panelist will be Frank Reig, but Chair, is

writing you wanted to add before we get started?

Before the administration leaves?

CHAIRPERSON RODRIGUEZ: No. We should also swear the new representative from Revel, and as part of the procedure, this is the entity also that is doing business, you know, as they negotiated the operation in the city of New York. But, before that, thank you to the NYPD and DOT for being a part of addressing challenges that we have and to continue adding new ways of transportation and supporting electrical scooters. I support the electrical bike. I support mopeds, but I feel that we first have to take care of all the safety matters related to their operation in our city.

COMMITTEE COUNSEL: Thank you, Chair. First, as I mentioned, we will hear from Frank Reig and you can testify when [inaudible 01:36:35].

SERGEANT-AT-ARMS: Time starts now.

FRANK REIG: Good morning, everyone. My name is Frank Reig. I am the CEO and cofounder of Revel. And thank you to the Committee on Transportation for the opportunity to testify.

CHAIRPERSON RODRIGUEZ: Before you continue, don't be [inaudible 1:36:47] on the two

minutes, so if you need to take more time, feel free to expand so that you can finish your full testimony.

FRANK REIG: I appreciate that, Chairman. I may take you up on that and take another minute or two. So I appreciate that. Revel was founded in 2018. We started with five employees working out of a small storefront and Bushwick and initially launched a free-floating moped share pilot with 68 electric mopeds across three Brooklyn neighborhoods. Today, Revel serves over 400,000 New Yorkers across four boroughs. Our team has grown to more than 300 employees from engineers to field technicians what of all access to the same exact benefits I do as CEO. We train and hire talented New Yorkers and let me emphasize that we do not do the gig economy and never have. Revel is always believed in working with cities as allies, not adversaries. We have made this a priority from the start and in meeting with the DOT, Council members, including many of the members on this committee, local police precincts and other community stakeholders since before our 2018 pilot and continue to do so. COVID-19 if you did all aspects of life here in the city, including transportation. When quarantine was lifted this



summer, we saw a rash of reckless driving across all modes in New York City. In July 2020 specifically, traffic fatalities spiked 300% compared to July 2019, again, across all modes. Cars, trucks, into wheeled vehicles. The abrupt an extreme change in driver behavior was unprecedented and just as DOT and law enforcement faced a challenge, so did us at Revel. Today, Revel is been operating since Miami, Washington DC, Oakland, Berkeley, San Francisco, and Austin surveyed over 3 million rides with over 10 million miles traveled. For over two years, we had relatively infrequent reports of writers violating traffic rules and not wearing helmets. Suddenly, the reverse was true this summer. We immediately began working internally and talking to the administration, but with the situation escalating so quickly, we decided to pause service in August and devote all of our engineering and operational resources to finalizing and safety protocols as discussed earlier by Commissioner Trottenberg. Since resuming service, we have seen a significant increase in helmet compliance and decrease in reckless driving and our crash rates have returned to the pre-COVID-19 levels, as Will Carry mentioned earlier in the testimony. We

have invested heavily in bolstering our lessons program and have been working with DOT to find all of our training materials, including developing a brand-new instructional video that will also be a part of old mandatory user on boarded training. We are proud of what has been achieved to date, but we are also aware there is no silver bullet for traveling safety. In order for the city to achieve the vision zero, companies like Revel absolutely need to do our part. For us, this means taking a thoughtful, results driven approach in adapting as conditions on our streets change like we did this past summer. We take responsibility of operating the public right-of-way seriously and continue to improve and adapt as long as we are operating. We look forward to DOT promulgating rules to regulate mopeds and participating in the cappa process. We will continue to be a good and transparent partner at all times in furtherance of the administration, the Council, and Revel's shared goal for a safer and more equitable transportation network across New York City. Thank you all for your time.

CHAIRPERSON RODRIGUEZ: Thank you. And as I said before, as you continue expanding, when you

started here with a few people, we have great talent in our city and we don't want or wish anything less than this company to be a successful one, not only here, but throughout the nation into all the world. So, I feel that when we address areas where we need to work together to improve safety, it has to be taken as something that the company, and in conversation that we've had with you, you agreed that there's the same challenges that we have. So, first question is why do you think that someone who rides a moped should wear a helmet?

FRANK REIG: So, Chairman Rodriguez, just to be super clear with everyone on this call, wearing a helmet while riding a class B moped, which is a motor vehicle under state law and every single Revel has a license plate and is fully insured. Under state law to ride that vehicle, you have to wear a helmet. It is state law. So, that is just first and foremost. Since we launched in 2018, we have always provided DOT approved helmets on every single Revel for riders to use and since our relaunch at the end of August, we put into place industry-leading technology in terms of a helmet selfie before every single ride. And, Chairman, just to emphasize, this

isn't a helmet selfie before maybe your first ride and then your 10th ride and then your 20th ride, this is every single time you write Revel. And when there is a passenger, they also need to take a helmet selfie, as well. And then, these are not going to just some black box of some company and never looked at. Every single one is reviewed and, to date, Council member Rodriguez-- I know you mentioned accountability and responsibility when it comes to helmet use and companies like us. We have permanently suspended since we relaunched, several thousand paying customers that will never use Revel again because they didn't take our role seriously on wearing a helmet. So, I think we are doing our best to change rider behavior and I think, for multiple folks on this call so far anecdotally and also just real data from NYPD and traffic enforcement, it is working, which is great to see.

CHAIRPERSON RODRIGUEZ: So, are you working with some tech company to address and, you know, how to guarantee that whoever rides a moped as you continue growing will have a helmet all the time?

FRANK REIG: So, Chairman Rodriguez, again, let's play something out here. You are a

user. You start your Revel ride, the helmet case opens. You go into the helmet case, you put the helmet on. You are then asked in the app, to start the process of that ride, to then take a photo of that helmet secured on your head and strapped in. We then review that photo. If that user then willfully takes that helmet off at some point during the ride and puts it back in the helmet case, that is going to be something extremely hard to control. What we are trying to do-- and I mentioned this just a minute ago-- is, again, change user behavior which, I think, since our relaunch, we have really made good progress. Because I think anyone on this call back on June and July, as this city was coming out of quarantined and, as I mentioned during the testimony, sort of there were a lot of changes in terms of street safety in general we be on Revel. The amount of helmet compliance was something that I don't think anybody was satisfied with. But I think we are getting to a point now through our technology, through the helmet selfie, through our compliance and checking every single one. And, guess what? We are permanently suspending users that do not take it seriously. We are getting no place where we are in a

much better position than we were two or three months ago, which I am really excited to report.

CHAIRPERSON RODRIGUEZ: Isn't the technology already-- I'm pretty sure it's like the whole community of tech, you know, shares information. It's like when you order an Uber and you get to see when your car is approaching your location, isn't there a technology already that can monitor if someone writing a moped and knowing if someone removes the helmet from their head?

FRANK REIG: So, in terms of technology of seeing an Uber on your app in understanding where that car is, we absolutely use that same technology. It is GPS technology. It's proven. It's in every single Revel, as well and you see on our app where every single Revel is.

CHAIRPERSON RODRIGUEZ: Comeau technology also-- Is the technology there also outside their or have you been talking to someone in the tech community that will allow for you, as a company, to monitor and be able through an app to be sure that you know when someone removes the helmet?

FRANK REIG: Yep. So, as part of our process and our paws on suspending service this

summer, every single one of my engineers, every single one of my product managers, every single one of my operations team, we spent every single resource surveying the market from a technology perspective. Sensors that supposedly go into helmets. We talked all sorts of startups and different companies in that space. We talked to companies about its camera on, maybe, the front of the Revel both looking out and in word at the person. We elected every technology solution, Chairman Rodriguez. With a fleet of over-- with 3000 mopeds here in New York City and over 6000 nationally, with the integration of hardware and software, there is no magic sense are out there in the marketplace that is ready to be used in the service like ours. Where is that sensor getting power from? How is that sensor sending data to us? How is it reliable? What happens about the 10 to 20% of Revel users that use their own private helmet? So, once you start looking at all of the technology out there from helmet case sensors to helmet sensors in the helmet itself, do video cameras on the Revel itself, nothing is ready, Chairman Rodriguez. But what I can tell you is that Revel-- we are not sitting here saying we are perfect. We're not going

to sit here and rest on our laurels and say that what we've done on safety, that is it. We are constantly pushing the envelope and every single facet of our business to increase safety and if there is a helmet sensor a year from now that is available on the market that is realistically unreliable and can be put into a system that makes sense and also the 10 to 20% of people that use their own helmet , there is a way to sense whether they are using a helmet, we will do that, Chairman Rodriguez. But right now, the technology the way that it is, helmet selfie is the most innovative thing that our company can do. And the best thing is it is not just a talking point, Chairman. We are changing behavior. This is real. People see it in the streets. The amount of folks wearing helmets while writing Revel has exponentially increased since the summer. And if there is something I am proud about, that is one of them.

CHAIRPERSON RODRIGUEZ: So, the good thing is you have your engineers to be looking at it and that you are open to, you know, insert, you know, sometimes the sense that the product would be available, and some point. Mrs. you understand that, at some point, we have to do to the best of our



ability to be able to monitor that whoever is writing a moped, in this case, your one, Revel, they should have a helmet on time.

FRANK REIG: I just want to emphasize again. No technology right now. There is no magical answer. It does not exist that can be put into a Revel moped that also works across our entire system. It does not exist. What does exist that my team created-- I can tell you right now, Chairman, and no kick scooter company. There is no e-bike company that makes the user take a photo of the helmet strapped on their head before every single ride and check for that photo would suspend users, paying users, if they do not follow the rules. No company is even touching that.

CHAIRPERSON RODRIGUEZ: I get what you're saying. You have not found the product, but your opening night if anyone is listening right now and anyone in the city to other places, they woke and went for a product that fits your company to bring the sensor, this is something that you feel you the benefit of installing technology.

FRANK REIG: I would love to have that conversation technology in the marketplace because,

if it is going to increase the safety of our system, of our users, I'm all for.

CHAIRPERSON RODRIGUEZ: And that's for me, the common area that, for me, it is important that we know that this is-- you know, understand that the tech is not there yet, but if anyone, they would have a conversation with you. So, I appreciate that approach. What have we learned after those crashes were some people lost their lives on writing a moped?

FRANK REIG: I have seen in what I've learned--

CHAIRPERSON RODRIGUEZ: The company. Sorry. I meant institution, not you person. You know, how has Revel changed and still continue to adapt and what changes can we still expect to happen in the near future to continue improving safety?

FRANK REIG: Yep. One example that, Chairman Rodriguez, is the work my team is doing right now with the Department of Transportation around design and instructional video. Because, just to be clear, I outside of the helmet selfie, one of the other things that we have implemented is when we relaunched on August 28 here in New York City-- and it doesn't matter if you had used Revel 1000 times,

100 times, or just once. You were not able to ride again until you took a 42 question safety training that was within the app. 42 questions. And what we've learned is that, when people are going through that safety training, when people are taking that helmet selfie, we are seeing real change out in New York City on the streets in terms of rider behavior, in terms of helmet usage. Then, in terms of, again, just going back to, maybe, your original question here around what are we doing to continue to improve? One of the things is working with DOT on revamping that instructional video, getting guidance from their team and what they want to see and it, revamping some of the questions that we ask as part of the 42 question safety training. So, these are things that we are constantly improving in partnership with the DOT.

CHAIRPERSON RODRIGUEZ: Okay. Thank you.

FRANK REIG: Yep.

COMMITTEE COUNSEL: Thank you, Frank.

Are there any other Council members that have questions for this panelist? Okay. Seeing nine, we will next call on Paul Vizcaino.

SERGEANT-AT-ARMS: Time starts now.

PAUL VIZCAINO: Thank you. Let me --  
Great. Can everybody hear me?

CHAIRPERSON RODRIGUEZ: We do.

PAUL VIZCAINO: Great. Thank you. My name is Paul Vizcaino and I am the chief development officer and founding member at Wheels, a micro mobility company based in Los Angeles where I lead government relations. Given the importance of socially distanced and sustainable forms of transportation, as New York continues to responsibly reopen, we feel strongly that there has never been a better time to bring micro mobility to the city of New York. Wheels is excited to express our strong interest in partnering with the city of New York to offer micro mobility service that emphasizes safety, cleanliness, accessibility, and equity. It is important to emphasize that Wheels is one of the only potential operators that does not use a traditional stand up scooter. Instead, we use a seated device that has all the advantages of a bike and more. As a matter of fact, we just won the highly contested Seattle RFP for free-floating scooters with our seated device and we received the highest score. I would like to briefly go through some of the

advantages of our device. First, safety. Wheels mission and the reason we are founded is all about bringing increased safety to micro mobility. Because of our seated form factor, our device offers a low center of gravity and five points of contact between the rider and the device. We also use large 14 inch wheels to better handle uneven pavement surfaces. And we are the first and only operator that uses a smart helmet system that is directly integrated into the device. As a result of these unique features, Wheels injury rates are exponentially lower than those reported for traditional stand up scooters. We have provided staff with a third party safety report that documents this. Next, is accessibility. The reality is that many people simply don't have the physical ability to ride a stand up-- a traditional stand up scooter or would prefer not to use one. Wheels seated form factor solves this problem which is why we have such a broad and diverse demographic. We are extremely proud that, unlike other scooter companies, half our riders are women and one third of our riders are the age of 35 and older. Excuse me? Oh. Time.

CHAIRPERSON RODRIGUEZ: You may finish.

PAUL VIZCAINO: If I may finish, the point being is we actually have sensors in our helmet system. So, basically, if folks wanted to-- and I can talk to-- I'm happy to also speak with Revel afterwards. I think they've done a great job. If we can assist with these sensors within our helmet system, we know when a rider is actually using our helmet device or helmet and, when the helmet is actually put back in its holster. But with that said, I wanted to let you know that something that we hope that New York City thinks about when the RFP comes out later this week is requiring that a seated device be chosen given the broad studies that have been detailing the safety and accessibility of seated devices. And then, secondly, we think that every scooter company should provide helmet. Not that a helmet is mandatory for folks to ride, but at least provide that helmet. You know, it would be silly for cars-- we don't even think of cars providing, you know, their vehicles without seat belts. We feel the same should happen in micro mobility. With that said, I'm here to offer any questions and we are really-- answer any questions and we are excited to, potentially, participate in the pilot program. Thank

you so much and thank you to DOT for putting together the RFP.

CHAIRPERSON RODRIGUEZ: Thank you. Can you elaborate a little bit on the integration of helmet that you said? Is there sensors? You know, this is about collaborating. So, if there's something that's already been able to find and integrating and how does it work so probably something that you should follow up conversation with Frank, too, with Revel?

PAUL VIZCAINO: Yeah. Absolutely. So, basically, the helmet-- and, by the way, I submitted an email that details all of this to the whole committee, as well as photos. But, basically, the helmet sits on the rear fender of our device and, in order to start the device, and are at it asks you if you would like to release the helmet. You say yes. The helmet is released. The helmet comes with 30 biodegradable, hygienic in-liners that you peel off for ride so you are not touching-- especially in the time of COVID-19, you are not touching somebody else-- a place on the helmet where somebody else touched. And we actually offer incentives of 20% discounts for people who use the helmets. And the reason we are able to do that is-- until that people use the

helmet is because the sensor lives within the helmet and it communicates with the app that the helmet is being used. At the end of each ride, the driver or the rider puts the helmet back in the holster in the rear fender, locks and, like many micro mobility companies, you do a selfie to show that you are properly parked, but we are able to determine, because of the sensor, that the helmet is back in its holster and the rider ends its ride.

CHAIRPERSON RODRIGUEZ: Thank you. I am happy to hear that. And that is one thing that I, of course, I just know that I don't trust what we heard from Frank but for me, I'm a little bit surprised that I have not found the technology to put a sensor with the helmet and the information is communicated when someone had their helmet in the head for another company should be able to have. So, hopefully, again, you can have a conversation with them and see how you can collaborate. But thank you and good luck as you are also trying to come to the city.

PAUL VIZCAINO: Thank you, Committee, and thank you, Chairman.



COMMITTEE COUNSEL: Thank you, Paul.  
Are there any questions for this panelist? Okay.  
Seeing none, our-- oh.

PAUL VIZCAINO: You know, I was just going to mention, if I may, just because we were talking about it. We actually-- and it is all in your emails. We have-- we also included self-cleaning handlebars. It's called nano septic technology that is activated by UV light. I want to take up too much of your time, but, again, something that I would require of some of the potential winners of the RFP is, of course, safety, sustainability, equity, and cleanliness of the device given COVID-19.

CHAIRPERSON RODRIGUEZ: And what do you charge for the scooters?

PAUL VIZCAINO: Sure. We are market rate for the scooters. So, basically, it is typically one dollar to unlock. Sometimes we run free to unlock programs and it is about \$0.20-\$0.30 per minute. We also have an equity program where these prices are severely discounted are those that need special assistance with respect to financial needs and so forth.

CHAIRPERSON RODRIGUEZ: Okay. Thanks.

PAUL VIZCAINO: No problem. Thank you, Chairman.

COMMITTEE COUNSEL: Thank you. Are there any additional questions from other Council members? Okay. Next we will call on Siddharth Saxena. Siddharth?

SERGEANT-AT-ARMS: Time starts now.

SIDDHARTH SAXENA: Great. Good morning, Chairman and members of the committee and other attendees. My name is Sid Saxena and I am founder and CEO of White Fox Scooters, the first fully dock to dock or station based e-scooter operator in the US. Being locally based, we believe that an e-scooter pilot program would be a valuable first step towards increasing mobility options for New Yorkers who need it most. Because of the ease of implementation, the e-scooters can efficiently and immediately extend transportation options to transit deserts and currently underserved communities. These transit deserts have difficult access to public transportation or rideshare and, in some cases, residents of these areas must travel three or more miles to access a single subway line. Additionally, with a dock to dock approach, physical infrastructure

can be installed in these areas to ensure consistently balancing, resulting in a reliable and consistent transit option into the downtown area. Additionally, not every New Yorker is fortunate enough to have the opportunity to work from home and, many times, it is the lower income populations that have jobs requiring their presence in the workplace. Not only would an e-scooter pilot program extend the reach of transportation options, but it would also allow these workers a COVID-19 friendly alternative to public transportation. We believe an increase in sustainability is also another reason why we are excited by the committee's interest in an e-scooter pilot program. A study recently released by the city said that air pollution in New York over a period of just a few months caused hundreds of hospitalizations and emergency room visits. Of course, e-scooters won't immediately solve the problem of air, but they will help. The electricity required to charge an e-scooter emits only 1.6 percent of the carbon emitted distance traveled. An e-scooter pilot program is the cities chance to see how different vendors approach different problems and part of the White Fox Scooters mission is to reduce environmental impact. The

sustainability advantages with a dock to dock approach include less vehicle miles traveled by CO2 emitting vehicles, left thefts and randomization that result in increased useful lives of the vehicles themselves, and less pedestrian safety and traffic hazards, along with better ADA compliance. And, to conclude, White Fox Scooters fully supports and e-scooter pilot program and truly believes that a dock to dock model or a station based approach similar to City Bike could greatly serve the layout of our home. The New York City area. Thank you for your time. Happy to answer any questions.

CHAIRPERSON RODRIGUEZ: Thank you. And what about the same question related to the helmets?

SIDDHARTH SAXENA: Yeah. So, my colleague Matt Thornburg is also going to be testifying and is going to mention more about this in his testimony, but we have actually read designed our physical signage at each and every docking station that now will have hand sanitizing wipes that each and every station, as well as helmets integrated. So, helmets are very easily accessible by each and every rider completely free of charge as long as they return it

back to the next station. So, helmets are really important part of our integration, as well.

CHAIRPERSON RODRIGUEZ: But, as you hear from the previous person, are you also expected to use technology that will allow you to monitor for someone who rented the helmet if you choose to be one of the those that participate in the pilot project will have the helmets all the time?

SIDDHARTH SAXENA: Yes. So, the first major step that we took-- a lot of the dock with operators, as you know, Chairman Rodriguez, in order to get helmet, you have to go online, pay for shipping, wait for the helmets to come in and be delivered in and help to remember it on your spontaneous good ride. However, with this, with having helmets at each and every docking station very conveniently accessible, they will be much more ready and willing to be able to use those helmets. You know, like a moped where helmets are, by state law, required, helmets are, you know, recommended, but not required for electric scooters. So, as of now, we haven't had to integrate some of those more advanced helmet selfies or sensors, but we would absolutely be interested. We been following some of the other

vendors, as well, like Wheels and others to see that technology and see when there is an appropriate time to be able to implement that in our technology, as well.

CHAIRPERSON RODRIGUEZ: Thank you.

SIDDHARTH SAXENA: Yes.

COMMITTEE COUNSEL: Thank you. Are there any other questions for the specialist? Okay. Seeing none, or next panelist will be Matt Thornburg. Matt?

SERGEANT-AT-ARMS: Time starts now.

MATT THORNBURG: Thank you. Good morning, Mr. Chairman, and members of the committee. My name is Matthew Thornburg and I am the chief strategy officer at White Fox Scooters. We sincerely thank you for your time and the opportunity to testify. So, to begin, we, at White Fox encourage and support the adoption of an e-scooter pilot program because it is a sensible first step in the direction of bringing micro mobility to New York City. First, a pilot program is an ideal first step because it allows the city to test the solution and confront real data to decide whether this is a good option for New Yorkers. Moreover, a pilot program

not only tests the solution itself, but the vendors, too, as I believe Commissioner Trottenberg alluded to earlier. Each vendor will bring unique attributes to the table and, specifically, as Sid just mentioned, for White Fox Scooters, that means the use of docking stations to lock in charger scooters and keep sidewalks clear and organized. A pilot program allows the committee and every day New Yorkers to experience the solution and different possibilities within that solution firsthand. And, importantly, not only can you test of the solution, but a pilot program allows the city to improve the solution. In conversations White Fox has had with other local governments that have implemented pilot programs, you have reported a massive increase in their knowledge of e-scooters and their future approaches to micro mobility. For example, we recently spoke with local governments who found that much of their problems stem from rides occurring too late and in certain areas. And, of course, naturally, there will be additional growing pains, but a pilot program illuminates exactly that type of data that can lead to improvement. And, of course, there is the obvious point that a pilot program is only temporary and

impermanent. A pilot program provides data, real feedback from citizens, and points to improve, while at the same time preserving the city's flexibility. And I would like to briefly discuss safety and relevant to the current state of affairs. Socially distant forms of transportation are at a premium right now and, at the same time, we want to avoid increase in automobile traffic and an e-scooter pilot program can do just that. They are not be a solution when it comes to--

SERGEANT-AT-ARMS: Time.

MATT THORNBURG: May I quickly wrap up, Mr. Chairman?

CHAIRPERSON RODRIGUEZ: Yes.

MATT THORNBURG: As far as safety, White Fox, in particular, in light of COVID-19, is actually outfitting our scooters with self-sanitizing handlebar grips, the one that Paul just mentioned earlier and installing sanitary wipes at each and every one of our docking stations to allow riders to sanitize their scooters before each and every ride. So, not only cannot pilot program provide a socially distant alternative to transportation, but concrete steps can also be taken to make sure it is sanitary.



And, finally, as Sid mentioned, one of the major benefits of our model using docking stations is that we have physical infrastructure and we have now been allowed to adapt to COVID-19 and actually read designed them to include helmet lockers that would allow riders to conveniently rent a helmet free of charge. Thank you, Mr. Chairman.

CHAIRPERSON RODRIGUEZ: Thank you. Thanks a lot. So, with that, we are coming to the end of this hearing. And as we also have asked the other participants, we also want for you to continue looking at the need to address the issue related to helmets. And, again, this is a moment in our lives where we have to bring innovation, where we have to be creative. Where we need to do, you know, continue supporting any new mode of transportation being electrical scooters, electrical bikes, mopeds. You know, the new way of how people are moving around and especially dealing with transportation deserts. But the safety will always be a tough one. So, good luck and see you again. [Inaudible 02:08:30] to participate in thank you. And now we come into the end and now this hearing is adjourned.

C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date November 18, 2020