

To all owners & stakeholders in the NYC yellow taxi medallion industry,

I offer the following thoughts on the subject of the Access a Ride business which is currently what I consider to be perhaps the most crucial component to the future of our industry:

Yellow cab drivers and our passengers are aging and I am of the opinion that if we cannot come up with a new usage for the service we supply, we could very well go the way of the dinosaur.

It has been said that we have the TLC & handicapped community on our side regarding the issue of providing transportation to the handicapped people in NYC. Meanwhile, we have an underutilized fleet of cabs and we are losing millions of fares to the ride share companies while we have a fleet mandated to serve the handicapped, ramp and all. Ludicrous, wouldn't you say?

How can we stand by and allow a thirteen million dollar dispatch system be developed while we've got two that could be modified at little or no cost to whomever is paying that bill?

If the Access a Ride work is really potentially available, it should without question be ours because with our fleet of wheelchair accessible vehicles and city mandate. There is no one else more geared up to serve the disabled community than us. I find it offensive that an outdated; overpriced relic of an operation still has control over this program in the City of New York.

In my opinion, we need to publicize the inefficiency and outdated methods now in place at Access a Ride thru social media and in the main stream news possibly with a public relations firm geared up for this kind of effort. Furthermore, the same kind of lobbying efforts used by the Bloomberg administration and the handicapped advocacy groups should be employed, only in a welcoming way. For instance, we could point out the fact that WAV taxicabs are available and underused. Unlike the rideshare companies we are more reliable and trustworthy because we are completely regulated. We already have apps and a dispatch center where it is not necessary to call 24hrs beforehand only to be cancelled one hour before pickup and told to call a taxi and send in a receipt for reimbursement. How inefficient and insulting and it happens often.

It was the legacy of the Bloomberg campaign to supply ramp ready, purpose built vehicles to service the handicapped. We need to rally the handicapped community and advocacy groups for the disabled most likely thru public relations and lobbyists informing this community that we are the clear choice to efficiently provide this service. The rideshare app based companies have avoided using any predictable price structure or regulation which would involve them operating WAV's and they cannot be trusted with pricing as demonstrated by use of algorithms and ongoing price gouging. Furthermore there end game is to eliminate drivers all together.

We need to deal direct in a transparent way with those who administrate the Access -A-Ride program at a rate created for our drivers which they will embrace a rate where they aren't subsidizing an inadequate system and being taken advantage of. Perhaps an increase in the TIF would yield more compensation for our drivers or perhaps a flat 1.5x the meter would be embraced that would still be a fraction of the estimated \$72.00 plus per ride average it has been said Access-A-Ride bills the city and state. We must organize and fight as though something that is ours is being taken from us and I mean fight publically to disgrace and expose Access a Ride for the inefficient; archaic and overpriced mess they are.

The only way to bring youth back behind our wheel is to tip the income scale for drivers in our favor. Time is of the essence or we might just wind up with the worst work at an even worse rate. Steve Newman.