

From: [Diana Dellamere](#)
To: [Lupo, Jon Paul](#); [Williams, Dominic](#)
Cc: [Jamie Van. Bramer](#); [Kai Feder](#)
Subject: Thank you for meeting with us this morning
Date: Tuesday, June 09, 2015 7:23:52 PM

Dominic and Jon Paul:

Thank you again for meeting with us earlier today. I know it's a challenging time of year for you, so we really appreciated you making the time for us to share some of Lyft's thoughts and concerns (on both the immediate discussions taking place over the TLC's for-hire vehicle app regulations and also the overall future of our industry). We look forward to working with City Hall on a long-term, big picture approach to regulating for-hire vehicles in New York City and are eager to work with you and the TLC on proactive, comprehensive reforms to address the consumer driven changes in the market.

In the meantime (and in the much shorter term) I would just like to once again reiterate how important we believe it is important not to rush the TLC's vote on the new app regs this month. As I mentioned, we are working closely with the TLC staff on a number of specific issues in the proposed regs and have had very productive discussions on specific language. We are hopeful we can arrive at workable solutions on many of these items, however, we remain extremely concerned that the sheer scope and complexity of the proposed regulations are such that there simply may not be enough time to thoughtfully address them all in this timeframe without unintended consequences for competition.

Again, thanks so much for your time and consideration. We will keep in touch and my cell number is listed below.

Diana

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Diana Dellamere
Public Policy Manager
917.929.4549



From: [David Estrada](#)
To: [Singleton, Jessica](#)
Cc: [Williams, Dominic](#)
Subject: Re: Tomorrow at City Hall
Date: Wednesday, July 22, 2015 5:25:32 PM

Hi Jessie yes I'll call you.

On Wednesday, July 22, 2015, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Excellent.

Do you have a few minutes to check in by phone about if or how you'd want to speak publically about tomorrow's meeting? I'm at [REDACTED]

From: David Estrada [mailto:dave@lyft.com]
Sent: Wednesday, July 22, 2015 3:40 PM
To: Singleton, Jessica
Cc: Williams, Dominic
Subject: Re: Tomorrow at City Hall

Thanks Jessica. We look forward to participating.

On Wednesday, July 22, 2015, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Hi David –

I just spoke to Dom, who told me that you are in town. Apologies for the short notice but tomorrow afternoon we are pulling together a meeting with First Deputy Mayor Tony Shorris and tech transportation leaders from FHV dispatch apps, multi-modal tech and other transportation companies, and select business partners and industry organizations. Looking at 3 PM tomorrow in City Hall.

Really hope you can make it.

Warmly,
Jessie

Jessica Singleton

Chief Digital Officer @nycgov

@jessay286

--

-Dave

David Estrada

VP Government Relations

[650.492.8357](tel:650.492.8357)



--

-Dave

David Estrada

VP Government Relations

650.492.8357



From: [Tarlow, Mindy](#)
To: [REDACTED]; [REDACTED]@mckinsey.com; [Sidis, Joshua](#)
Subject: Fw: FHV
Date: Thursday, August 06, 2015 6:29:14 PM

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

Original Message

From: Shorris, Anthony <AShorris@cityhall.nyc.gov>

Sent: Thursday, August 6, 2015 6:17 PM

To: Tarlow, Mindy; Williams, Dominic

Subject: FHV

[REDACTED]

<http://gawker.com/here-are-the-internal-documents-that-prove-uber-is-a-mo-1704234157>

Anthony E. Shorris
First Deputy Mayor
City of New York
City Hall
New York, NY 10007
212-788-3191

From: [Replogle, Michael](#)
To: [Luigi Casinelli \(TIMS\)](#)
Cc: [REDACTED]@mckinsey.com; [Satya Muthuswamy \(TIMS\)](#); [Sklavounakis, Chris](#)
Subject: Re: Urgent
Date: Monday, August 10, 2015 11:00:41 PM
Attachments: [150810.EDC.FHV.Study.ScopeofServicesDRAFT.PDF](#)

Thanks. I'll be on the lookout for the rest.

Michael Replogle
Deputy Commissioner for Policy
New York City Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041 USA
+1.212.839.7235 office
+1.347.931.8394 mobile
mreplogle@dot.nyc.gov

On Aug 10, 2015, at 10:54 PM, Luigi Casinelli (TIMS) <luigi.casinelli@hdrinc.com> wrote:

Hi Michael,

As promised attached is the scope of services. We will send the fee before 9 AM tomorrow.

See you tomorrow.

Luigi

Cheerio,

Luigi Casinelli, P.E., PTOE
M 646.413.0891

hdrinc.com/follow-us

From: Casinelli, Luigi
Sent: Monday, August 10, 2015 9:00 PM
To: 'Replogle, Michael' <mreplogle@dot.nyc.gov>
Cc: [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; Satya Muthuswamy PE, PTOE (satya@kldcompanies.com) <satya@kldcompanies.com>; Chris.Sklavounakis@hdrinc.com

Subject: RE: Urgent

Hi Michael,

We are finalizing the scope and fee right now.

I will get the detailed scope out tonight and the fee should follow tonight, but most likely in the AM before our meeting.

Luigi

From: Replogle, Michael [<mailto:mreplogle@dot.nyc.gov>]
Sent: Monday, August 10, 2015 8:56 PM
To: Casinelli, Luigi <Luigi.Casinelli@hdrinc.com>
Subject: Urgent

Hi Luigi,

I haven't seen anything yet on my email. Please send asap — before our 9:30 am Tuesday meeting -- your response to the RFP - at least financials. Thanks very much.

Best regards,

Michael Replogle
Deputy Commissioner for Policy
New York City Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041 USA
+1.212.839.7235 office
+1.347.931.8394 mobile
mreplogle@dot.nyc.gov

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Thank you.

NYC – Department of Transportation



FOR-HIRE VEHICLE CONGESTION, TRAFFIC, AND VEHICLE EMISSIONS STUDY CITY OF NEW YORK

SCOPE OF SERVICES

BACKGROUND

The Project Team (HDR & KLD Engineering P.C.) has been commissioned by the City of New York (CITY) to conduct an analysis of congestion, traffic, and vehicle emissions related to the for-hire vehicle (FHV) industry (the “Traffic Study”). The Traffic Study will be conducted in parallel with a general study of the for-hire vehicle industry, which will include a comprehensive analysis of the industry with the aim to articulate a strategy for managing and regulating New York City’s FHV transportation services.

Three key questions were asked by the CITY as follows:

1. What are the likely factors contributing to the recent increase in congestion in the Manhattan core?
2. How are FHV currently operating within the Manhattan core and other congested parts of the City?
3. What will be the effect on mobility, traffic congestion and emissions of various FHV growth and regulatory scenarios?

The “Project Team” will work closely with McKinsey & Company, Inc. (PRIME) who is conducting the general study, including using policy scenarios developed in the general study as inputs for the Traffic Study analysis.

GENERAL ASSUMPTIONS ON DATASET TO BE PROVIDED BY THE CITY

- Up to 5 years of yellow taxi trip records, including pick-up/drop-off locations, trip distance and trip duration.
- Up to 6 months of green taxi trip records and yellow/green taxi breadcrumb GPS data.
- A to-be-determined set of trip records and breadcrumb GPS data from Uber and potentially other FHV industry providers; dates and spatial coverage also TBD.
- NYC DOT Midtown in Motion data (MIM) on vehicle speeds in midtown.
- Taxi Medallion Increase EIS (2013) and other traffic studies deemed relevant.
- Existing traffic data including counts (crossings and screen lines) and travel times where available.
- New York State Department of Environmental Conservation air quality data (from 12 monitoring sites in NYC).
- NYC Department of Health and Mental Hygiene air quality data set(s) and potentially (neighborhood level air quality study).
- CEQR project data (traffic and air quality) of Manhattan based projects (over the last five years) from the Mayor’s Office of Sustainability.
- NYMTC BPM Model 2010 which includes Taxi and FHV.
- NYCDOT Taxi Data Analyses and Summaries for the years 2009-2014.





SCOPE OF SERVICES

The following tasks are proposed as part of the current project to explore the answers for the three key questions identified above:

TASK 1 - ANALYSIS OF CONGESTION IN THE MANHATTAN CORE AND MAJOR TAXI/FHV HUBS IN QUEENS, BRONX, BROOKLYN, STATEN ISLAND (IF DATA IS AVAILABLE)

1.1. Existing Traffic Conditions.

The existing traffic data will be summarized into 29 taxi analysis zones developed by NYCDOT. According to the detail of the data, the data will be aggregated using estimated VMT and VHT by time/day of week and geography. (AM peak, Midday and PM Peak of average weekday). The Project Team will review yellow and green taxi GPS, BusTime, Midtown in Motion data, latest traffic counts and develop existing traffic condition information as follows:

- The Project Team will develop tables of trips and travel time by zone and by time of day.
- The Project Team will review NYCDOT analysis of pre-2015 taxi data and analyze 2015 Taxi Data to evaluate the changes due to increase of Taxi Medallions.
- The Project Team will review the existing NYBPM 2010 mode trends including trip purpose, trip length and origin-destination trip distribution to see whether it accurately estimates the current taxi data. If the data is reasonably accurate, the BPM shall be used to project data future trips in Task 3.

1.2. Contributing Factors

Based on the travel time data evaluation, the Project Team will first determine if there are measurable congestion changes in midtown core. Then a high-level of analysis will be conducted of possible factors contributing to the recent increase in congestion using available data sets. Also the causality/correlation to the traffic patterns will be assessed for each of these factors. For two selected screenlines representing the boundaries of the Manhattan core, the Project Team will conduct a qualitative review of factors as follows:

- Analyze vehicular traffic volumes/ changes entering the Manhattan core.
- Analyze bus traffic volumes/changes entering the Manhattan core.
- Consider pedestrian traffic at selected locations (up to 3 locations)
- Map changes in roadway capacity in the Manhattan core.
- Map locations and types of major transit improvements in the Manhattan core.
- Review the construction permits and analyze trends on construction activity and economic indicators.
- Review commercial delivery activity by time of day and by taxi analysis zone in the Manhattan core.
- Review recent growth in the FHV sector such as trips by taxi analysis zone and FHV traffic volumes entering the Manhattan core.
- Review of travel time provided by the CITY using EZPass tag readers.
- Review other relevant data provided by the CITY.

Deliverables:

The deliverables will be in 11X17 page size of graphic including the following:

- NYCDOT Taxi GPS analysis zones
- Travel time changes by taxi analysis zone and by time of day before and after increase of Taxi Medallions
- Travel time changes by taxi analysis zone and by time of day before and after recent FHV growth
- Travel distance changes by taxi analysis zone and by time of day before and after recent FHV growth
- Vehicular traffic volumes/ changes entering the Manhattan core and other areas if data is available.
- Bus traffic volumes/changes entering the Manhattan core and other areas if data is available.



- Changes in roadway capacity in the Manhattan core and other areas if data is available.
- Locations and types of transit improvements in the Manhattan core and other areas if data is available.
- Number of construction permits and trends on construction activity
- Commercial delivery activity by time of day and by taxi analysis zone in the Manhattan core.
- FHV trips by taxi analysis zone and FHV traffic volumes entering the Manhattan core.

Assumptions:

- Up to two screenlines representing the boundaries of the Manhattan core.
- Three peak periods for time of day data analysis.
- Weekday data analysis
- One typical weekday average will be used in the assessment
- NYCDOT will provide the following data sets:
 - Pre-2015 Taxi data
 - 2015 Taxi data
 - Screenline count reports and data sets from 2009 to 2015 and other relevant count data
 - Construction permits in the midtown core from 2009 to 2015
 - One set of data for with FHV operation increase
- The 29 Taxi Zones will be used as a basis for data aggregation.
- A brief (3 to 5 page) memorandum consisting general observations and trends will be provided.
- Economic activity shall be provided by the CITY.
- Traffic data collection will not be included as part of this project.

TASK 2 – ASSESSMENT OF CURRENT FHV OPERATIONS

The Project Team will review current FHV operations in Manhattan and citywide as follows:

- Map the available FHV (including Uber) pick-up and drop-off locations and routing information (if available) overlaid with NYCDOT taxi analysis zones (29 zones total, including 18 zones in Manhattan) and census tracts citywide and within the CEQR-identified CBD areas.
- Compare FHV (including Uber) pick-up/drop-off activity centers and time-of-day activities to those of yellow and green taxis for time periods with available FHV data (up to the past 3 years).
- Assess FHV (including Uber) activity patterns between revenue trips, including cruising times and distances, as well as dwelling hot-spots of FHV awaiting e-hails.
- Assess Vehicle-Miles-Traveled (VMT), Vehicle-Hours-Traveled (VHT) and the average speed of FHV (including Uber) trips for zones citywide and within the CBD, compared to other travel speed data sources (e.g. taxi speeds, Midtown In Motion).

Deliverables:

The deliverables will be in 11X17 page size of graphic including the following:

- FHV pick-up and drop-off locations and routes in Manhattan overlaid with NYCDOT taxi analysis zones.
- FHV pick-up and drop-off locations and routes in Manhattan overlaid with census tracts in CBD.
- FHV pick-up and drop-off locations and routes in Manhattan overlaid with census tracts citywide.
- Comparison of pick-up/drop-off activity with yellow and green taxis by time of day with FHV data up to past three years.
- Graphics for FHV activity patterns between revenue trips, including cruising times and distances, as well as dwelling hot-spots of FHV awaiting e-hails.
- Graphics with FHV Vehicle-Miles-Traveled (VMT), Vehicle-Hours-Traveled (VHT) and the average speed for zones citywide.





Assumptions:

- Up to two screenlines representing the boundaries of the Manhattan core.
- Three peak periods for time of day data analysis.
- Weekday data analysis
- The CITY will provide the FHV data
- Supplemental surveys will not be included as part of this project.
- A brief (3 to 5 page) memorandum consisting general observations and trends will be provided.
- If no FHV data is available, the CITY will provide assumptions for future analysis.

TASK 3 - FUTURE SCENARIOS

The Project Team will estimate future FHV (including Uber) VMT and VHT over the next five to ten years assuming no changes are made to existing TLC regulations. Based on the scenarios provided by the PRIME, the Project Team will also estimate corresponding changes in taxi activity, and the corresponding activity and average speed change. The changes in the taxi and FHV fleet size and activity shall be based on the industry analysis and policy options conducted as part of the overall study.

For the no action and one scenario, the Project Team will estimate current and projected vehicular tailpipe emissions for criteria pollutants and GHGs based on VHT, VMT, average speed and other traffic activity inputs at a zonal level in Manhattan CBD and by borough. The Project Team will summarize both the traffic and emissions metrics for the set of FHV regulatory and operating scenarios analyzed. The Project Team will summarize NYC air quality trends over time in general and summarize NYC air quality by criteria pollutants for neighborhood level in detail based on the data provided by the CITY and state or federal air quality databases. The Project Team will also summarize CEQR data on traffic and air quality impacts over the last five years based on the data provided by the CITY.

Deliverables:

The deliverables will be in 11X17 page size of graphic including the following:

- Summary maps of zonal traffic and emissions metrics for baseline and projected conditions including the following:
 - a. NYC air quality trends over time (broad lens).
 - b. NYC air quality by criteria pollutants for neighborhood level (detailed/contextual lens).
 - c. Map of CEQR data on traffic and air quality impacts over the last five years
- Comparison tables of policy options and corresponding metrics.
- Formulations of future projections of FHV activity levels and corresponding metrics such as zonal VMT, VHT, pick-up/drop-off density maps, etc.
- A brief (3 to 5 page) memorandum summarizing analysis methodology, data used and outcomes will be provided.

Assumptions:

- Three peak periods for time of day data analysis.
- Weekday data analysis.
- A detail MOVES model is not part of this scope of services.
- An existing MOVES emission factor database is available to allow calculation of emission inventories for the desired calendar year of analysis, for the no-action vs. the FHV alternative.
- No four-step travel demand model runs will be used.

TASK 4 – PROJECT MANAGEMENT/COORDINATION AND WORKING MEETINGS

A coordination meeting (kick-off meeting) between the Project Team and Stakeholders shall be conducted to discuss and review the goals and objectives of the study. The meetings shall address a number of technical issues with respect to existing and future condition scenarios.

It has been estimated that four (4) Project Team representatives shall attend three in-person (3) coordination and/or progress meetings. Furthermore, this task includes the preparation and



distribution of email meeting minutes. The Project Team will conduct weekly status meetings (up to 8) with all agencies and PRIME either in-person or conference call (depending on the key agenda items relevant for that week).

TASK 5 – ADDITIONAL ANALYSIS

The Project Team shall evaluate the feasibility of two additional scenarios developed during the course of the study. Prior to beginning this task, the Project Team and the PRIME shall agree to the required hours for each alternative prior to commencing any work. Same assumptions in Task 3 will be applied to this Task.

TASK 6 – FINAL REPORT AND PRESENTATIONS

The Project Team will complete a draft final report will include the contents of the three memorandums and recommendations from the relevant agencies. It is anticipated that the Project Team will address two rounds of consolidated comments. Three hard copy bound reports are to be provided along with a PDF version. Additionally, up to two presentations shall be prepared for major milestones.



From: [REDACTED]@mckinsey.com
To: [Tarlow, Mindy](#)
Subject: Fw: Invitation to discuss taxi/for-hire vehicle industry
Date: Friday, August 14, 2015 10:49 00 AM

[REDACTED]
McKinsey & Company | [REDACTED]
Office: [REDACTED]
Mobile: [REDACTED]
Assistant: [REDACTED]@mckinsey.com
----- Forwarded by [REDACTED] /NorthAmerica/MCKINSEY on 08/14/2015 10:48 AM -----

From: [REDACTED] /NorthAmerica/MCKINSEY
To: [REDACTED] /NorthAmerica/MCKINSEY@mckinsey, [REDACTED] /NorthAmerica/MCKINSEY@mckinsey
Date: 08/13/2015 09:31 PM
Subject: FW: Invitation to discuss taxi/for-hire vehicle industry

Hi [REDACTED] and [REDACTED]

Please see the request below. I'd like to respond to them by first thing in the morning if possible.

What kind of questions / information should we be willing to share with them in advance?

My feeling is we provide a few sentences: "We'll be having an open-ended conversation to better understand how the black car / e-dispatch segment differs from other FHV's in its operations. We'd also like to understand how the segment views its contributions toward city goals, such as providing geographic coverage. Finally, we'd like to hear your ideas for how the city can improve its regulations with respect to blacks cars / e-dispatch and FHV's more generally."

This is a slightly more expansive version of what I already told them, but may be enough. Let me know what you think.

From: Nicole Benincasa [<mailto:nic@uber.com>]
Sent: Thursday, August 13, 2015 7:26 PM
To: [REDACTED]@mckinsey.com
Cc: [REDACTED]@mckinsey.com; Greg McCurdy; Josh Mohrer
Subject: Re: Invitation to discuss taxi/for-hire vehicle industry

Hi [REDACTED]

Thank you for reaching out. We are looking forward to discussing the current state of the for-hire industry with you. I've CCed Greg McCurdy, our Policy Counsel, and Josh Mohrer, our NYC General Manager, as they should be involved in the conversation and are both available at the end of next week. Can we please have the discussion on Thursday or Friday of next week?

In order to determine if anyone else from our team should be included, can you please provide an agenda/a list of topics for the conversation?

Best,
Nicole

	Nicole Benincasa Senior Policy & Regulatory Associate e: nic@uber.com w: www.uber.com/nyc
--	--

On Thu, Aug 13, 2015 at 12:21 PM, [REDACTED]@mckinsey.com> wrote:

Hi Nicole,

As part of a study with New York City government on the current state of the for-hire vehicle industry and how it is regulated, we'd like to meet with you to discuss this topic **Would you be able to meet on Monday afternoon (8/17)** at the Taxi and Limousine Commission Offices at 33 Beaver St ?

The purpose of the meeting is to better understand the black car / e-dispatch market and how it fits into the broader transportation network of NYC, in addition to your thoughts on recent changes in the industry

Please let me know if Monday afternoon works for you, and I'll send along a time and invitation I look forward to hearing from you

Best,
[REDACTED]

+=====+
This email is confidential and may be privileged. If you have received it
in error, please notify us immediately and then delete it. Please do not
copy it, disclose its contents or use it for any purpose.
+=====+

+=====+
This email is confidential and may be privileged. If you have received it
in error, please notify us immediately and then delete it. Please do not
copy it, disclose its contents or use it for any purpose.
+=====+

From: [Ana Ariño](#)
To: [REDACTED]@mckinsey.com"; [REDACTED]@mckinsey.com"; [REDACTED]@mckinsey.com"; [REDACTED]@mckinsey.com"
Cc: [Peter Hill](#); [Tarlow, Mindy](#); [Sidis, Joshua](#); [Lee Ann Steidel](#)
Subject: FHV Study
Date: Friday, August 14, 2015 1:48:10 PM
Attachments: [McKinsey 26640049 - Amendment 1 - For-Hire Vehicle Study 8.14.15.docx](#)

[REDACTED], and [REDACTED],

Attached, please find the contract amendment for the For-Hire Vehicle Study. This document includes the general study scope, edited to reflect recent discussions of the project, and the traffic study scope and budget.

Josh and Mindy are sorting out one last piece related to the external validators, but we wanted to get this to you asap for your review. Please let me know if you have any questions.

If there are no additional changes coming from Ops or comments from you, you can return 4 original signed copies to:

Peter Hill
NYCEDC
110 William St., 4th Floor
New York, NY 10038

Best,
Ana

ANA ARIÑO
Senior Vice President, Strategic Planning
New York City Economic Development Corporation
www.nycedc.com
212-312-3552 (w)
[REDACTED] (c)

**NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION
STANDARD FORM OF AMENDMENT OF CONSULTANT CONTRACT**

This is an amendment to the Contract entered into by New York City Economic Development Corporation (NYCEDC), a not-for-profit corporation organized pursuant to the Laws of the State of New York, having an office at 110 William Street, New York, New York 10038, and the Consultant:

Consultant's Name:	McKinsey & Company, Inc. Washington, D.C.				
Address:	1200 19 th Street, NW, Suite 1100, Washington, DC				
Contract No:	26640049	Contract Date:	July 1, 2015	Project No:	2664
Project Name:	On-Call Management and Economic Development Consulting Services				
Type of Services:	Consulting Services				
A copy of the Contract and copies of any and all prior amendments are attached hereto as Exhibit A.					
The Contract is hereby amended as follows:					
Amendment No:	1	Effective Date:	August 30, 2015		
TYPE OF AMENDMENT					
<input type="checkbox"/> Extension of Term	Extension Date:				
<input checked="" type="checkbox"/> Increase in Maximum Contract Price	Original Maximum Contract Price	\$	1.00		
	Total Prior Increases	\$	0.00		
	Amount of Current Increase	\$	2,062,740.00		
	Revised Maximum Contract Price	\$	2,062,741.00		
<input checked="" type="checkbox"/> Amended Scope of Services - See attached Exhibit B					
<input checked="" type="checkbox"/> Other (as described below) - See attached Exhibit(s) C					
Exhibit C – Amended Payment Schedule					
NYCEDC Executive Committee Approval Date:	April 30, 2015				
Capitalized terms used herein shall have the meanings set forth in the Contract, as previously amended, unless otherwise defined herein. Except as provided herein and in the pages attached hereto, if any, all terms and conditions of the Contract, as previously amended, remain unchanged and in full force and effect.					
MCKINSEY & COMPANY, INC. WASHINGTON D.C.			NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION		
By:		By:			
Printed Name:		Printed Name:			
Title:		Title:			
Date Signed:		Date Signed:			

EXHIBIT A

THE CONTRACT AND PRIOR AMENDMENTS

(Incorporated by Reference)

EXHIBIT B

AMENDED SCOPE OF SERVICES (APPENDIX B OF THE CONTRACT)

The Scope of Services (Appendix B of the Contract) is hereby amended to include the following Task Order assignment:

I. Background

New York City Economic Development Corporation (“NYCEDC”) and the Mayor’s Office of Operations (“Operations”) are engaging the Consultant to conduct a comprehensive analysis and to articulate a strategy for managing and regulating New York City’s (the “City”) for-hire vehicle (“FHV”) transportation services. The New York City Taxi and Limousine Commission (“TLC”) establishes and enforces professional and uniform standards of for-hire services and ensures public safety. TLC licenses and regulates all aspects of the City’s yellow medallion taxicabs, FHV such as Boro Taxis, community-based liveries and black cars, commuter vans, paratransit vehicles (ambulettes), and certain luxury limousines. Over the past two years, the City has experienced a significant shift in the composition of its FHV transportation industry, specifically the introduction of a range of private, non-medallion FHV that are less regulated by the City.

The Consultant will provide consulting support and develop a new plan for the City that provides a policy construct for a more comprehensive regulatory structure that accommodates the broader range of FHV (medallion and non-medallion). The priorities guiding this analysis and the resulting policy framework will be determined by the City and communicated to the Consultant. The Consultant will investigate, provide recommendations, and suggest an implementation plan that investigates at least five areas related to the City’s FHV industry:

1. Industry/business sector analysis
2. Assessment of present conditions
3. Stakeholder analysis
4. Current regulations/regulatory policies and procedures
5. Future potential for regulatory reform

In addition to the services described above and in Tasks 1 through 4 below (the “General Study”), the Consultant will engage a subconsultant to conduct a study of FHV congestion, traffic, and emissions (the “Traffic Study”), as described in Tasks 5 through 7 below. The Traffic Study will be conducted in parallel with the General Study, and the Consultant will ensure alignment between these tasks, including using policy scenarios developed in the general study as inputs for the Traffic Study analysis, and outputs of the Traffic Study to inform the final policy analysis in the General Study. In the Traffic Study, the Consultant will address the following questions:

1. What are the likely factors contributing to the recent increase in congestion in the Manhattan core?
2. How are FHV currently operating within the Manhattan core and other congested parts of the City?

3. What will be the effect on mobility, traffic congestion and emissions of various FHV growth and regulatory scenarios?

II. Services – General Study

The Consultant, working under the direction of the Mayor’s Office of Operations, will provide consulting services to include:

1. **An analysis of for-hire transportation industry**
 - a. This should include a review of medallion and non-medallion FHV including analysis of all relevant data and metrics, driver and passenger safety rules and regulations, accessibility standards, as well as best practices in for-hire transportation operations from other jurisdictions or relevant industries.
2. **Documentation and baselining of current for-hire transportation industry.**
 - a. This will involve detailed analysis of the as-is condition of the industry, along with a review of protocols and procedures, personnel and training practices, regulations, and financing. The review will also document the experiences and views of individuals directly employed by the for-hire industry as well as public and private stakeholders.
3. **Develop a robust analysis of policy options and an overall policy framework, including a roadmap, for the City’s regulatory policies going forward for the for-hire transportation industry.**
4. **Support the City in developing implementation plans for recommendations.**

Task 1 An analysis of for-hire transportation industry

Task 1.1 Review of industry.

- Review all relevant metrics for the for-hire transportation industry, driver and passenger safety rules and regulations, consumer protections, and accessibility standards.

Task 1.2 Conduct a review of best practices.

- Identify best practices in for-hire transportation operations from other jurisdictions or relevant industries, highlighting for consideration transportation models, such as ride sharing, that limit the impact on congestion of core sectors while continuing to serve the needs of the public.

Task 1 Deliverables: A report including all elements outlined in Tasks 1.1 and 1.2 above. The reports should be in Microsoft Word or PowerPoint format with data provided in Excel and submitted electronically.

Task 2 Documentation and baselining of current for-hire transportation industry.

Task 2.1 Building on the findings from Task 1, as well as data and materials from the Traffic Study being conducted in parallel to this effort, the Consultant shall compile and synthesize information on the current processes, protocols, procedures, regulations, personnel

and training practices in the for-hire transportation industry, including but not limited to the tasks below. Existing materials will be shared with the Consultant.

- Identify and document core business protocols and procedures, including all elements of rules and regulations in the medallion and non-medallion for-hire transportation industry
- Identify and document current training practices around driver and passenger safety
- Identify and document pricing protocols and protections for passengers
- Identify and document revenue sources and strategies
- Incorporate relevant information, as available, from a parallel effort that will analyze congestion and traffic flow in heavily used areas of the city

Task 2.2 Identify baseline performance metrics for for-hire transportation operations that will help drive and guide recommendations for a proposed regulatory structure.

Task 2 Deliverables: A report detailing the organizational structure, regulations and policies, current processes, and baseline performance metrics for the for-hire transportation industry. The report should be in Microsoft Word or PowerPoint format and submitted electronically.

Task 3 Develop a robust analysis of policy options and an overall policy framework, including a roadmap, for the City’s regulatory policies going forward for the for-hire transportation industry.

Task 3.1 The Consultant shall produce a report detailing a robust analysis of policy options for developing a for-hire transportation system that is safe, inclusive, and reliable; operates in a manner that provides operational and financial support to meet the overall needs of the city’s mass transit system; and ensures that the system is regulated in accordance with the City’s interests and policy objectives. The overall policy framework will be evaluated and refined with the Mayor’s Office. The Consultant will then prepare briefing and decision documents for the Mayor’s Office, covering each strategic area and help facilitate decision-making by the Mayor’s Office through a series of meetings.

Task 3 Deliverables: Policy framework and roadmap for a regulatory structure that accommodates the increasingly complex for-hire transportation environment, including all elements outlined above. The report should be in Microsoft Word or PowerPoint format with any data and data analysis provided in Excel and submitted electronically.

Task 4 Support the City in developing implementation plans for recommendations.

Task 4.1 The Consultant shall support the City in developing project plan for implementing recommended changes. The report should:

- Provide a detailed plan for transitioning to and implementing recommended changes
- Develop recommendations to effectively communicate any plans with key stakeholders

- Develop protocols for monitoring progress and measuring improvements

Task 4 Deliverables: Implementation plans, including all elements outlined in Task 4 above. The reports should be in Microsoft Word or PowerPoint format with any data and data analysis provided in Excel or Project and submitted electronically.

III. Services – Traffic Study

The Consultant, working under the direction of the Mayor’s Office of Operations, will engage subconsultants to provide consulting services to include:

Task 5 Analysis of Congestion in the Manhattan Core

The Consultant will:

- Examine the current level of congestion in the Manhattan core using yellow and green taxi GPS, BusTime, Midtown in Motion data, as well as available traffic counts. The Consultant will analyze travel speeds by time/day of week and by geography using the 29 taxi GPS analysis zones developed by NYCDOT.
- Conduct a high-level of analysis of factors contributing to the recent increase in congestion in the midtown core using available data sets. This analysis will include a qualitative review of factors including: traffic volumes entering the Manhattan core, economic factors, changes in road capacity, construction activity, delivery activity, recent growth in the FHV sector, and other relevant factors.
- Develop a qualitative assessment of the role of FHV growth in growing congestion in the Manhattan core, as well as lay out a list of other likely congestion sources that merit further study.

Task 6 Assessment of Current FHV Operations

The Consultant will:

- Map the available FHV (including Uber) pick-up and drop-off locations and routing information (if available) overlaid with NYCDOT taxi analysis zones (29 zones total, including 18 zones in Manhattan) and census tracts citywide and within the CBD.
- Compare FHV (including Uber) pick-up/drop-off activity centers and time-of-day activities to those of yellow and green taxis for time periods with available FHV data (up to the past 3 years¹);
- Assess FHV (including Uber) activity patterns between revenue trips, including cruising times and distances, as well as dwelling hot-spots of FHV awaiting e-hails.
- Assess Vehicle-Miles-Traveled (VMT), Vehicle-Hours-Traveled (VHT) and the average speed of FHV (including Uber) trips for zones citywide and within the CBD, compared to other travel speed data sources (e.g. taxi speeds, Midtown In Motion).

¹ The study should look back as far as FHV data are made available, up to the 5 years that yellow taxi data are available.

Task 7 Future Scenarios

The Consultant will:

- Estimate future FHV (including Uber) VMT and VHT over the next five to ten years assuming no changes are made to existing TLC regulations. The Consultant shall also estimate corresponding changes in taxi activity, and the corresponding activity and average speed change. The changes in the taxi and FHV fleet size and activity shall be based on the industry analysis conducted as part of the overall study.
- Estimate future FHV (including Uber) VMT and VHT over the next five to ten years under a range of regulatory and pricing scenarios. The Consultant shall also estimate corresponding changes in taxi activity, and the corresponding activity and average speed change. The scenarios will be based on the policy options developed as part of the overall study.
- For the no action and other scenarios, estimate current and projected vehicular tailpipe emissions for criteria pollutants and GHGs based on VMT, average speed and other traffic activity inputs at a zonal level, e.g. Manhattan CBD, by borough.
- Summarize both the traffic and emissions metrics for the set of FHV regulatory and operating scenarios analyzed. Likely deliverables to include: summary maps of zonal traffic and emissions metrics for baseline and projected conditions; comparison tables of policy options and corresponding metrics; formulations of future projections of FHV activity levels and corresponding metrics such as zonal VMT, VHT, pick-up/drop-off density maps, etc.; and a summary report of analysis methodology, data used and outcomes.
- Show NYC air quality trends over time (broad lens).
- Show NYC air quality by criteria pollutants for neighborhood level (detailed/contextual lens).
- Map CEQR data on traffic and air quality impacts over the last five years.

Anticipated Datasets

The City will provide the Consultant with access to:

- Up to 5 years of yellow taxi trip records, including pick-up/drop-off locations, trip distance and trip duration.
- Up to 6 months of green taxi trip records and yellow/green taxi breadcrumb GPS data.
- A to-be-determined set of trip records and breadcrumb GPS data from Uber and potentially other FHV industry providers; dates and spatial coverage also TBD.
- NYC DOT Midtown in Motion data on vehicle speeds in midtown.
- Taxi Medallion Increase EIS (2013) and other traffic studies deemed relevant.
- Existing traffic data including counts (crossings and screen lines) and travel times where available.
- New York State Department of Environmental Conservation air quality data (from 12 monitoring sites in NYC).
- NYC Department of Health and Mental Hygiene air quality data set(s) and potentially (neighborhood level air quality study).

- CEQR project data (traffic and air quality) of Manhattan based projects (over the last five years) from the Mayor's Office of Sustainability.

IV. Timeline

The Consultant will complete this Project Assignment by November 1, 2015. Tasks 5 through 7 will be completed by October 16, 2015.

EXHIBIT C

AMENDED PAYMENT SCHEDULE
(EXHIBIT 1.A TO APPENDIX C OF THE CONTRACT)

The Payment Schedule (Exhibit 1.A to Appendix C of the Contract) is hereby amended to include the following schedule applicable to this Task Order only:

The Maximum Payment for each portion of the Services shall be the respective amounts set forth for in the following table:

Task 1:	An analysis of for-hire transportation industry	\$ 315,000
Task 2:	Documentation and baselining of current for-hire transportation industry	\$ 315,000
Task 3:	Develop a robust analysis of policy options and an overall policy framework, including a roadmap, for New York City’s regulatory policies going forward for the for-hire transportation industry	\$ 790,000
Task 4:	Support the City in developing implementation plans for recommendations	\$ 260,000
Task 5:	Analysis of Congestion in the Manhattan Core	\$ 144,593
Task 6:	Assessment of Current FHV Operations	\$ 107,693
Task 7:	Future Scenarios	\$ 130,454
Total Fees		\$ 2,062,740

No multiplier, overhead, administrative fee, other mark-up, Subcontractors’ Costs, or Allowable Additional Costs will be paid under this Task Order, unless agreed to in advance in writing by the Corporation.

The Consultant shall submit to the NYCEDC Project Manager, not more than once per calendar month, a Requisition setting forth in detail, for the period for which partial payment is requested (i) Percentage of Services performed by Consultant during Requisition period; (ii) Allowable Additional Costs incurred with all required documentation, provided that such costs were agreed to in advance in writing by the Corporation; and (iii) total amount of payment requested.

From: [REDACTED]@mckinsey.com
To: Roth_Jeffrey (TLC); Leyva_Erika (TLC); Valdivia_Midori (TLC)
Cc: [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; Sidis_Joshua; [REDACTED]@mckinsey.com
Subject: Fw: Invitation to discuss taxi/for-hire vehicle industry
Date: Friday, August 14, 2015 8:53:02 PM

Hi Jeff, Erika, and Midori,

I wanted to flag for you that Lyft sent the note below, saying they were surprised at being invited to a forum with competitors for the listening sessions. We'd prefer if your team respond to their note to explain the reason for industry groups being convened as a whole by category (e.g. all black car bases, all taxi drivers, all livery bases).

Much appreciated,

[REDACTED]

[REDACTED] | McKinsey & Company | +1 [REDACTED]

----- Forwarded by [REDACTED]/NorthAmerica/MCKINSEY on 08/14/2015 08:06 PM -----

From: Joseph Okpaku <joseph@lyft.com>
To: [REDACTED]@mckinsey.com
Cc: [REDACTED]@mckinsey.com
Date: 08/14/2015 07:21 PM
Subject: Re: Invitation to discuss taxi/for-hire vehicle industry

I can be available via phone on Thursday at noon; however, I'm a little surprised at the format. Am I correct in understanding that you would want industry competitors to openly discuss what they think of the current state of the industry and regulatory structure? As I said, I'm happy to participate but I frankly doubt that many of the participants will be comfortable discussing what aspects of the regulatory structure they consider favorable or unfavorable with other competitors in the meeting. I was expecting this to be a one on one discussion.

Best,

Joe

--
--

Joseph Okpaku
Director of Public Policy
415.890.3429

[What if your phone replaced your car and you met a new friend every day? Watch](#)

[Lyft Across America](#)

On Fri, Aug 14, 2015 at 10:23 AM, [REDACTED]@mckinsey.com> wrote:

Hi Joseph,

Thanks for your response and availability. I want to clarify my original email to make sure you're aware that this invitation is to a listening session that will include other representatives from the black car / e-dispatch sector. We'll be having similar listening sessions with other industry segments (e.g. drivers' groups) as well.

Because we're wrangling schedules across several stakeholders, Tuesday won't be possible. Can you or someone from your team be available for a meeting at noon ET on Thursday instead?

Best,

[REDACTED]

From: Joseph Okpaku [mailto:joseph@lyft.com]
Sent: Thursday, August 13, 2015 8:08 PM
To: [REDACTED]@mckinsey.com
Cc: [REDACTED]@mckinsey.com
Subject: Re: Invitation to discuss taxi/for-hire vehicle industry

[REDACTED]

Thanks for the invitation. The only time that my two colleagues and I are all available next week is Tuesday between noon and 2 pm EST, and we would have to participate over the phone. Would that work?

--
--

Joseph Okpaku

Director of Public Policy

[415.890.3429](tel:415.890.3429)

[What if your phone replaced your car and you met a new friend every day? Watch](#)

[Lyft Across America](#)

On Thu, Aug 13, 2015 at 9:15 AM, [REDACTED]@mckinsey.com> wrote:

Hi Joseph,

As part of a study with New York City government on the current state of the for-hire vehicle industry and how it is regulated, we'd like to meet with you to discuss this topic **Would you be able to meet on Monday afternoon (8/17)** at the Taxi and Limousine Commission Offices at 33 Beaver St ?

(The internet tells me you're based in the Bay Area, and we can arrange a dial-in if you won't be in NYC on Monday)

The purpose of the meeting is to better understand the black car / e-dispatch market and how it fits into the broader transportation network of NYC, in addition to your thoughts on recent changes in the industry

Please let me know if Monday afternoon works for you, and I'll send along a time and invitation I look forward to hearing from you

Best,
[REDACTED]

+=====+
This email is confidential and may be privileged. If you have received it in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any purpose.
+=====+

+=====+
This email is confidential and may be privileged. If you have received it in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any purpose.
+=====+

+=====+
This email is confidential and may be privileged. If you have received it in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any purpose.
+=====+

From: [REDACTED]@mckinsey.com
To: Ana Ariño
Cc: [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; Sidis_Joshua; Lee Ann Steidel; Tarlow_Mindy; Peter Hill; [REDACTED]@mckinsey.com
Subject: Re: FHV Study
Date: Monday, August 24, 2015 4:55:58 PM
Attachments: [McKinsey 26640049 - Amendment 1 - For-Hire Vehicle Study 8.21.15 mck edits.docx](#)

(See attached file: [McKinsey 26640049 - Amendment 1 - For-Hire Vehicle Study 8.21.15 mck edits.docx](#))

Good afternoon Ana and Peter - attached is the For-Hire Vehicle Study award with some very minor edits. We are requesting that the section for Task 4 be updated to reflect the fact that McKinsey will be providing leadership support, based on our negotiations with the City,

Thank you!

Regards,

[REDACTED]

▼ Ana Ariño ---08/14/2015 01:48:24 PM-- [REDACTED] Attached, please find the contract amendment for the For-Hire Vehicle S

From: Ana Ariño <aarino@edc.nyc>
To: [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com
Cc: Peter Hill <phil@edc.nyc>; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com
Date: 08/14/2015 01:48 PM
Subject: FHV Study

[REDACTED], and [REDACTED],

Attached, please find the contract amendment for the For-Hire Vehicle Study. This document includes the general study scope, edited to reflect recent discussions of the project, and the traffic study scope and budget.

Josh and Mindy are sorting out one last piece related to the external validators, but we wanted to get this to you asap for your review. Please let me know if you have any questions.

If there are no additional changes coming from Ops or comments from you, you can return 4 original signed copies to:

Peter Hill
NYCEDC
110 William St., 4th Floor
New York, NY 10038

Best,
Ana

ANA ARIÑO
Senior Vice President, Strategic Planning
New York City Economic Development Corporation
www.nycedc.com
212-312-3552 (w)

[REDACTED] (c)
[attachment "McKinsey 26640049 - Amendment 1 - For-Hire Vehicle Study 8.zip" deleted by [REDACTED]/NorthAmerica/MCKINSEY]

=====+
This email is confidential and may be privileged. If you have received it in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any purpose.
=====+

**NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION
STANDARD FORM OF AMENDMENT OF CONSULTANT CONTRACT**

This is an amendment to the Contract entered into by New York City Economic Development Corporation (NYCEDC), a not-for-profit corporation organized pursuant to the Laws of the State of New York, having an office at 110 William Street, New York, New York 10038, and the Consultant:

Consultant's Name:	McKinsey & Company, Inc. Washington, D.C.		
Address:	1200 19 th Street, NW, Suite 1100, Washington, DC		
Contract No:	26640049	Contract Date:	July 1, 2015
Project No:	2664		
Project Name:	On-Call Management and Economic Development Consulting Services		
Type of Services:	Consulting Services		

A copy of the Contract and copies of any and all prior amendments are attached hereto as Exhibit A.

The Contract is hereby amended as follows:

Amendment No:	1	Effective Date:	August 30, 2015
---------------	---	-----------------	-----------------

TYPE OF AMENDMENT

<input type="checkbox"/> Extension of Term	Extension Date:	
<input checked="" type="checkbox"/> Increase in Maximum Contract Price	Original Maximum Contract Price	\$ 1.00
	Total Prior Increases	\$ 0.00
	Amount of Current Increase	\$ 2,062,740.00
	Revised Maximum Contract Price	\$ 2,062,741.00

Amended Scope of Services - See attached Exhibit B

Other (as described below) - See attached Exhibit(s) C
Exhibit C - Amended Payment Schedule

NYCEDC Executive Committee Approval Date: April 30, 2015

Capitalized terms used herein shall have the meanings set forth in the Contract, as previously amended, unless otherwise defined herein. Except as provided herein and in the pages attached hereto, if any, all terms and conditions of the Contract, as previously amended, remain unchanged and in full force and effect.

MCKINSEY & COMPANY, INC. WASHINGTON, D.C.		NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION	
By:		By:	
Printed Name:		Printed Name:	
Title:		Title:	
Date Signed:		Date Signed:	

EXHIBIT A
THE CONTRACT AND PRIOR AMENDMENTS
(Incorporated by Reference)

EXHIBIT B

AMENDED SCOPE OF SERVICES
(APPENDIX B OF THE CONTRACT)

The Scope of Services (Appendix B of the Contract) is hereby amended to include the following Task Order assignment:

I. Background

New York City Economic Development Corporation (“NYCEDC”) and the Mayor’s Office of Operations (“Operations”) are engaging the Consultant to conduct a comprehensive analysis and to articulate a strategy for managing and regulating New York City’s (the “City”) for-hire vehicle (“FHV”) transportation services. The New York City Taxi and Limousine Commission (“TLC”) establishes and enforces professional and uniform standards of for-hire services and ensures public safety. TLC licenses and regulates all aspects of the City’s yellow medallion taxicabs, FHV such as Boro Taxis, community-based liveries and black cars, commuter vans, paratransit vehicles (ambulettes), and certain luxury limousines. Over the past two years, the City has experienced a significant shift in the composition of its FHV transportation industry, specifically the introduction of a range of private, non-medallion FHV that are less regulated by the City.

The Consultant will provide consulting support and [REDACTED] a new plan for the City that provides a [REDACTED] for a more comprehensive [REDACTED] picture that accommodates the broader range of FHV (medallion and non-medallion). The priorities guiding this analysis and the resulting [REDACTED] will be determined by the City and communicated to the Consultant. The Consultant will investigate, provide recommendations, and suggest an implementation plan that investigates at least five areas related to the City’s FHV industry:

1. Industry/business sector analysis
2. Assessment of present conditions
3. Stakeholder analysis

[REDACTED]

In addition to the services described above and in Tasks 1 through 4 below (the “General Study”), the Consultant will engage a subconsultant to conduct a study of FHV congestion, traffic, and emissions (the “Traffic Study”), as described in Tasks 5 through 7 below. The Traffic Study will be conducted in parallel with the General Study, and the Consultant will ensure alignment between these tasks, including [REDACTED] developed in the general study as inputs for the Traffic Study analysis, and outputs of the Traffic Study to inform the [REDACTED] in the General Study. In the Traffic Study, the Consultant will address the following questions:

1. What are the likely factors contributing to the recent increase in congestion in the Manhattan core?

2. How are FHV currently operating within the Manhattan core and other congested parts of the City?
3. What will be the effect on mobility, traffic congestion and emissions of various FHV growth and regulatory scenarios?



II. Services – General Study

The Consultant, working under the direction of the Mayor’s Office of Operations, will provide consulting services to include:

1. **An analysis of for-hire transportation industry**
 - a. This should include a review of medallion and non-medallion FHV including analysis of all relevant data and metrics, driver and passenger safety rules and regulations, accessibility standards, as well as best practices in for-hire transportation operations from other jurisdictions or relevant industries.
2. **Documentation and baselining of current for-hire transportation industry.**
 - a. This will involve detailed analysis of the as-is condition of the industry, along with a review of protocols and procedures, personnel and training practices, regulations, and financing. The review will also document the experiences and views of individuals directly employed by the for-hire industry as well as public and private stakeholders.



4. **Support the City in developing implementation recommendations.** 

Task 1 An analysis of for-hire transportation industry

- Task 1.1 Review of industry.
- Review all relevant metrics for the for-hire transportation industry, driver and passenger safety rules and regulations, consumer protections, and accessibility standards.

Task 1.2 Conduct a review of best practices.

- Identify best practices in for-hire transportation operations from other jurisdictions or relevant industries, highlighting for consideration transportation models, such as ride sharing, that limit the impact on congestion of core sectors while continuing to serve the needs of the public.

Task 2 Documentation and baselining of current for-hire transportation industry.

Task 2.1 Building on the findings from Task 1, as well as data and materials from the Traffic Study being conducted in parallel to this effort, the Consultant shall compile and [REDACTED] on the current processes, protocols, procedures, [REDACTED] practices in the for-hire transportation industry, including but not limited to the tasks below. Existing materials will be shared with the Consultant.

- Identify and document core business protocols and procedures, including all elements of rules and regulations in the medallion and non-medallion for-hire transportation industry
- Identify and document current training practices around driver and passenger safety
- Identify and document pricing protocols and protections for passengers
- Identify and document revenue sources and strategies
- Incorporate relevant information, as available, from a parallel effort that will analyze congestion and traffic flow in heavily used areas of the city

Task 2.2 Identify baseline performance metrics for for-hire transportation operations that will help drive and guide recommendations for a proposed regulatory structure.

Task 2 Deliverables: A report detailing [REDACTED] structure, regulations and policies, current processes [REDACTED] for the for-hire [REDACTED]

Task 3.1 The Consultant shall produce a report detailing a robust analysis [REDACTED] options for developing a for-hire transportation system that is safe, inclusive, and reliable; operates in a manner that provides operational and financial support to meet the overall needs of the city’s mass transit system; and ensures that the system is regulated in accordance with the City’s interests [REDACTED] objectives. The [REDACTED] will be evaluated and referred to the Mayor’s Office. The Consultant will then [REDACTED] and decision documents for the Mayor’s Office, covering each strategic area and help facilitate decision-making by the Mayor’s Office through a series of meetings.

Task 3 Deliverable [REDACTED] structure that accommodates the increasingly complex for-hire transportation environment, including all [REDACTED]

III. Services – Traffic Study

The Consultant, working under the direction of the Mayor’s Office of Operations, will engage subconsultants to provide consulting services to include:

Task 5 Analysis of Congestion in the Manhattan Core

The ~~€~~Subconsultant will:

- Examine the current level of congestion in the Manhattan core using yellow and green taxi GPS, BusTime, Midtown in Motion data, as well as available traffic counts. The ~~€~~Subconsultant will analyze travel speeds by time/day of week and by geography using the 29 taxi GPS analysis zones developed by NYCDOT.
- Conduct a high-level of analysis of factors contributing to the recent increase in congestion in the midtown core using available data sets. This analysis will include a qualitative review of factors including: traffic volumes entering the Manhattan core, economic factors, changes in road capacity, construction activity, delivery activity, recent growth in the FHV sector, and other relevant factors.
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The ~~Subc~~Consultant will:

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Task 7 Future Scenarios

The ~~Subc~~Consultant will:

- Estimate future FHV (including Uber) VMT and VHT over the next five to ten years assuming no changes are made to existing TLC regulations. The ~~Subc~~consultant shall also estimate corresponding changes in taxi activity, and the corresponding activity and average speed change. The changes in the taxi and FHV fleet size and activity shall be based on the industry analysis conducted as part of the overall study.
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- CEQR project data (traffic and air quality) of Manhattan based projects (over the last five years) from the Mayor's Office of Sustainability.

IV. Timeline

The Consultant will complete this Project Assignment by November 1, 2015. Tasks 5 through 7 will be completed by October 16, 2015.

EXHIBIT C
AMENDED PAYMENT SCHEDULE
(EXHIBIT 1.A TO APPENDIX C OF THE CONTRACT)

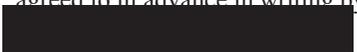
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From: [REDACTED]@mckinsey.com
To: Tachow, Mindy; Sidis, Joshua; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com
Cc: [REDACTED]
Subject: FW: Report warns MTA revenue could erode if Uber growth continues
Date: Tuesday, August 25, 2015 10:16:36 PM

[REDACTED]

----- Message from "POLITICO Pro" <states-alert@politico.com> on Wed, 26 Aug 2015 02:03:04 GMT -----
From: "POLITICO Pro" <states-alert@politico.com>
To: [REDACTED]@mckinsey.com
Subject: Report warns MTA revenue could erode if Uber growth continues

Report warns MTA revenue could erode if Uber growth continues

By Dana Rubinstein

10:02 p.m. | Aug. 25, 2015

Add Uber to the myriad obstacles facing the agency that runs New York City's subways and buses.

If the San Francisco-based car hail company with the more than \$50 billion valuation continues its swift growth in New York City, the Metropolitan Transportation Authority might soon find one of its funding sources a bit less reliable, according to the Citizens Budget Commission.

In recent years, Uber's black cars have become a dominant force on city streets, while yellow taxi trips have begun to wane.

Because yellow taxi riders must pay a 50-cent, MTA-supporting surcharge on every trip, "if yellow cab trips decrease, MTA revenues will decrease as well," said Maria Doulis, vice president of the commission, which on Wednesday will release a report detailing the taxi revolution's fiscal implications for the MTA.

An advance copy provided to POLITICO New York warns of a coming "erosion" in MTA revenue, something the report says should be of particular concern due to the MTA's already [chronic funding gaps](#).

Every day, New York's menagerie of yellow and green taxis, black and livery cars, provide 764,000 rides. Each year, they generate \$4.4 billion in revenue.

Half a decade ago, when the state and its MTA were struggling through budget crises, New York levied a sales tax on black cars, with its revenue shared by the city and state and, to a miniscule extent, the MTA. The state also levied that 50-cent surcharge on yellow taxis and then, after they were authorized, green taxis, too. That money goes to the MTA.

This year, the MTA should get about \$94 million from the taxi industry, the vast majority of it from the surcharge.

The Citizens Budget Commission report argues that, with Uber and its ilk upending the taxi industry, that tax structure might soon be less effective.

For-hire car usage has increased a lot in recent years, thanks to Uber, along with population, tourism and job growth.

"In 2011, New York City had 6.2 taxis, liveries, and black cars per 1,000 residents; by 2015 that figure reached 8.5," according to the report.

At the same time, yellow taxi trips fell 11 percent from 2011 to 2014, and are expected to continue falling in 2015.

This year, the commission estimates yellow taxis will complete more than half of all trips, but will account for just 44 percent of revenue. The black car sector, which is dominated by Uber, will account for 42 percent, according to the commission.

The MTA's share of that growth is not expected to keep pace.

If the existing high growth rate persists, by 2019, the MTA's taxi-derived revenues will fall to \$91 million.

"Continuation of the current trend is unfavorable for the MTA under the existing tax structure," the report states.

Among other things, the commission suggests extending the 50-cent surcharge to black cars (something Mayor Bill de Blasio is open to and Uber adamantly opposes) or lowering the overall sales tax and dedicating all of it to the MTA, something Uber might be more amenable to.

Uber had no comment.

“Depending upon the level of tax, a ‘reformed’ sales tax would increase MTA revenues by as much as \$225 million in 2019,” reads the report, though it would also “require the State and City to forfeit sales tax revenue from this industry.”

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From: [REDACTED]@mckinsey.com
To: Tarrow, Mindy
Subject: Fw: Report warns MTA revenue could erode if Uber growth continues
Date: Tuesday, August 25, 2015 11:34:17 PM

Mindy -

best,
Sarah

[REDACTED] McKinsey & Company | + [REDACTED]

— Forwarded by [REDACTED] NorthAmerica/MCKINSEY on 08/25/2015 11:30 PM —

From: [REDACTED]@mckinsey.com
Sent: Tuesday, August 25, 2015 10:16 PM
To: Tarrow, Mindy; Sidis, Joshua; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com
Cc: [REDACTED]
Subject: FW: Report warns MTA revenue could erode if Uber growth continues

----- Message from "POLITICO Pro" <states-alert@politico.com> on Wed, 26 Aug 2015 02:03:04 GMT -----

From: "POLITICO Pro" <states-alert@politico.com>

To: [REDACTED]@mckinsey.com

Subject: Report warns MTA revenue could erode if Uber growth continues

[Report warns MTA revenue could erode if Uber growth continues](#)

By Dana Rubinstein

10:02 p.m. | Aug. 25, 2015

Add Uber to the myriad obstacles facing the agency that runs New York City's subways and buses.

If the San Francisco-based car hail company with the more than \$50 billion valuation continues its swift growth in New York City, the Metropolitan Transportation Authority might soon find one of its funding sources a bit less reliable, according to the Citizens Budget Commission.

In recent years, Uber's black cars have become a dominant force on city streets, while yellow taxi trips have begun to wane.

Because yellow taxi riders must pay a 50-cent, MTA-supporting surcharge on every trip, "if yellow cab trips decrease, MTA revenues will decrease as well," said Maria Doulis, vice president of the commission, which on Wednesday will release a report detailing the taxi revolution's fiscal implications for the MTA.

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From: [REDACTED]/NorthAmerica/MCKINSEY
To: "Tarrow, Mindy" <mtatrow@cityhall.nyc.gov>, "Sidis, Joshua" <JSidis@cityhall.nyc.gov>
Cc: [REDACTED] <[REDACTED]@mckinsey.com>, [REDACTED] <[REDACTED]@mckinsey.com>, [REDACTED] <[REDACTED]@mckinsey.com>
Date: 08/25/2015 01:24 PM
Subject: Fw: Whiteboard: Report maps New York City's 'informal' transit network

Mindy, Josh -

The report mentioned below from the New Yorker on the informal transit network (i.e. unlicensed commuter vans) will likely be of great interest to Dom, given our discussion yesterday.

We should think about how we can incorporate this view of the shadow transit network into the study -- it helps us see what type of trips are happening in the "white spots" on the maps of taxi/FHV trips we reviewed last week.

best,

[REDACTED]

[REDACTED] | McKinsey & Company | +1 [REDACTED]

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From: POLITICO Pro <states-alert@politicopro.com>
To: [REDACTED]@mckinsey.com
Date: 08/25/2015 01:13 PM
Subject: Whiteboard: Report maps New York City's 'informal' transit network

Report maps New York City's 'informal' transit network

By Dana Rubinstein

12:50 p m. | Aug. 25, 2015

A *New Yorker* writer spent a year exploring New York City's dollar van industry, which he says in a new report is made up of "informal transportation networks" that fill the gaps in the city's transportation system.

While the city licenses some dollar-van routes, its regulations are stringent and most dollar-van drivers operate outside them.

"Today, dollar vans and other unofficial shuttles make up a thriving shadow transportation system that operates where subways and buses don't—mostly in peripheral, low-income neighborhoods that contain large immigrant communities and lack robust public transit," writes Aaron Reiss.

See the multimedia report here: <http://nyr.kr/1rB0pnT>

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+ =====+

From: [Sidis, Joshua](#)
To: "[Bruce Schaller](#)"
Subject: RE: Bruce Schaller - FHV Study
Date: Wednesday, August 26, 2015 3:49:57 PM

Hi Bruce,

Please see the tasks our consultant is currently undertaking. I thought this could be a good baseline for our conversation today as well as your role.

- Task 1: Analyze for-hire transportation industry
- Task 2: Document and baseline current for-hire transportation market
- Task 3: Define and analyze options for regulatory structures
- Traffic Study Task 4: Analysis of Congestion in the Manhattan Core
- Traffic Study Task 5: Assessment of Current FHV Operations
- Traffic Study Task 6: Future Scenarios

Thanks,

Joshua Sidis

Mayor's Office of Operations

212-788-4881

253 Broadway, 10th flr.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Wednesday, August 26, 2015 12:38 PM
To: Sidis, Joshua
Subject: Re: Bruce Schaller - FHV Study

OK - 4 pm works for me.

On Wed, Aug 26, 2015 at 11:21 AM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:
Hi Bruce,
My day is a packed in the middle. How about 4pm?

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Wednesday, August 26, 2015 10:24 AM
To: Sidis, Joshua
Subject: Re: Bruce Schaller - FHV Study

Joshua - what is a good time to talk today?

On Tue, Aug 25, 2015 at 4:38 PM, Bruce Schaller <bruceschaller2@gmail.com> wrote:
Joshua - good, let's follow up tomorrow. Also want to go over scope and overall strategy of the study.

Regards,

Bruce Schaller

[718-768-3487](tel:718-768-3487)
cell [347-563-7379](tel:347-563-7379)

On Tue, Aug 25, 2015 at 4:24 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:
Thank you Will.

Hi Bruce, thank you for agreeing to be a part of this study.

I will be reaching out to you tomorrow to sort through the mechanics of bringing you on board.

Talk to you then,

Joshua Sidis

Mayor's Office of Operations

Main: [212-788-4881](tel:212-788-4881)

BB: [917-620-9379](tel:917-620-9379)

253 Broadway, 10th flr.

From: Carry, William [mailto:WCarry@dot.nyc.gov]
Sent: Tuesday, August 25, 2015 2:27 PM
To: Sidis, Joshua; Bruce Schaller (bruceschaller2@gmail.com)
Cc: Russo, Ryan; Replogle, Michael
Subject: Bruce Schaller - FHV Study

Josh – Ryan and I spoke to Bruce, cc'd here, and he is happy to participate in the FHV study as an independent expert. As discussed, his fee will be \$20,000. I explained to him that Operations will be doing this through a small purchase and that you are the key point of contact. Please let me know if you have any questions. Thx.

Will Carry
Senior Director for Special Projects
Office of the Deputy Commissioner for Policy
New York City Department of Transportation
55 Water Street, 9th Floor
[\(212\) 839-6657](tel:212-839-6657)
wcarry@dot.nyc.gov

From: [Sidis, Joshua](#)
To: "[Bruce Schaller](#)"
Subject: RE: Bruce Schaller - FHV Study
Date: Thursday, August 27, 2015 4:23:29 PM

Great!

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Thursday, August 27, 2015 4:23 PM
To: Sidis, Joshua
Subject: RE: Bruce Schaller - FHV Study

Yes.

On Aug 27, 2015 4:13 PM, "Sidis, Joshua" <JSidis@cityhall.nyc.gov> wrote:
Robert Bruce Schaller Schaller Consulting?

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Thursday, August 27, 2015 4:12 PM
To: Sidis, Joshua
Subject: RE: Bruce Schaller - FHV Study

I was a sub on a contract with TLC so maybe so? Can you see, either under my name or Schaller Consulting.

On Aug 27, 2015 4:06 PM, "Sidis, Joshua" <JSidis@cityhall.nyc.gov> wrote:
You are in FMS correct?

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Wednesday, August 26, 2015 12:38 PM
To: Sidis, Joshua
Subject: Re: Bruce Schaller - FHV Study

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Will Carry
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Office of the Deputy Commissioner for Policy
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55 Water Street, 9th Floor
[\(212\) 839-6657](tel:212-839-6657)
wcarry@dot.nyc.gov

From: Peter Hill
To: [REDACTED]@mckinsey.com"; [REDACTED]@mckinsey.com"; [REDACTED]@mckinsey.com"
Cc: [REDACTED]@mckinsey.com"; Sidis, Joshua; Lee Ann Steidel; Tarlow, Mindy; Ana Ariño
Subject: RE: FHV Study
Date: Friday, August 28, 2015 9:29:47 AM
Attachments: [image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
[image018.png](#)
[image019.png](#)
[image020.png](#)
[image021.png](#)
[image022.png](#)
[McKinsey 26640049 - Amendment 1 - For-Hire Vehicle Study 8.26.15 EDC edits \(tracked\).docx](#)

[REDACTED],

[REDACTED], it was good to see you yesterday. Attached, please find EDC's revisions (tracked) to the For-Hire Vehicle contract amendment you had sent on Monday. As discussed, there are three main changes here:

- Clarified that Task 4 (implementation planning) will be supported by McKinsey
- Removed the language about use of name/attribution
- Clarified the Subcontractor relationship for the Traffic Study

Let me know if you have any questions; otherwise, please return 4 original signed copies to me:

Peter Hill
NYCEDC
110 William St. 4th Floor
New York, NY 10038

Best,
Peter

PETER HILL
Assistant Vice President, Strategic Planning
New York City Economic Development Corporation
www.nycedc.com

212-312-3704 (w)
PHill@edc.nyc



From: Peter Hill
Sent: Monday, August 24, 2015 4:57 PM
To: [REDACTED]@mckinsey.com"; Ana Ariño
Cc: [REDACTED]@mckinsey.com"; [REDACTED]@mckinsey.com"; 'jsidis@cityhall.nyc.gov'; Lee Ann Steidel; 'mtarlow@cityhall.nyc.gov'; [REDACTED]@mckinsey.com'
Subject: RE: FHV Study

Peter Hill
NYCEDC
110 William St., 4th Floor
New York, NY 10038

Best,
Ana

ANA ARIÑO
Senior Vice President, Strategic Planning
New York City Economic Development Corporation
www.nycedc.com
212-312-3552 (w)

██████████ (c)

[attachment "McKinsey 26640049 - Amendment 1 - For-Hire Vehicle Study 8.zip" deleted by ██████████
██████████ NorthAmerica/MCKINSEY]

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**NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION
STANDARD FORM OF AMENDMENT OF CONSULTANT CONTRACT**

This is an amendment to the Contract entered into by New York City Economic Development Corporation (NYCEDC), a not-for-profit corporation organized pursuant to the Laws of the State of New York, having an office at 110 William Street, New York, New York 10038, and the Consultant:					
Consultant's Name:		McKinsey & Company, Inc. Washington D.C.			
Address:		1200 19 th Street, NW, Suite 1100, Washington, DC <u>20036</u>			
Contract No:		Contract Date:		Project No:	
26640049		July 1, 2015		2664	
Project Name: On-Call Management and Economic Development Consulting Services					
Type of Services: Consulting Services					
A copy of the Contract and copies of any and all prior amendments are attached hereto as Exhibit A.					
The Contract is hereby amended as follows:					
Amendment No:		Effective Date:			
1		August 30, 2015			
TYPE OF AMENDMENT					
<input type="checkbox"/> Extension of Term		Extension Date:			
<input checked="" type="checkbox"/> Increase in Maximum Contract Price		Original Maximum Contract Price \$ 1.00			
		Total Prior Increases \$ 0.00			
		Amount of Current Increase \$ 2,062,740.00			
		Revised Maximum Contract Price \$ 2,062,741.00			
<input checked="" type="checkbox"/> Amended Scope of Services - See attached Exhibit B					
<input checked="" type="checkbox"/> Other (as described below) - See attached Exhibit(s) C					
Exhibit C - Amended Payment Schedule					
NYCEDC Executive Committee Approval Date:				April 30, 2015	
Capitalized terms used herein shall have the meanings set forth in the Contract, as previously amended, unless otherwise defined herein. Except as provided herein and in the pages attached hereto, if any, all terms and conditions of the Contract, as previously amended, remain unchanged and in full force and effect.					
MCKINSEY & COMPANY, INC. WASHINGTON D.C.			NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION		
By:		By:			
Printed Name:		Printed Name:			
Title:		Title:			
Date Signed:		Date Signed:			

EXHIBIT A
THE CONTRACT AND PRIOR AMENDMENTS
(Incorporated by Reference)

EXHIBIT B

AMENDED SCOPE OF SERVICES
(APPENDIX B OF THE CONTRACT)

The Scope of Services (Appendix B of the Contract) is hereby amended to include the following Task Order assignment:

I. Background

New York City Economic Development Corporation (“NYCEDC”) and the Mayor’s Office of Operations (“Operations”) are engaging the Consultant to conduct a comprehensive analysis and to articulate a strategy for managing and regulating New York City’s (the “City”) for-hire vehicle (“FHV”) transportation services. The New York City Taxi and Limousine Commission (“TLC”) establishes and enforces professional and uniform standards of for-hire services and ensures public safety. TLC licenses and regulates all aspects of the City’s yellow medallion taxicabs, FHV such as Boro Taxis, community-based liveries and black cars, commuter vans, paratransit vehicles (ambulettes), and certain luxury limousines. Over the past two years, the City has experienced a significant shift in the composition of its FHV transportation industry, specifically the introduction of a range of private, non-medallion FHV that are less regulated by the City.

The Consultant will provide consulting support and assist the City in developing a new plan for the City that provides a construct for a more comprehensive structure that accommodates the broader range of FHV (medallion and non-medallion). The priorities guiding this analysis and the resulting framework will be determined by the City and communicated to the Consultant. The Consultant will investigate, provide recommendations, and suggest an implementation plan that investigates at least five areas related to the City’s FHV industry:

1. Industry/business sector analysis
2. Assessment of present conditions
3. Stakeholder analysis
4. Analysis of potential outcomes of regulatory scenarios

In addition to the services described above and in Tasks 1 through 4 below (the “General Study”), the Consultant will engage a subconsultant to conduct a study of FHV congestion, traffic, and emissions (the “Traffic Study”), as described in Tasks 5 through 7 below. The Traffic Study will be conducted in parallel with the General Study, and the Consultant will ensure alignment between these tasks, including using scenarios developed in the general study as inputs for the Traffic Study analysis, and outputs of the Traffic Study to

Study, the Consultant will address the following questions:

1. What are the likely factors contributing to the recent increase in congestion in the Manhattan core?

2. How are FHV currently operating within the Manhattan core and other congested parts of the City?
3. What will be the effect on mobility, traffic congestion and emissions of various FHV growth and regulatory scenarios?



Comment [PSH1]: While we do not expect to be making public our work with McKinsey on this project, we cannot agree to this term—as we have not on the base retainer contract or previous projects

Since EDC and McKinsey are signing this agreement and not the City, we can only represent EDC and McKinsey actions

II. Services – General Study

The Consultant, working under the direction of the Mayor’s Office of Operations, will provide consulting services to include:

1. **An analysis of for-hire transportation industry**
 - a. This should include a review of medallion and non-medallion FHV including analysis of all relevant data and metrics, driver and passenger safety rules and regulations, accessibility standards, as well as best practices in for-hire transportation operations from other jurisdictions or relevant industries.
2. **Documentation and baselining of current for-hire transportation industry.**
 - a. This will involve detailed analysis of the as-is condition of the industry, along with a review of protocols and procedures, personnel and training practices, regulations, and financing. The review will also document the experiences and views of individuals directly employed by the for-hire industry as well as public and private stakeholders.
3. **Develop a robust analysis of options and [REDACTED] options for an overall framework, including a roadmap for the City’s consideration in its approach [REDACTED] the for-hire transportation industry.**
4. **Support the City in developing implementation plans- to implement the City’s recommendations.**

Task 1 An analysis of for-hire transportation industry

Task 1.1 Review of industry.

- Review all relevant metrics for the for-hire transportation industry, driver and passenger safety rules and regulations, consumer protections, and accessibility standards.

- Task 1.2 Conduct a review of best practices.
- Identify best practices in for-hire transportation operations from other jurisdictions or relevant industries, highlighting for consideration transportation models, such as ride sharing, that limit the impact on congestion of core sectors while continuing to serve the needs of the public.

Task 1 Deliverables: A report including all elements outlined in Tasks 1.1 and 1.2 above.

Task 2 Documentation and baselining of current for-hire transportation industry.

Task 2.1 Building on the findings from Task 1, as well as data and materials from the Traffic Study being conducted in parallel to this effort, the Consultant shall compile and synthesize the fact-base on the current processes, protocols, procedures, regulations, personnel and training practices in the for-hire transportation industry, including but not limited to the tasks below. Existing materials will be shared with the Consultant.

- Identify and document core business protocols and procedures, including all elements of rules and regulations in the medallion and non-medallion for-hire transportation industry
- Identify and document current training practices around driver and passenger safety
- Identify and document pricing protocols and protections for passengers
- Identify and document revenue sources and strategies
- Incorporate relevant information, as available, from a parallel effort that will analyze congestion and traffic flow in heavily used areas of the city

Task 2.2 Identify baseline performance metrics for for-hire transportation operations that will help drive and guide recommendations for a proposed regulatory structure.

Task 2 Deliverables: A report detailing the fact-base on the organizational structure, regulations and policies, current processes, and baseline performance metrics for the for-hire transportation industry.

Task 3 Develop a robust analysis of options and [REDACTED] for an overall framework, including a roadmap, for the City's consideration in its approach [REDACTED] the for-hire transportation industry.

Task 3.1 The Consultant shall produce a report detailing a robust analysis of options for developing a for-hire transportation system that is safe, inclusive, and reliable; operates in a manner that provides operational and financial support to meet the overall needs of the city's mass transit system; and ensures that the system is regulated in accordance with the City's interests and objectives. The overall framework will be evaluated and refined with the Mayor's Office. The Consultant will then [REDACTED] and decision documents for the Mayor's Office, covering each strategic area and help facilitate decision-making by the Mayor's Office through a series of meetings.

Task 3 Deliverables: Framework and roadmap for a structure that accommodates the increasingly complex for-hire transportation environment, including all elements outlined above.

Comment [PSH2]: We had agreed that the City would conduct the implementation planning with support from McKinsey—that is why this is budgeted for in the price proposal

III. Services – Traffic Study

The Consultant, working under the direction of the Mayor’s Office of Operations, will engage ~~subconsultants~~Subcontractors to provide consulting services to include:

Task 5 Analysis of Congestion in the Manhattan Core

~~The Subconsultant~~The Consultant or its Subcontractor will:

- Examine the current level of congestion in the Manhattan core using yellow and green taxi GPS, BusTime, Midtown in Motion data, as well as available traffic counts. The ~~Subconsultant~~Subcontractor will analyze travel speeds by time/day of week and by geography using the 29 taxi GPS analysis zones developed by NYCDOT.
- Conduct a high-level of analysis of factors contributing to the recent increase in congestion in the midtown core using available data sets. This analysis will include a qualitative review of factors including: traffic volumes entering the Manhattan core, economic factors, changes in road capacity, construction activity, delivery activity, recent growth in the FHV sector, and other relevant factors.
- Develop a qualitative assessment of the role of FHV growth in growing congestion in the Manhattan core, as well as lay out a list of other likely congestion sources that merit further study.

Task 6 Assessment of Current FHV Operations

The ~~Subconsultant~~ Consultant or its Subcontractors will:

- Map the available FHV (including Uber) pick-up and drop-off locations and routing information (if available) overlaid with NYCDOT taxi analysis zones (29 zones total, including 18 zones in Manhattan) and census tracts citywide and within the CBD.
- Compare FHV (including Uber) pick-up/drop-off activity centers and time-of-day activities to those of yellow and green taxis for time periods with available FHV data (up to the past 3 years¹);
- Assess FHV (including Uber) activity patterns between revenue trips, including cruising times and distances, as well as dwelling hot-spots of FHV awaiting e-hails.
- Assess Vehicle-Miles-Traveled (VMT), Vehicle-Hours-Traveled (VHT) and the average speed of FHV (including Uber) trips for zones citywide and within the CBD, compared to other travel speed data sources (e.g. taxi speeds, Midtown In Motion).

Task 7 Future Scenarios

The ~~Subconsultant~~ Consultant or its Subcontractor will:

- Estimate future FHV (including Uber) VMT and VHT over the next five to ten years assuming no changes are made to existing TLC regulations. The ~~Subconsultant~~ Subcontractor shall also estimate corresponding changes in taxi activity, and the corresponding activity and average speed change. The changes in the taxi and FHV fleet size and activity shall be based on the industry analysis conducted as part of the overall study.
- Estimate future FHV (including Uber) VMT and VHT over the next five to ten years under a range of regulatory and pricing scenarios. The ~~Subconsultant~~ Subcontractor shall also estimate corresponding changes in taxi activity, and the corresponding activity and average speed change. The scenarios will be based on the policy options developed as part of the overall study.
- For the no action and other scenarios, estimate current and projected vehicular tailpipe emissions for criteria pollutants and GHGs based on VMT, average speed and other traffic activity inputs at a zonal level, e.g. Manhattan CBD, by borough.
- Summarize both the traffic and emissions metrics for the set of FHV regulatory and operating scenarios analyzed. Likely deliverables to include: summary maps of zonal traffic and emissions metrics for baseline and projected conditions; comparison tables of policy options and corresponding metrics; formulations of future projections of FHV activity levels and corresponding metrics such as zonal VMT, VHT, pick-up/drop-off

¹ The study should look back as far as FHV data are made available, up to the 5 years that yellow taxi data are available.

density maps, etc.; and a summary report of analysis methodology, data used and outcomes.

- Show NYC air quality trends over time (broad lens).
- Show NYC air quality by criteria pollutants for neighborhood level (detailed/contextual lens).
- Map CEQR data on traffic and air quality impacts over the last five years.

Anticipated Datasets

The City will provide the Consultant with access to:

- Up to 5 years of yellow taxi trip records, including pick-up/drop-off locations, trip distance and trip duration.
- Up to 6 months of green taxi trip records and yellow/green taxi breadcrumb GPS data.
- A to-be-determined set of trip records and breadcrumb GPS data from Uber and potentially other FHV industry providers; dates and spatial coverage also TBD.
- NYC DOT Midtown in Motion data on vehicle speeds in midtown.
- Taxi Medallion Increase EIS (2013) and other traffic studies deemed relevant.
- Existing traffic data including counts (crossings and screen lines) and travel times where available.
- New York State Department of Environmental Conservation air quality data (from 12 monitoring sites in NYC).
- NYC Department of Health and Mental Hygiene air quality data set(s) and potentially (neighborhood level air quality study).
- CEQR project data (traffic and air quality) of Manhattan based projects (over the last five years) from the Mayor's Office of Sustainability.

IV. Timeline

The Consultant will complete this Project Assignment by November 1, 2015. Tasks 5 through 7 will be completed by October 16, 2015.

EXHIBIT C
AMENDED PAYMENT SCHEDULE
(EXHIBIT 1.A TO APPENDIX C OF THE CONTRACT)

The Payment Schedule (Exhibit 1.A to Appendix C of the Contract) is hereby amended to include the following schedule applicable to this Task Order only:

The Maximum Payment for each portion of the Services shall be the respective amounts set forth for in the following table:

Task 1:	An analysis of for-hire transportation industry	\$ 315,000
Task 2:	Documentation and baselining of current for-hire transportation industry	\$ 315,000
Task 3:	Develop a robust analysis of policy options and an overall policy framework, including a roadmap, for New York City’s regulatory policies going forward for the for-hire transportation industry	\$ 790,000
Task 4:	Support the City in developing implementation plans for recommendations	\$ 260,000
Task 5:	Analysis of Congestion in the Manhattan Core	\$ 144,593
Task 6:	Assessment of Current FHV Operations	\$ 107,693
Task 7:	Future Scenarios	\$ 130,454
Total Fees		\$ 2,062,740

No multiplier, overhead, administrative fee, other mark-up, Subcontractors’ Costs, or Allowable Additional Costs will be paid under this Task Order, unless agreed to in advance in writing by the Corporation.

The Consultant shall submit to the NYCEDC Project Manager, not more than once per calendar month, a Requisition setting forth in detail, for the period for which partial payment is requested (i) Percentage of Services performed by Consultant during Requisition period; (ii) Allowable Additional Costs incurred with all required documentation, provided that such costs were agreed to in advance in writing by the Corporation; and (iii) total amount of payment for Services rendered.

From: [Sidis, Joshua](#)
To: [Bruce Schaller](#)
Subject: Re: FHV study
Date: Monday, August 31, 2015 12:45:16 PM

I am waiting for one piece information and literally have the email queued up to send. Sorry for the delay!

> On Aug 31, 2015, at 12:44 PM, Bruce Schaller <bruceschaller2@gmail.com> wrote:
>
> Joshua - just wanted to follow up from our conversation last Wednesday. I believe you were going to be sending over a consulting agreement? When should I expect that? Anything else you need?
>
> Regards,
> Bruce

From: [Sidis, Joshua](#)
To: "Bruce Schaller"
Subject: RE: FHV study
Date: Monday, August 31, 2015 4:04:53 PM

Got it. Thank you!

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 4:04 PM
To: Sidis, Joshua
Subject: Re: FHV study

94 Windsor Place
Brooklyn, NY 11215

On Mon, Aug 31, 2015 at 3:15 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:
Quick Question. What is the address associate for your business? Need to add to a doc.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 12:44 PM
To: Sidis, Joshua
Subject: FHV study

Joshua - just wanted to follow up from our conversation last Wednesday. I believe you were going to be sending over a consulting agreement? When should I expect that? Anything else you need?

Regards,
Bruce

From: [Sidis, Joshua](#)
To: [Bruce Schaller \(bruceschaller2@gmail.com\)](#) ([bruceschaller2@gmail.com](#))
Subject: FHV: Paperwork
Date: Monday, August 31, 2015 5:01:21 PM
Attachments: [Doing Business Data Form - July 2008.pdf](#)
[Tax Affirmation.pdf](#)
[MacBride Principal.pdf](#)

Hi Bruce,

I hope you had a good weekend. Please see the attached paperwork for you to fill out and return to the City. You can either mail it back to us or scan and email.

The Consultant Agreement is on its way so please keep an eye out for that email.

We will schedule a meeting for later this week to kick off our engagement.

Thank you,

Joshua Sidis

Mayor's Office of Operations

212-788-4881

253 Broadway, 10th flr.

Security settings or invalid file format do not permit using Doing_Business_Data_Form_-_July_2008.pdf (773816 Bytes).

TAX AFFIRMATION

The undersigned proposer or bidder affirms and declares that said proposer or bidder is not in arrears to the City of New York upon debt, contract or taxes and is not a defaulter, as surety or otherwise, upon obligation to the City of New York, and has not been declared not responsible, or disqualified, by any agency of the City of New York, nor is there any proceeding pending relating to the responsibility or qualification of the proposer or bidder to receive public Contracts except _____

Full name of Proposer or Bidder_____

Address

City_____ **State**_____ **Zip Code**_____

CHECK ONE BOX AND INCLUDE APPROPRIATE NUMBER:

**A- INDIVIDUAL OR SOLE PROPRIETORSHIP*
SOCIAL SECURITY NUMBER**

**B - PARTNERSHIP, JOINT VENTURE OR OTHER UNINCORPORATED ORGANIZATION
EMPLOYER IDENTIFICATION NUMBER**

**C - CORPORATION
EMPLOYER IDENTIFICATION NUMBER**

BY _____
SIGNATURE

TITLE

If a corporation place seal here

**Must be signed by an of officer or duly authorized
representative. Please Affix notary on this page.**

*Under the Federal Privacy Act the furnishing of Social Security Numbers by bidders on City contracts is voluntary. Failure to provide a Social Security Number will not result in a bidder's disqualification. Social Security Numbers will be used to identify bidders, proposers or vendors to ensure their compliance with laws, to assist the City in enforcement of laws as well as to provide the City a means of identifying of businesses, which seek City contracts.

MACBRDE PRINCIPLES PROVISIONS
FOR NEW YORK CITY CONTRACTORS

ARTICLE I. MACBRIDE PRINCIPLES
NOTICE TO ALL PROSPECTIVE CONTRACTORS

Local Law No. 34 of 1991 became effective on September 10, 1991 and added section 6-115.1 to the Administrative Code of the City of New York. The local law provides for certain restrictions on City contracts to express the opposition of the people of the City of New York to employment discrimination practices in Northern Ireland and to encourage companies doing business in Northern Ireland to promote freedom of workplace opportunity.

Pursuant to Section 6-115.1, prospective contractors for contracts to provide goods or services involving an expenditure of an amount greater than ten thousand dollars, or for construction involving an amount greater than fifteen thousand dollars, are asked to sign a rider in which they covenant and represent, as a material condition of their contract, that any business in Northern Ireland operations conducted by the contractor and any individual or legal entity in which the contractor holds a ten percent or greater ownership interest and any Individual or legal entity that holds a ten percent or greater ownership interest in the contractor will be conducted in accordance with the MacBride Principles of nondiscrimination in employment.

Prospective contractors are not required to agree to these conditions. However, in the case of contracts let by competitive sealed bidding, whenever the lowest responsible bidder has not agreed to stipulate to the conditions set forth in this notice and another bidder who has agreed to stipulate to such conditions has submitted a bid within five percent of the lowest responsible bid for a contract to supply goods, services or construction of comparable quality, the contracting entity shall refer such bids to the Mayor, the Speaker or other officials, as appropriate, who may determine, in accordance with applicable law and rules, that it is in the best interest of the city that the contract be awarded to other than the lowest responsible bidder pursuant to Section 313(b)(2) of the City Charter.

In the case of contracts let by other than competitive sealed bidding, if a prospective contractor does not agree to these conditions, no agency, elected official or the Council shall award the contract to that bidder unless the entity seeking to use the goods, services or construction certifies in writing that the contract is necessary for the entity to perform its functions and there is no other responsible contractor who will supply goods, services or construction of comparable quality at a comparable price.

PART A

In accordance with section 6-115.1 of the Administrative Code of the City of New York, the contractor stipulates that such contractor and any individual or legal entity in which the contractor holds a ten percent or greater ownership interest and any individual or legal entity that holds a ten percent or greater ownership interest in the contractor either (a) have no business operations in Northern Ireland, or (b) shall take [awful steps in good faith to conduct any

business operations they have in Northern Ireland in accordance with the MacBride Principles, and shall permit independent monitoring of their compliance with such principles.

PART B

For purposes of this section, the following terms shall have the following meanings:

1. "MacBride Principles" shall mean those principles relating to nondiscrimination in employment and freedom of workplace opportunity which require employers doing business in Northern Ireland to:

(1) increase the representation of individuals from underrepresented religious groups in the work force, including managerial, supervisory, administrative, clerical and technical jobs;

(2) take steps to promote adequate security for the protection of employees from underrepresented religious groups both at the workplace and while traveling to and from work;

(3) ban provocative religious or political emblems from the workplace;

(4) publicly advertise all job opening and make special recruitment efforts to attract applicants from underrepresented religious groups;

(5) establish layoff, recall and termination procedures which do not in practice favor a particular religious group;

(6) abolish all job reservations, apprenticeship restrictions and different employment criteria which discriminate on the basis of religion;

(7) develop training programs that will prepare substantial number-s of current employees from underrepresented religious groups for skilled jobs, including the expansion of existing programs and the creation of new programs to train, upgrade and improve the skills of workers from underrepresented religious groups;

(8) establish procedures to assess, identify and actively recruit employees from underrepresented religious groups with potential for further advancement; and

(9) appoint a senior management staff member to oversee affirmative action efforts and develop a timetable to ensure their full implementation.

ARTICLE II. ENFORCEMENT OF ARTICLE I.

The contractor agrees that the covenants and representations in Article I above are material conditions to this contract. In the event the contracting entity receives Information that the contractor who made the stipulation required by this section is in violation thereof, the contracting entity shall review such information and give the contractor an opportunity to respond. If the contracting entity finds that a violation has occurred, the entity shall have the

right to declare the contractor in default and/or terminate this contract for cause and procure the supplies, services or work from another source in any manner the entity deems proper.

In the event of such termination, the contractor shall pay to the entity, or the entity in its sole discretion may withhold from any amounts otherwise payable to the contractor, the difference between the contract price for the uncompleted portion of this contract and the cost to the contracting entity of completing performance of this contract either itself or by engaging another contractor or contractors. In the case of a requirements contract, the contractor shall be liable for such difference in price for the entire amount of supplies required by the contracting entity for uncompleted term of its contract. In the case of a construction contract, the contracting entity shall also have the right to hold the contractor in partial or total default in accordance with the default provisions of this contract, and/or may seek debarment or suspension of the contractor. The rights and remedies of the entity hereunder shall be in addition to, and not in lieu of any rights and remedies the entity has pursuant to this contract or by operation of law.

AGREED

BY: _____

TITLE: _____

DATE: _____

From: [Sidis, Joshua](#)
To: "Sam Schwartz"
Subject: RE: Paperwork
Date: Monday, August 31, 2015 6:45:51 PM
Attachments: [Doing Business Data Form - July 2008.pdf](#)
[Tax Affirmation.pdf](#)
[MacBride Principal.pdf](#)
[FHV Consultant Agreement 8 31 2015 SamSchwartz v f.doc](#)

Sam,

Attached you will find all four documents needed to begin your engagement with the City. Please let me know what, if any, questions you may have. We would like to set up a time to bring you up to speed. What does the rest of your week look like?

Safe travels!

Joshua Sidis

Mayor's Office of Operations

Main: 212-788-4881

BB: 917-620-9379

253 Broadway, 10th flr.

From: Sam Schwartz [mailto:sschwartz@samschwartz.com]
Sent: Monday, August 31, 2015 5:22 PM
To: Sidis, Joshua
Subject: RE: Paperwork

Joshua,

Please send me the paperwork. I probably will have a few questions. I'm traveling the next couple of days but should be able to get back to you shortly.

Best wishes,

Sam

Samuel I. Schwartz, P.E.

President + CEO

sschwartz@samschwartz.com

phone: [\(212\) 598-9010 x 110](tel:(212)598-9010)

toll free: [\(877\) 726-7249](tel:(877)726-7249)

[322 Eighth, 5th Fl | NY, NY 10001](#)

Author of STREET SMART: THE RISE OF CITIES AND THE FALL OF CARS

Preorder now from [Amazon](#), [Barnes&Noble](#), and [IndieBound](#)

Out Sept. 2015

"A readable and provocative book making the convincing claim that the best city is one in which people can move around easily." —Kirkus Reviews

-

Sam Schwartz Engineering
+ Ingenuity | Accessibility | Integrity
D.P.C.

samschwartz.com | [TransCentral e-News](#)

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Please consider the environment before printing this e-mail

From: Sidis, Joshua [<mailto:JSidis@cityhall.nyc.gov>]
Sent: Monday, August 31, 2015 4:28 PM
To: 'sam@samschwartz.com' <sam@samschwartz.com>
Subject: FHV: Paperwork

Hi Sam,

My name is Joshua Sidis and I am with the Mayor's Office of Operations. Thank you again for agreeing to be a part of this study.

I am working on bringing you onboard as an adviser for the FHV study. I am happy to answer any questions. Let me know if you would like to have a call or if I should just send over the paperwork.

Talk to you soon,

Joshua Sidis
Mayor's Office of Operations
212-788-4881
253 Broadway, 10th flr.

Security settings or invalid file format do not permit using Doing_Business_Data_Form_-_July_2008_1.pdf (773816 Bytes).

TAX AFFIRMATION

The undersigned proposer or bidder affirms and declares that said proposer or bidder is not in arrears to the City of New York upon debt, contract or taxes and is not a defaulter, as surety or otherwise, upon obligation to the City of New York, and has not been declared not responsible, or disqualified, by any agency of the City of New York, nor is there any proceeding pending relating to the responsibility or qualification of the proposer or bidder to receive public Contracts except _____

Full name of Proposer or Bidder_____

Address

City_____ **State**_____ **Zip Code**_____

CHECK ONE BOX AND INCLUDE APPROPRIATE NUMBER:

**A- INDIVIDUAL OR SOLE PROPRIETORSHIP*
SOCIAL SECURITY NUMBER**

**B - PARTNERSHIP, JOINT VENTURE OR OTHER UNINCORPORATED ORGANIZATION
EMPLOYER IDENTIFICATION NUMBER**

**C - CORPORATION
EMPLOYER IDENTIFICATION NUMBER**

BY _____
SIGNATURE

TITLE

If a corporation place seal here

**Must be signed by an of officer or duly authorized
representative. Please Affix notary on this page.**

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(2) take steps to promote adequate security for the protection of employees from underrepresented religious groups both at the workplace and while traveling to and from work;

(3) ban provocative religious or political emblems from the workplace;

(4) publicly advertise all job opening and make special recruitment efforts to attract applicants from underrepresented religious groups;

(5) establish layoff, recall and termination procedures which do not in practice favor a particular religious group;

(6) abolish all job reservations, apprenticeship restrictions and different employment criteria which discriminate on the basis of religion;

(7) develop training programs that will prepare substantial number-s of current employees from underrepresented religious groups for skilled jobs, including the expansion of existing programs and the creation of new programs to train, upgrade and improve the skills of workers from underrepresented religious groups;

(8) establish procedures to assess, identify and actively recruit employees from underrepresented religious groups with potential for further advancement; and

(9) appoint a senior management staff member to oversee affirmative action efforts and develop a timetable to ensure their full implementation.

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In the event of such termination, the contractor shall pay to the entity, or the entity in its sole discretion may withhold from any amounts otherwise payable to the contractor, the difference between the contract price for the uncompleted portion of this contract and the cost to the contracting entity of completing performance of this contract either itself or by engaging another contractor or contractors. In the case of a requirements contract, the contractor shall be liable for such difference in price for the entire amount of supplies required by the contracting entity for uncompleted term of its contract. In the case of a construction contract, the contracting entity shall also have the right to hold the contractor in partial or total default in accordance with the default provisions of this contract, and/or may seek debarment or suspension of the contractor. The rights and remedies of the entity hereunder shall be in addition to, and not in lieu of any rights and remedies the entity has pursuant to this contract or by operation of law.

AGREED

BY: _____

TITLE: _____

DATE: _____

AGREEMENT FOR CONSULTANT TO SUPPORT FOR-HIRE VEHICLE TRANSPORTATION STUDY

By this Letter of Agreement, the City of New York (“City”), acting by and through the Office of the Mayor, (hereinafter “City”) has engaged Sam Schwartz Engineering DPC located at 611 Broadway, New York, NY 10012, from September 1st, 2015 through December 31st, 2015. The terms of the agreement shall include the following:

ARTICLE I. Scope of Services

WHEREAS, on August 31st, 2015 the Mayor’s Office of Operations determined a need for a Consultant to provide onsite/remote support services;

WHEREAS, in response to said opportunity, the Consultant, Sam Schwartz Engineering DCP agreed to provide said services;

WHEREAS, the City procured these services via the micro-purchase;

WHEREAS, the City has determined that the Consultant meets its requirements for this project;

NOW, THEREFORE, in consideration of the mutual covenants herein, the City and Consultant hereby agree as follows:

Consultant shall advise the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study, including the following tasks and deliverables. Consultant will lend perspective on the report as it unfolds as well as provide regulatory guidance.

Towards the end of the engagement, the Consultant may be asked to deliver a memorandum expressing their interpretation of recommendations to the City. Additional memos providing input and feedback on the project may be requested throughout the engagement, with no more than one memoranda requested per week.

During the contract period, the Consultant cannot also work for the companies being studied, either directly or as a consultant.

Project Tasks

Industry Study

- Task 1: Analyze for-hire transportation industry
- Task 2: Document and baseline current for-hire transportation market
- Task 3: Define and analyze options for regulatory structures

Traffic Study

- Task 1: Analysis of Congestion in the Manhattan Core
- Task 2: Assessment of Current FHV Operations
- Task 3: Future Scenarios

Project Deliverables

- Review for-hire vehicle industry:
 1. Review all relevant metrics for for-hire transportation industry
 2. Assess rules, regulations, and standards
- Conduct a review of best practices:
 1. Identify best practices from other jurisdictions or relevant industries
 2. Highlight for consideration other transportation models
- Define policy goals for the market
- Conduct detailed analysis of players in the for-hire market, including:
 1. Current protocols and procedures for regulatory compliance
 2. Current safety training practices
 3. Pricing protocols and protections for passengers
 4. Revenue sources and strategies
 5. Congestion and other findings from traffic study
- Assess baseline performance for for-hire transportation operations against priority metrics
- Build preliminary options and refined roadmap for developing a regulatory framework
 1. Create briefing and decision documents around regulatory options

Confidentiality:

The consultant will ensure that all communications are held confidential.

ARTICLE II. Copyrights – Title and Ownership and Warranties of Title

A. Title and Ownership

1. Upon execution of this Agreement, any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement, and any and all drafts and/or other preliminary materials in any format related to such items, shall become the exclusive property of the City.
2. Any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement ("Copyrightable Materials") shall be considered "work-made-for-hire" within the meaning and purview of Section 101 of the United States Copyright Act, 17 U.S.C. §101, and the City shall be the copyright owner thereof and of all aspects, elements and components thereof in which copyright protection might subsist. To the extent that the Copyrightable Materials do not qualify as "work-made-for-hire," the Consultant hereby irrevocably transfers, assigns and conveys exclusive copyright ownership in and to the Copyrightable Materials to the City, free and clear of any liens, claims, or other encumbrances. The Consultant shall retain no copyright or intellectual property interest in the Copyrightable Materials, and they shall be used by the Consultant for no other purpose without the prior written permission of the City.
3. The Consultant acknowledges that the City may, in its sole discretion, register copyright in the Copyrightable Materials with the U.S. Copyright Office or any other government agency authorized to grant copyright registrations. The Consultant shall cooperate in this effort, and agrees to provide any further documentation necessary to accomplish this.

B. Warranties and Indemnification

1. Warranties of Title

Consultant represents and warrants that the Copyrightable Materials: (a) are wholly original material not published elsewhere (except for material that is in the public domain); (b) do not violate any copyright law; (c) do not constitute defamation or invasion of the right of privacy or publicity, and (d) are not an infringement of any kind, of the rights of any third party. To the extent that the Copyrightable Materials incorporate any non-original material, the Consultant has obtained all necessary permissions and clearances, in writing, for the use of such non-original material under this Agreement, copies of which shall be provided to the City upon execution of this Agreement.

2. Intellectual Property Indemnification

The Consultant shall defend, indemnify and hold the City harmless from and against any and all claims, suits, damages, judgments, liabilities, costs and expenses, including reasonable attorneys' fees, to which it may be subject because of, or relating to, any claim that any licensed software or enhancements, as applicable, infringes or violates the copyright, trademark, or any other property or personal right of any third party. This indemnification shall survive the termination or expiration of this Agreement. Furthermore, Consultant shall defend to judgment or settlement, at its sole expense, all suits or proceedings brought against Consultant arising out of the foregoing. However, in cases involving software, no such settlement shall be made that prevents the City from continuing to use the software without the City's prior written consent, which consent shall not be withheld unreasonably.

ARTICLE III. Term and Schedule

The total contract term September 1st through December 31st or upon reaching the maximum of 67 hours billed whichever is sooner.

ARTICLE IV. Compensation, Payment and Termination Clause

1. The City shall pay the Consultant \$300 per hour; and the amount of the contract shall not exceed \$20,000 for the services set forth in this Agreement.
2. The Consultant's invoices should be addressed to the Office of the Mayor; 100 Gold Street, 2nd floor, New York, N.Y.; attention: Accounts Payable; and
3. The City reserves the right to terminate this agreement with two (2) days notice given to the Consultant of said termination. The Consultant may terminate this agreement with tow (2) days notice given to the director of MIS or his designee.
4. Electronic Fund Transfer:

(a) In accordance with Section 6-107.1 of the New York City Administrative Code, the Consultant agrees to accept payments under this Agreement from the City by electronic funds transfer. An electronic funds transfer is any transfer of funds, other than a transaction originated by check, draft or similar paper instrument, which is initiated through an electronic terminal,

telephonic instrument or computer or magnetic tape so as to order, instruct or authorize a financial institution to debit or credit an account. Prior to the first payment made under this Agreement, Consultant shall designate one financial institution or other authorized payment agent and shall complete the attached "EFT Vendor Payment Enrollment Form" in order to provide the Commissioner of Finance with information necessary for Consultant to receive electronic funds transfer payments through the designated financial institution or authorized payment agent. The crediting of the amount of a payment to the appropriate account on the books of a financial institution or other authorized payment agent designated by the Consultant shall constitute full satisfaction by the City for the amount of the payment under this agreement. The account information supplied by the Consultant to facilitate the electronic funds transfer shall remain confidential to the fullest extent provided by law.

(b) The agency head may waive the application of the requirements herein to payments on contracts entered into pursuant to §315 of the City Charter. In addition, the Commissioner of the Department of Finance and the Comptroller may jointly issue standards pursuant to which the contracting agency may waive the requirements hereunder for payments in the following circumstances: (i) for individuals or classes of individuals for whom compliance imposes a hardship; (ii) for classifications or types of checks; or (iii) in other circumstances as may be necessary in the interest of the City.

ARTICLE V. Financial Provisions

Audit:

All receipts, management and disbursement of funds provided by the City pursuant to this Agreement, and the books, records and accounts evidencing such receipts, management and disbursements, are subject to audit by the City, including the City Comptroller, pursuant to the powers and responsibilities conferred upon the City by the New York City Charter and the Administrative Code of the City of New York, as well as all orders and regulations promulgated pursuant thereto.

ARTICLE VI. Indemnification

A. Independent Contractor Status

Consultant and the Department agree that the Consultant is an independent Contractor, and not an employee of the Department or the City of New York.

B. Consultant Not an Employee of the City

Consultant shall not in any way be considered a servant, Consultant, agent or employee of the City of New York. Consultant shall not be entitled to any remuneration from the City, or to any benefits, including but not limited to Workers' Compensation coverage, Disability Benefits coverage, Unemployment Insurance benefits, Social Security coverage or employee retirement membership or any other rights or benefits normally afforded employees of the City. This Agreement shall not be construed as a joint venture or as to make the City or the Consultant an agent of the other. Each of the parties hereto expressly disclaims any intention to enter into any such agency or joint venture and agrees to conduct itself so as not to act or purport to act on behalf of the other. This Agreement does not authorize Consultant to act as the agent or legal representative of the

City for any purpose whatsoever. Consultant is not granted any express or implied right or authority to assume or create any obligation or responsibility on behalf of or in the name of the City or to bind the City in any manner or thing whatsoever.

C. Indemnification

Consultant shall defend, hold harmless and indemnify the City from liability upon any and all claims of any kind on account of injuries or death to any person or damages to property on account of any negligence, intentional tort, or failure to comply with the terms of this Agreement by the Consultant, its officers, trustees, employees, agents, servants, or independent Consultants.

ARTICLE VII. Conflicts

A. Procurement of Agreement

Consultant represents and warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage fee, contingent fee or any other compensation. The Consultant further represents and warrants that no payment, gift or thing of value has been made, given or promised to obtain this or any other agreement between the parties. The Consultant makes such representations and warranties to induce the City to enter into this Agreement and the City relies upon such representations and warranties in the execution of this Agreement.

B. Conflict of Interest

Consultant represents and warrants that neither it nor any of its directors, officers, members, partners or employees, has any interest nor shall they acquire any interest, directly or indirectly, which would or may conflict in any manner or degree with the performance or rendering of the services herein provided. The Consultant further represents and warrants that in the performance of this Agreement no person having such interest or possible interest shall be employed by it. No elected official or other officer or employee of the City or Department, nor any person whose salary is payable, in whole or in part, from the City Treasury, shall participate in any decision relating to this Agreement which affects his or her personal interest or the interest of any corporation, partnership or association in which he or she is, directly or indirectly, interested; nor shall any such person have any interest, direct or indirect, in this Agreement or in the proceeds thereof.

ARTICLE VIII. Termination of Agreement

A. The Department and/or City shall have the right to terminate this Agreement, in whole or in part:

1. Under any right to terminate as specified in any section of this Agreement.
2. Upon the failure of the Consultant to comply with any of the terms and conditions of this Agreement.
3. Upon the Consultant's becoming insolvent.

4. Upon the commencement under the Bankruptcy Act of any proceeding by or against the Consultant, either voluntarily or involuntarily.
 5. Upon the Commissioner's determination, termination for any reason without cause.
- B. The Department shall give the Consultant 2 days written notice of termination of this Agreement specifying therein the applicable provisions of subsection A of this section.

ARTICLE IX. Taxpayer Affirmation

Consultant affirms that Consultant is not in arrears to the City of New York upon debt or contract, or taxes, and is not a defaulter as surety or otherwise, upon obligation to the City of New York, and has not been declared not responsible, or disqualified, by any agency of the City of New York, nor is there any proceeding pending relating to the responsibility or qualification of the Consultant to receive public contracts except:

ARTICLE X. Dispute Resolution

All disputes between the City and the supplier that arise under, or by virtue of, this Agreement shall be finally resolved in accordance with the provisions of Section 4-09 of the PPB Rules. The procedure for resolving all such disputes set forth in Section 4-09 of the PPB Rules shall be the exclusive means of resolving any such disputes. The dispute resolution provisions of this article and Section 4-09 of the PPB Rules shall not apply to disputes concerning matters dealt with in other sections of the PPB Rules or to disputes involving patents, copyrights, trademarks, or trade secrets (as interpreted by the courts of New York State) relating to proprietary rights in computer software.

ARTICLE XI. Part of this Agreement

The Agreement consists of the following components:

- A. The Agreement
- B. EFT Application, Investigation Clause and Tax Affirmation

ARTICLE XII. Compliance with Law

Consultant shall render all services under this Agreement in accordance with applicable provisions of federal, state and local laws, rules and regulations that are in effect at the time such services are rendered.

ARTICLE XIII. Entire Agreement

This Agreement, together with all its attachments, contains all the term, conditions and representations agreed upon by the parties. No other agreement, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto, or to vary any of the terms contained herein, unless it is in the form of a written amendment signed by the Agency Head or his/her designee and the Consultant.

Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

BY: _____

TITLE: _____

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

NOTARY PUBLIC

THE CONSULTANT

BY: _____

TITLE: _____

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

NOTARY PUBLIC

INVESTIGATION CLAUSE

1.1 The parties to this agreement agree to cooperate fully and faithfully with any investigation, audit or inquiry conducted by a State of New York (State) or City of New York (City) governmental agency or authority that is empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath, or conducted by the Inspector General of a governmental agency that is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license that is the subject of the investigation, audit or inquiry.

1.2 (a) If any person who has been advised that his or her statement, and information from such statement, will not be used against him or her in any subsequent criminal proceeding refuses to testify before a grand jury or other governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath concerning the award of or performance under any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision or public authority thereof, or the Port Authority of New York and New Jersey, or any local development corporation with the City, or any public benefit corporation organized under the laws of the State of New York, or:

1.2 (b) If any person refuses to testify for a reason other than the assertion of his or her privilege against self-incrimination in an investigation, audit or inquiry conducted by the City or State governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to take testimony under oath, or by the Inspector General of the governmental agency that is a party in interest in, and is seeking testimony concerning the award of, or performance under, any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision thereof or any local development corporation within the City, then:

1.3(a) The commissioner or agency head whose agency is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license shall convene a hearing upon not less than five (5) days written notice to the parties involved to determine if any penalties should attach for the failure of a person to testify.

1.3(b) If any non-governmental party to the hearing requests an adjournment, the commissioner or agency head who convened the hearing may, upon granting the adjournment, suspend any contract, lease, permit, or license pending the final determination pursuant to paragraph 1.5 below without the City incurring any penalty or damages for delay or otherwise.

1.4 The penalties which may attach after a final determination by the commissioner or agency head may include but shall not exceed:

- (a) The disqualification for a period not to exceed five (5) years from the date of an adverse determination for any person, or any entity of which such

person was a member at the time the testimony was sought, from submitting bids for, or transacting business with, or entering into or obtaining any contract, lease, permit or license with or from the City and/or

- (b) The cancellation or termination of any and all such existing City contracts, leases, permits or licenses that the refusal to testify concerns and that have not been assigned as permitted under this agreement, nor the proceeds of which pledged, to an unaffiliated and unrelated institutional leader for fair value prior to the issuance of the notice scheduling the hearing, without the City incurring any penalty or damages on account of such cancellation or termination; monies lawfully due for goods delivered, work done, rentals, or fees accrued prior to the cancellation or termination shall be paid by the City.

1.5 The commissioner or agency head shall consider and address in reaching his or her determination and in assessing an appropriate penalty the factors in paragraphs (a) and (b) below. He or she may also consider, if relevant and appropriate, the criteria established in paragraphs (c) and (d) below in any other information which may be relevant and appropriate;

- (a) The party's good faith endeavors or lack thereof to cooperate fully and faithfully with any governmental investigation or audit, including but not limited to the discipline, discharge, or disassociation of any person failing to testify, the production of accurate and complete books and records, and the forthcoming testimony of all other members, agents, assignees or fiduciaries whose testimony is sought.
- (b) The relationship of the person who refused to testify to any entity that is a party of the hearing, including, but not limited to, whether the person whose testimony is sought has an ownership interest in the entity and/or the degree of authority and responsibility the person within the entity.
- (c) The nexus of the testimony sought to the subject entity and its contracts, leases, permits or licenses with the City.
- (d) The effect a penalty may have on an unaffiliated and unrelated party or entity that has a significant interest in an entity subject to penalties under 1.4 above, provided that the party or entity has given actual notice to the commissioner or agency head upon the acquisition of the interest, or at the hearing called for in 1.3(a) above gives notice and proves that such interest was previously acquired. Under either circumstance the party or entity must present evidence at the hearing demonstrating the potential adverse impact a penalty will have on such person or entity.

1.6 (a) The term "license" or "permit" as used herein shall be defined as a license, permit, franchise or concession not granted as a matter of right.

(b) The term "person" as used herein shall be defined as any natural person doing business alone or associated with another person or entity as a partner, director, officer, principal or employee.

(c) The term “entity” as used herein shall be defined as any firm, partnership, corporation, association, or person that receives monies, benefits, licenses, leases, or permits from or through the City or otherwise transact business with the City.

(d) The term “member” as used herein shall be defined as any person associated with another person or entity as a partner, director, officer, principal or employee.

1.7 In addition to and notwithstanding any other provision of this agreement the Commissioner or agency head may in his or her sole discretion terminate this agreement upon not less than three (3) days written notice in the event Consultant fails to promptly report in writing to the Commissioner of Investigation of the City of New York any solicitation of money, goods, requests for future employment or other benefit or thing of value, by or on behalf of any employee of the City or other person, firm, corporation or entity for any purpose which may be related to the procurement or obtaining of this agreement by the Consultant, or affecting the performance of this contract.

From: [Sidis, Joshua](#)
To: "Bruce Schaller"
Subject: RE: FHV study
Date: Monday, August 31, 2015 8:20:30 PM
Attachments: [FHV Consultant Agreement 8 31 2015 Bruce Schaller vF.doc](#)
[FHV Consultant Agreement 8 31 2015 Bruce Schaller vF.pdf](#)

Bruce,

Attached, please find the consultant agreement. If you have any questions please do not hesitate to reach out.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 4:04 PM
To: Sidis, Joshua
Subject: Re: FHV study



On Mon, Aug 31, 2015 at 3:15 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:
Quick Question. What is the address associate for your business? Need to add to a doc.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 12:44 PM
To: Sidis, Joshua
Subject: FHV study

Joshua - just wanted to follow up from our conversation last Wednesday. I believe you were going to be sending over a consulting agreement? When should I expect that? Anything else you need?

Regards,
Bruce

AGREEMENT FOR CONSULTANT TO SUPPORT FOR-HIRE VEHICLE (FHV) TRANSPORTATION STUDY

By this Letter of Agreement, the City of New York (“City”), acting by and through the Office of the Mayor, (hereinafter “City”) has engaged Robert Bruce Schaller, Schaller Consulting, located at 94 Windsor Pl, Brooklyn, NY, 11215, from September 1st, 2015 through December 31st, 2015. The terms of the agreement shall include the following:

ARTICLE I. Scope of Services

WHEREAS, on August 31st, 2015 the Mayor’s Office of Operations determined a need for a Consultant to provide onsite/remote support services;

WHEREAS, in response to said opportunity, the Consultant, Robert Bruce Schaller, Schaller Consulting agreed to provide said services;

WHEREAS, the City procured these services via the micro-purchase;

WHEREAS, the City has determined that the Consultant meets its requirements for this project;

NOW, THEREFORE, in consideration of the mutual covenants herein, the City and Consultant hereby agree as follows:

Consultant shall advise the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study, including the following tasks and deliverables. Consultant will lend perspective on the report as it unfolds as well as provide regulatory guidance.

Towards the end of the engagement, the Consultant may be asked to deliver a memorandum expressing their interpretation of recommendations to the City. Additional memos providing input and feedback on the project may be requested throughout the engagement, with no more than one memoranda requested per week.

During the contract period, the Consultant cannot also work for the companies being studied, either directly or as a consultant.

Project Tasks

Industry Study

- Task 1: Analyze for-hire transportation industry
- Task 2: Document and baseline current for-hire transportation market
- Task 3: Define and analyze options for regulatory structures

Traffic Study

- Task 1: Analysis of Congestion in the Manhattan Core
- Task 2: Assessment of Current FHV Operations
- Task 3: Future Scenarios

Project Deliverables

- Review for-hire vehicle industry:
 1. Review all relevant metrics for for-hire transportation industry
 2. Assess rules, regulations, and standards
- Conduct a review of best practices:
 1. Identify best practices from other jurisdictions or relevant industries
 2. Highlight for consideration other transportation models
- Define policy goals for the market
- Conduct detailed analysis of players in the for-hire market, including:
 1. Current protocols and procedures for regulatory compliance
 2. Current safety training practices
 3. Pricing protocols and protections for passengers
 4. Revenue sources and strategies
 5. Congestion and other findings from traffic study
- Assess baseline performance for for-hire transportation operations against priority metrics
- Build preliminary options and refined roadmap for developing a regulatory framework
 1. Create briefing and decision documents around regulatory options

Confidentiality:

The consultant will ensure that all communications are held confidential.

ARTICLE II. Copyrights – Title and Ownership and Warranties of Title

A. Title and Ownership

1. Upon execution of this Agreement, any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement, and any and all drafts and/or other preliminary materials in any format related to such items, shall become the exclusive property of the City.
2. Any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement ("Copyrightable Materials") shall be considered "work-made-for-hire" within the meaning and purview of Section 101 of the United States Copyright Act, 17 U.S.C. §101, and the City shall be the copyright owner thereof and of all aspects, elements and components thereof in which copyright protection might subsist. To the extent that the Copyrightable Materials do not qualify as "work-made-for-hire," the Consultant hereby irrevocably transfers, assigns and conveys exclusive copyright ownership in and to the Copyrightable Materials to the City, free and clear of any liens, claims, or other encumbrances. The Consultant shall retain no copyright or intellectual property interest in the Copyrightable Materials, and they shall be used by the Consultant for no other purpose without the prior written permission of the City.
3. The Consultant acknowledges that the City may, in its sole discretion, register copyright in the Copyrightable Materials with the U.S. Copyright Office or any other government agency authorized to grant copyright registrations. The Consultant shall cooperate in this effort, and agrees to provide any further documentation necessary to accomplish this.

B. Warranties and Indemnification

1. Warranties of Title

Consultant represents and warrants that the Copyrightable Materials: (a) are wholly original material not published elsewhere (except for material that is in the public domain); (b) do not violate any copyright law; (c) do not constitute defamation or invasion of the right of privacy or publicity, and (d) are not an infringement of any kind, of the rights of any third party. To the extent that the Copyrightable Materials incorporate any non-original material, the Consultant has obtained all necessary permissions and clearances, in writing, for the use of such non-original material under this Agreement, copies of which shall be provided to the City upon execution of this Agreement.

2. Intellectual Property Indemnification

The Consultant shall defend, indemnify and hold the City harmless from and against any and all claims, suits, damages, judgments, liabilities, costs and expenses, including reasonable attorneys' fees, to which it may be subject because of, or relating to, any claim that any licensed software or enhancements, as applicable, infringes or violates the copyright, trademark, or any other property or personal right of any third party. This indemnification shall survive the termination or expiration of this Agreement. Furthermore, Consultant shall defend to judgment or settlement, at its sole expense, all suits or proceedings brought against Consultant arising out of the foregoing. However, in cases involving software, no such settlement shall be made that prevents the City from continuing to use the software without the City's prior written consent, which consent shall not be withheld unreasonably.

ARTICLE III. Term and Schedule

The total contract term September 1st through December 31st or upon reaching the maximum of 73 hours billed whichever is sooner.

ARTICLE IV. Compensation, Payment and Termination Clause

1. The City shall pay the Consultant \$275 per hour; and the amount of the contract shall not exceed \$20,000 for the services set forth in this Agreement.
2. The Consultant's invoices should be addressed to the Office of the Mayor; 100 Gold Street, 2nd floor, New York, N.Y.; attention: Accounts Payable; and
3. The City reserves the right to terminate this agreement with two (2) days notice given to the Consultant of said termination. The Consultant may terminate this agreement with two (2) days notice given to the director of MIS or his designee.
4. Electronic Fund Transfer:

(a) In accordance with Section 6-107.1 of the New York City Administrative Code, the Consultant agrees to accept payments under this Agreement from the City by electronic funds transfer. An electronic funds transfer is any transfer of funds, other than a transaction originated by check, draft or similar paper instrument, which is initiated through an electronic terminal,

telephonic instrument or computer or magnetic tape so as to order, instruct or authorize a financial institution to debit or credit an account. Prior to the first payment made under this Agreement, Consultant shall designate one financial institution or other authorized payment agent and shall complete the attached "EFT Vendor Payment Enrollment Form" in order to provide the Commissioner of Finance with information necessary for Consultant to receive electronic funds transfer payments through the designated financial institution or authorized payment agent. The crediting of the amount of a payment to the appropriate account on the books of a financial institution or other authorized payment agent designated by the Consultant shall constitute full satisfaction by the City for the amount of the payment under this agreement. The account information supplied by the Consultant to facilitate the electronic funds transfer shall remain confidential to the fullest extent provided by law.

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4. Upon the commencement under the Bankruptcy Act of any proceeding by or against the Consultant, either voluntarily or involuntarily.
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- A. The Agreement
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Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

THE CONSULTANT

BY: _____

BY: _____

TITLE: _____

TITLE: _____

Subscribed and sworn to before me

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

This ____ day of _____ 20 ____.

NOTARY PUBLIC

NOTARY PUBLIC

INVESTIGATION CLAUSE

1.1 The parties to this agreement agree to cooperate fully and faithfully with any investigation, audit or inquiry conducted by a State of New York (State) or City of New York (City) governmental agency or authority that is empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath, or conducted by the Inspector General of a governmental agency that is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license that is the subject of the investigation, audit or inquiry.

1.2 (a) If any person who has been advised that his or her statement, and information from such statement, will not be used against him or her in any subsequent criminal proceeding refuses to testify before a grand jury or other governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath concerning the award of or performance under any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision or public authority thereof, or the Port Authority of New York and New Jersey, or any local development corporation with the City, or any public benefit corporation organized under the laws of the State of New York, or:

1.2 (b) If any person refuses to testify for a reason other than the assertion of his or her privilege against self-incrimination in an investigation, audit or inquiry conducted by the City or State governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to take testimony under oath, or by the Inspector General of the governmental agency that is a party in interest in, and is seeking testimony concerning the award of, or performance under, any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision thereof or any local development corporation within the City, then:

1.3(a) The commissioner or agency head whose agency is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license shall convene a hearing upon not less than five (5) days written notice to the parties involved to determine if any penalties should attach for the failure of a person to testify.

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- (a) The disqualification for a period not to exceed five (5) years from the date of an adverse determination for any person, or any entity of which such

person was a member at the time the testimony was sought, from submitting bids for, or transacting business with, or entering into or obtaining any contract, lease, permit or license with or from the City and/or

- (b) The cancellation or termination of any and all such existing City contracts, leases, permits or licenses that the refusal to testify concerns and that have not been assigned as permitted under this agreement, nor the proceeds of which pledged, to an unaffiliated and unrelated institutional leader for fair value prior to the issuance of the notice scheduling the hearing, without the City incurring any penalty or damages on account of such cancellation or termination; monies lawfully due for goods delivered, work done, rentals, or fees accrued prior to the cancellation or termination shall be paid by the City.

1.5 The commissioner or agency head shall consider and address in reaching his or her determination and in assessing an appropriate penalty the factors in paragraphs (a) and (b) below. He or she may also consider, if relevant and appropriate, the criteria established in paragraphs (c) and (d) below in any other information which may be relevant and appropriate;

- (a) The party's good faith endeavors or lack thereof to cooperate fully and faithfully with any governmental investigation or audit, including but not limited to the discipline, discharge, or disassociation of any person failing to testify, the production of accurate and complete books and records, and the forthcoming testimony of all other members, agents, assignees or fiduciaries whose testimony is sought.
- (b) The relationship of the person who refused to testify to any entity that is a party of the hearing, including, but not limited to, whether the person whose testimony is sought has an ownership interest in the entity and/or the degree of authority and responsibility the person within the entity.
- (c) The nexus of the testimony sought to the subject entity and its contracts, leases, permits or licenses with the City.
- (d) The effect a penalty may have on an unaffiliated and unrelated party or entity that has a significant interest in an entity subject to penalties under 1.4 above, provided that the party or entity has given actual notice to the commissioner or agency head upon the acquisition of the interest, or at the hearing called for in 1.3(a) above gives notice and proves that such interest was previously acquired. Under either circumstance the party or entity must present evidence at the hearing demonstrating the potential adverse impact a penalty will have on such person or entity.

1.6 (a) The term "license" or "permit" as used herein shall be defined as a license, permit, franchise or concession not granted as a matter of right.

(b) The term "person" as used herein shall be defined as any natural person doing business alone or associated with another person or entity as a partner, director, officer, principal or employee.

(c) The term “entity” as used herein shall be defined as any firm, partnership, corporation, association, or person that receives monies, benefits, licenses, leases, or permits from or through the City or otherwise transact business with the City.

(d) The term “member” as used herein shall be defined as any person associated with another person or entity as a partner, director, officer, principal or employee.

1.7 In addition to and notwithstanding any other provision of this agreement the Commissioner or agency head may in his or her sole discretion terminate this agreement upon not less than three (3) days written notice in the event Consultant fails to promptly report in writing to the Commissioner of Investigation of the City of New York any solicitation of money, goods, requests for future employment or other benefit or thing of value, by or on behalf of any employee of the City or other person, firm, corporation or entity for any purpose which may be related to the procurement or obtaining of this agreement by the Consultant, or affecting the performance of this contract.

AGREEMENT FOR CONSULTANT TO SUPPORT FOR-HIRE VEHICLE (FHV) TRANSPORTATION STUDY

By this Letter of Agreement, the City of New York (“City”), acting by and through the Office of the Mayor, (hereinafter “City”) has engaged Robert Bruce Schaller, Schaller Consulting, located at 94 Windsor Pl, Brooklyn, NY, 11215, from September 1st, 2015 through December 31st, 2015. The terms of the agreement shall include the following:

ARTICLE I. Scope of Services

WHEREAS, on August 31st, 2015 the Mayor’s Office of Operations determined a need for a Consultant to provide onsite/remote support services;

WHEREAS, in response to said opportunity, the Consultant, Robert Bruce Schaller, Schaller Consulting agreed to provide said services;

WHEREAS, the City procured these services via the micro-purchase;

WHEREAS, the City has determined that the Consultant meets its requirements for this project;

NOW, THEREFORE, in consideration of the mutual covenants herein, the City and Consultant hereby agree as follows:

Consultant shall advise the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study, including the following tasks and deliverables. Consultant will lend perspective on the report as it unfolds as well as provide regulatory guidance.

Towards the end of the engagement, the Consultant may be asked to deliver a memorandum expressing their interpretation of recommendations to the City. Additional memos providing input and feedback on the project may be requested throughout the engagement, with no more than one memoranda requested per week.

During the contract period, the Consultant cannot also work for the companies being studied, either directly or as a consultant.

Project Tasks

Industry Study

- Task 1: Analyze for-hire transportation industry
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- Task 3: Define and analyze options for regulatory structures

Traffic Study

- Task 1: Analysis of Congestion in the Manhattan Core
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- Task 3: Future Scenarios

Project Deliverables

- Review for-hire vehicle industry:
 1. Review all relevant metrics for for-hire transportation industry
 2. Assess rules, regulations, and standards
- Conduct a review of best practices:
 1. Identify best practices from other jurisdictions or relevant industries
 2. Highlight for consideration other transportation models
- Define policy goals for the market
- Conduct detailed analysis of players in the for-hire market, including:
 1. Current protocols and procedures for regulatory compliance
 2. Current safety training practices
 3. Pricing protocols and protections for passengers
 4. Revenue sources and strategies
 5. Congestion and other findings from traffic study
- Assess baseline performance for for-hire transportation operations against priority metrics
- Build preliminary options and refined roadmap for developing a regulatory framework
 1. Create briefing and decision documents around regulatory options

Confidentiality:

The consultant will ensure that all communications are held confidential.

ARTICLE II. Copyrights – Title and Ownership and Warranties of Title

A. Title and Ownership

1. Upon execution of this Agreement, any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement, and any and all drafts and/or other preliminary materials in any format related to such items, shall become the exclusive property of the City.
2. Any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement ("Copyrightable Materials") shall be considered "work-made-for-hire" within the meaning and purview of Section 101 of the United States Copyright Act, 17 U.S.C. §101, and the City shall be the copyright owner thereof and of all aspects, elements and components thereof in which copyright protection might subsist. To the extent that the Copyrightable Materials do not qualify as "work-made-for-hire," the Consultant hereby irrevocably transfers, assigns and conveys exclusive copyright ownership in and to the Copyrightable Materials to the City, free and clear of any liens, claims, or other encumbrances. The Consultant shall retain no copyright or intellectual property interest in the Copyrightable Materials, and they shall be used by the Consultant for no other purpose without the prior written permission of the City.
3. The Consultant acknowledges that the City may, in its sole discretion, register copyright in the Copyrightable Materials with the U.S. Copyright Office or any other government agency authorized to grant copyright registrations. The Consultant shall cooperate in this effort, and agrees to provide any further documentation necessary to accomplish this.

B. Warranties and Indemnification

1. Warranties of Title

Consultant represents and warrants that the Copyrightable Materials: (a) are wholly original material not published elsewhere (except for material that is in the public domain); (b) do not violate any copyright law; (c) do not constitute defamation or invasion of the right of privacy or publicity, and (d) are not an infringement of any kind, of the rights of any third party. To the extent that the Copyrightable Materials incorporate any non-original material, the Consultant has obtained all necessary permissions and clearances, in writing, for the use of such non-original material under this Agreement, copies of which shall be provided to the City upon execution of this Agreement.

2. Intellectual Property Indemnification

The Consultant shall defend, indemnify and hold the City harmless from and against any and all claims, suits, damages, judgments, liabilities, costs and expenses, including reasonable attorneys' fees, to which it may be subject because of, or relating to, any claim that any licensed software or enhancements, as applicable, infringes or violates the copyright, trademark, or any other property or personal right of any third party. This indemnification shall survive the termination or expiration of this Agreement. Furthermore, Consultant shall defend to judgment or settlement, at its sole expense, all suits or proceedings brought against Consultant arising out of the foregoing. However, in cases involving software, no such settlement shall be made that prevents the City from continuing to use the software without the City's prior written consent, which consent shall not be withheld unreasonably.

ARTICLE III. Term and Schedule

The total contract term September 1st through December 31st or upon reaching the maximum of 73 hours billed whichever is sooner.

ARTICLE IV. Compensation, Payment and Termination Clause

1. The City shall pay the Consultant \$275 per hour; and the amount of the contract shall not exceed \$20,000 for the services set forth in this Agreement.
2. The Consultant's invoices should be addressed to the Office of the Mayor; 100 Gold Street, 2nd floor, New York, N.Y.; attention: Accounts Payable; and
3. The City reserves the right to terminate this agreement with two (2) days notice given to the Consultant of said termination. The Consultant may terminate this agreement with two (2) days notice given to the director of MIS or his designee.
4. Electronic Fund Transfer:

(a) In accordance with Section 6-107.1 of the New York City Administrative Code, the Consultant agrees to accept payments under this Agreement from the City by electronic funds transfer. An electronic funds transfer is any transfer of funds, other than a transaction originated by check, draft or similar paper instrument, which is initiated through an electronic terminal,

telephonic instrument or computer or magnetic tape so as to order, instruct or authorize a financial institution to debit or credit an account. Prior to the first payment made under this Agreement, Consultant shall designate one financial institution or other authorized payment agent and shall complete the attached "EFT Vendor Payment Enrollment Form" in order to provide the Commissioner of Finance with information necessary for Consultant to receive electronic funds transfer payments through the designated financial institution or authorized payment agent. The crediting of the amount of a payment to the appropriate account on the books of a financial institution or other authorized payment agent designated by the Consultant shall constitute full satisfaction by the City for the amount of the payment under this agreement. The account information supplied by the Consultant to facilitate the electronic funds transfer shall remain confidential to the fullest extent provided by law.

(b) The agency head may waive the application of the requirements herein to payments on contracts entered into pursuant to §315 of the City Charter. In addition, the Commissioner of the Department of Finance and the Comptroller may jointly issue standards pursuant to which the contracting agency may waive the requirements hereunder for payments in the following circumstances: (i) for individuals or classes of individuals for whom compliance imposes a hardship; (ii) for classifications or types of checks; or (iii) in other circumstances as may be necessary in the interest of the City.

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Audit:

All receipts, management and disbursement of funds provided by the City pursuant to this Agreement, and the books, records and accounts evidencing such receipts, management and disbursements, are subject to audit by the City, including the City Comptroller, pursuant to the powers and responsibilities conferred upon the City by the New York City Charter and the Administrative Code of the City of New York, as well as all orders and regulations promulgated pursuant thereto.

ARTICLE VI. Indemnification

A. Independent Contractor Status

Consultant and the Department agree that the Consultant is an independent Contractor, and not an employee of the Department or the City of New York.

B. Consultant Not an Employee of the City

Consultant shall not in any way be considered a servant, Consultant, agent or employee of the City of New York. Consultant shall not be entitled to any remuneration from the City, or to any benefits, including but not limited to Workers' Compensation coverage, Disability Benefits coverage, Unemployment Insurance benefits, Social Security coverage or employee retirement membership or any other rights or benefits normally afforded employees of the City. This Agreement shall not be construed as a joint venture or as to make the City or the Consultant an agent of the other. Each of the parties hereto expressly disclaims any intention to enter into any such agency or joint venture and agrees to conduct itself so as not to act or purport to act on behalf of the other. This Agreement does not authorize Consultant to act as the agent or legal representative of the

City for any purpose whatsoever. Consultant is not granted any express or implied right or authority to assume or create any obligation or responsibility on behalf of or in the name of the City or to bind the City in any manner or thing whatsoever.

C. Indemnification

Consultant shall defend, hold harmless and indemnify the City from liability upon any and all claims of any kind on account of injuries or death to any person or damages to property on account of any negligence, intentional tort, or failure to comply with the terms of this Agreement by the Consultant, its officers, trustees, employees, agents, servants, or independent Consultants.

ARTICLE VII. Conflicts

A. Procurement of Agreement

Consultant represents and warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage fee, contingent fee or any other compensation. The Consultant further represents and warrants that no payment, gift or thing of value has been made, given or promised to obtain this or any other agreement between the parties. The Consultant makes such representations and warranties to induce the City to enter into this Agreement and the City relies upon such representations and warranties in the execution of this Agreement.

B. Conflict of Interest

Consultant represents and warrants that neither it nor any of its directors, officers, members, partners or employees, has any interest nor shall they acquire any interest, directly or indirectly, which would or may conflict in any manner or degree with the performance or rendering of the services herein provided. The Consultant further represents and warrants that in the performance of this Agreement no person having such interest or possible interest shall be employed by it. No elected official or other officer or employee of the City or Department, nor any person whose salary is payable, in whole or in part, from the City Treasury, shall participate in any decision relating to this Agreement which affects his or her personal interest or the interest of any corporation, partnership or association in which he or she is, directly or indirectly, interested; nor shall any such person have any interest, direct or indirect, in this Agreement or in the proceeds thereof.

ARTICLE VIII. Termination of Agreement

A. The Department and/or City shall have the right to terminate this Agreement, in whole or in part:

1. Under any right to terminate as specified in any section of this Agreement.
2. Upon the failure of the Consultant to comply with any of the terms and conditions of this Agreement.
3. Upon the Consultant's becoming insolvent.

4. Upon the commencement under the Bankruptcy Act of any proceeding by or against the Consultant, either voluntarily or involuntarily.
 5. Upon the Commissioner's determination, termination for any reason without cause.
- B. The Department shall give the Consultant 2 days written notice of termination of this Agreement specifying therein the applicable provisions of subsection A of this section.

ARTICLE IX. Taxpayer Affirmation

Consultant affirms that Consultant is not in arrears to the City of New York upon debt or contract, or taxes, and is not a defaulter as surety or otherwise, upon obligation to the City of New York, and has not been declared not responsible, or disqualified, by any agency of the City of New York, nor is there any proceeding pending relating to the responsibility or qualification of the Consultant to receive public contracts except:

ARTICLE X. Dispute Resolution

All disputes between the City and the supplier that arise under, or by virtue of, this Agreement shall be finally resolved in accordance with the provisions of Section 4-09 of the PPB Rules. The procedure for resolving all such disputes set forth in Section 4-09 of the PPB Rules shall be the exclusive means of resolving any such disputes. The dispute resolution provisions of this article and Section 4-09 of the PPB Rules shall not apply to disputes concerning matters dealt with in other sections of the PPB Rules or to disputes involving patents, copyrights, trademarks, or trade secrets (as interpreted by the courts of New York State) relating to proprietary rights in computer software.

ARTICLE XI. Part of this Agreement

The Agreement consists of the following components:

- A. The Agreement
- B. EFT Application, Investigation Clause and Tax Affirmation

ARTICLE XII. Compliance with Law

Consultant shall render all services under this Agreement in accordance with applicable provisions of federal, state and local laws, rules and regulations that are in effect at the time such services are rendered.

ARTICLE XIII. Entire Agreement

This Agreement, together with all its attachments, contains all the term, conditions and representations agreed upon by the parties. No other agreement, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto, or to vary any of the terms contained herein, unless it is in the form of a written amendment signed by the Agency Head or his/her designee and the Consultant.

Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

THE CONSULTANT

BY: _____

BY: _____

TITLE: _____

TITLE: _____

Subscribed and sworn to before me

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

This ____ day of _____ 20 ____.

NOTARY PUBLIC

NOTARY PUBLIC

INVESTIGATION CLAUSE

1.1 The parties to this agreement agree to cooperate fully and faithfully with any investigation, audit or inquiry conducted by a State of New York (State) or City of New York (City) governmental agency or authority that is empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath, or conducted by the Inspector General of a governmental agency that is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license that is the subject of the investigation, audit or inquiry.

1.2 (a) If any person who has been advised that his or her statement, and information from such statement, will not be used against him or her in any subsequent criminal proceeding refuses to testify before a grand jury or other governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath concerning the award of or performance under any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision or public authority thereof, or the Port Authority of New York and New Jersey, or any local development corporation with the City, or any public benefit corporation organized under the laws of the State of New York, or:

1.2 (b) If any person refuses to testify for a reason other than the assertion of his or her privilege against self-incrimination in an investigation, audit or inquiry conducted by the City or State governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to take testimony under oath, or by the Inspector General of the governmental agency that is a party in interest in, and is seeking testimony concerning the award of, or performance under, any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision thereof or any local development corporation within the City, then:

1.3(a) The commissioner or agency head whose agency is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license shall convene a hearing upon not less than five (5) days written notice to the parties involved to determine if any penalties should attach for the failure of a person to testify.

1.3(b) If any non-governmental party to the hearing requests an adjournment, the commissioner or agency head who convened the hearing may, upon granting the adjournment, suspend any contract, lease, permit, or license pending the final determination pursuant to paragraph 1.5 below without the City incurring any penalty or damages for delay or otherwise.

1.4 The penalties which may attach after a final determination by the commissioner or agency head may include but shall not exceed:

- (a) The disqualification for a period not to exceed five (5) years from the date of an adverse determination for any person, or any entity of which such

person was a member at the time the testimony was sought, from submitting bids for, or transacting business with, or entering into or obtaining any contract, lease, permit or license with or from the City and/or

- (b) The cancellation or termination of any and all such existing City contracts, leases, permits or licenses that the refusal to testify concerns and that have not been assigned as permitted under this agreement, nor the proceeds of which pledged, to an unaffiliated and unrelated institutional leader for fair value prior to the issuance of the notice scheduling the hearing, without the City incurring any penalty or damages on account of such cancellation or termination; monies lawfully due for goods delivered, work done, rentals, or fees accrued prior to the cancellation or termination shall be paid by the City.

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From: [Bruce Schaller](#)
To: [Sidis, Joshua](#)
Subject: Re: FHV study
Date: Tuesday, September 01, 2015 1:46:17 PM
Attachments: [FHV Consultant Agreement 8 31 2015 Bruce Schaller vF with edits.doc](#)

Joshua - I made a small number of edits visible in MS Word track changes. Please review and once agreed upon, I can execute the agreement and also send you a pdf of the forms.

I think there should be an EFT form which I don't see here....?

On Mon, Aug 31, 2015 at 8:20 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

Bruce,

Attached, please find the consultant agreement. If you have any questions please do not hesitate to reach out.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 4:04 PM
To: Sidis, Joshua
Subject: Re: FHV study

[REDACTED]

[REDACTED]

On Mon, Aug 31, 2015 at 3:15 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

Quick Question. What is the address associate for your business? Need to add to a doc.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 12:44 PM
To: Sidis, Joshua
Subject: FHV study

Joshua - just wanted to follow up from our conversation last Wednesday. I believe you were going to be sending over a consulting agreement? When should I expect that? Anything else you need?

Regards,

Bruce

AGREEMENT FOR CONSULTANT TO SUPPORT FOR-HIRE VEHICLE (FHV) TRANSPORTATION STUDY

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- Task 3: Define and analyze options for regulatory structures

Traffic Study

- Task 1: Analysis of Congestion in the Manhattan Core
- Task 2: Assessment of Current FHV Operations
- Task 3: Future Scenarios

Project Deliverables

Memoranda requested in the course of the study will address the topic and issues from the list below:

- Review for-hire vehicle industry:
 1. Review all relevant metrics for for-hire transportation industry
 2. Assess rules, regulations, and standards
- Conduct a review of best practices:
 1. Identify best practices from other jurisdictions or relevant industries
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ARTICLE VI. Indemnification

A. Independent Contractor Status

Consultant and the Department agree that the Consultant is an independent Contractor, and not an employee of the Department or the City of New York.

B. Consultant Not an Employee of the City

Consultant shall not in any way be considered a servant, ~~Consultant~~, agent or employee of the City of New York. Consultant shall not be entitled to any remuneration from the City, or to any benefits, including but not limited to Workers' Compensation coverage, Disability Benefits coverage, Unemployment Insurance benefits, Social Security coverage or employee retirement membership or any other rights or benefits normally afforded employees of the City. This Agreement shall not be construed as a joint

venture or as to make the City or the Consultant an agent of the other. Each of the parties hereto expressly disclaims any intention to enter into any such agency or joint venture and agrees to conduct itself so as not to act or purport to act on behalf of the other. This Agreement does not authorize Consultant to act as the agent or legal representative of the City for any purpose whatsoever. Consultant is not granted any express or implied right or authority to assume or create any obligation or responsibility on behalf of or in the name of the City or to bind the City in any manner or thing whatsoever.

C. Indemnification

Consultant shall defend, hold harmless and indemnify the City from liability upon any and all claims of any kind on account of injuries or death to any person or damages to property on account of any negligence, intentional tort, or failure to comply with the terms of this Agreement by the Consultant, its officers, trustees, employees, agents, servants, or independent Consultants.

ARTICLE VII. Conflicts

A. Procurement of Agreement

Consultant represents and warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage fee, contingent fee or any other compensation. The Consultant further represents and warrants that no payment, gift or thing of value has been made, given or promised to obtain this or any other agreement between the parties. The Consultant makes such representations and warranties to induce the City to enter into this Agreement and the City relies upon such representations and warranties in the execution of this Agreement.

B. Conflict of Interest

Consultant represents and warrants that neither it nor any of its directors, officers, members, partners or employees, has any interest nor shall they acquire any interest, directly or indirectly, which would or may conflict in any manner or degree with the performance or rendering of the services herein provided. The Consultant further represents and warrants that in the performance of this Agreement no person having such interest or possible interest shall be employed by it. No elected official or other officer or employee of the City or Department, nor any person whose salary is payable, in whole or in part, from the City Treasury, shall participate in any decision relating to this Agreement which affects his or her personal interest or the interest of any corporation, partnership or association in which he or she is, directly or indirectly, interested; nor shall any such person have any interest, direct or indirect, in this Agreement or in the proceeds thereof.

ARTICLE VIII. Termination of Agreement

A. The Department and/or City shall have the right to terminate this Agreement, in whole or in part:

1. Under any right to terminate as specified in any section of this Agreement.

2. Upon the failure of the Consultant to comply with any of the terms and conditions of this Agreement.
 3. Upon the Consultant's becoming insolvent.
 4. Upon the commencement under the Bankruptcy Act of any proceeding by or against the Consultant, either voluntarily or involuntarily.
 5. Upon the Commissioner's determination, termination for any reason without cause.
- B. The Department shall give the Consultant 2 days written notice of termination of this Agreement specifying therein the applicable provisions of subsection A of this section.

ARTICLE IX. Taxpayer Affirmation

Consultant affirms that Consultant is not in arrears to the City of New York upon debt or contract, or taxes, and is not a defaulter as surety or otherwise, upon obligation to the City of New York, and has not been declared not responsible, or disqualified, by any agency of the City of New York, nor is there any proceeding pending relating to the responsibility or qualification of the Consultant to receive public contracts except:

ARTICLE X. Dispute Resolution

All disputes between the City and the supplier that arise under, or by virtue of, this Agreement shall be finally resolved in accordance with the provisions of Section 4-09 of the PPB Rules. The procedure for resolving all such disputes set forth in Section 4-09 of the PPB Rules shall be the exclusive means of resolving any such disputes. The dispute resolution provisions of this article and Section 4-09 of the PPB Rules shall not apply to disputes concerning matters dealt with in other sections of the PPB Rules or to disputes involving patents, copyrights, trademarks, or trade secrets (as interpreted by the courts of New York State) relating to proprietary rights in computer software.

ARTICLE XI. Part of this Agreement

The Agreement consists of the following components:

- A. The Agreement
- B. EFT Application, Investigation Clause and Tax Affirmation

ARTICLE XII. Compliance with Law

Consultant shall render all services under this Agreement in accordance with applicable provisions of federal, state and local laws, rules and regulations that are in effect at the time such services are rendered.

ARTICLE XIII. Entire Agreement

This Agreement, together with all its attachments, contains all the term, conditions and representations agreed upon by the parties. No other agreement, oral or otherwise, regarding the

subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto, or to vary any of the terms contained herein, unless it is in the form of a written amendment signed by the Agency Head or his/her designee and the Consultant.

Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

BY: _____

TITLE: _____

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

NOTARY PUBLIC

THE CONSULTANT

BY: _____

TITLE: _____

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

NOTARY PUBLIC

INVESTIGATION CLAUSE

1.1 The parties to this agreement agree to cooperate fully and faithfully with any investigation, audit or inquiry conducted by a State of New York (State) or City of New York (City) governmental agency or authority that is empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath, or conducted by the Inspector General of a governmental agency that is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license that is the subject of the investigation, audit or inquiry.

1.2 (a) If any person who has been advised that his or her statement, and information from such statement, will not be used against him or her in any subsequent criminal proceeding refuses to testify before a grand jury or other governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath concerning the award of or performance under any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision or public authority thereof, or the Port Authority of New York and New Jersey, or any local development corporation with the City, or any public benefit corporation organized under the laws of the State of New York, or:

1.2 (b) If any person refuses to testify for a reason other than the assertion of his or her privilege against self-incrimination in an investigation, audit or inquiry conducted by the City or State governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to take testimony under oath, or by the Inspector General of the governmental agency that is a party in interest in, and is seeking testimony concerning the award of, or performance under, any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision thereof or any local development corporation within the City, then:

1.3(a) The commissioner or agency head whose agency is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license shall convene a hearing upon not less than five (5) days written notice to the parties involved to determine if any penalties should attach for the failure of a person to testify.

1.3(b) If any non-governmental party to the hearing requests an adjournment, the commissioner or agency head who convened the hearing may, upon granting the adjournment, suspend any contract, lease, permit, or license pending the final determination pursuant to paragraph 1.5 below without the City incurring any penalty or damages for delay or otherwise.

1.4 The penalties which may attach after a final determination by the commissioner or agency head may include but shall not exceed:

- (a) The disqualification for a period not to exceed five (5) years from the date of an adverse determination for any person, or any entity of which such

person was a member at the time the testimony was sought, from submitting bids for, or transacting business with, or entering into or obtaining any contract, lease, permit or license with or from the City and/or

- (b) The cancellation or termination of any and all such existing City contracts, leases, permits or licenses that the refusal to testify concerns and that have not been assigned as permitted under this agreement, nor the proceeds of which pledged, to an unaffiliated and unrelated institutional leader for fair value prior to the issuance of the notice scheduling the hearing, without the City incurring any penalty or damages on account of such cancellation or termination; monies lawfully due for goods delivered, work done, rentals, or fees accrued prior to the cancellation or termination shall be paid by the City.

1.5 The commissioner or agency head shall consider and address in reaching his or her determination and in assessing an appropriate penalty the factors in paragraphs (a) and (b) below. He or she may also consider, if relevant and appropriate, the criteria established in paragraphs (c) and (d) below in any other information which may be relevant and appropriate;

- (a) The party's good faith endeavors or lack thereof to cooperate fully and faithfully with any governmental investigation or audit, including but not limited to the discipline, discharge, or disassociation of any person failing to testify, the production of accurate and complete books and records, and the forthcoming testimony of all other members, agents, assignees or fiduciaries whose testimony is sought.
- (b) The relationship of the person who refused to testify to any entity that is a party of the hearing, including, but not limited to, whether the person whose testimony is sought has an ownership interest in the entity and/or the degree of authority and responsibility the person within the entity.
- (c) The nexus of the testimony sought to the subject entity and its contracts, leases, permits or licenses with the City.
- (d) The effect a penalty may have on an unaffiliated and unrelated party or entity that has a significant interest in an entity subject to penalties under 1.4 above, provided that the party or entity has given actual notice to the commissioner or agency head upon the acquisition of the interest, or at the hearing called for in 1.3(a) above gives notice and proves that such interest was previously acquired. Under either circumstance the party or entity must present evidence at the hearing demonstrating the potential adverse impact a penalty will have on such person or entity.

1.6 (a) The term "license" or "permit" as used herein shall be defined as a license, permit, franchise or concession not granted as a matter of right.

(b) The term "person" as used herein shall be defined as any natural person doing business alone or associated with another person or entity as a partner, director, officer, principal or employee.

(c) The term “entity” as used herein shall be defined as any firm, partnership, corporation, association, or person that receives monies, benefits, licenses, leases, or permits from or through the City or otherwise transact business with the City.

(d) The term “member” as used herein shall be defined as any person associated with another person or entity as a partner, director, officer, principal or employee.

1.7 In addition to and notwithstanding any other provision of this agreement the Commissioner or agency head may in his or her sole discretion terminate this agreement upon not less than three (3) days written notice in the event Consultant fails to promptly report in writing to the Commissioner of Investigation of the City of New York any solicitation of money, goods, requests for future employment or other benefit or thing of value, by or on behalf of any employee of the City or other person, firm, corporation or entity for any purpose which may be related to the procurement or obtaining of this agreement by the Consultant, or affecting the performance of this contract.

From: [Sidis, Joshua](#)
To: "Bruce Schaller"
Subject: RE: FHV study
Date: Wednesday, September 02, 2015 9:07:37 AM
Attachments: [FHV Consultant Agreement 9 1 2015 Bruce Schaller vF.doc](#)
[FHV Consultant Agreement 9 1 2015 Bruce Schaller vF.pdf](#)

These look fine Bruce. I made the changes. Not sure about the ETF. You should have all the docs.

Thanks,

Joshua Sidis

Mayor's Office of Operations

Main: 212-788-4881

BB: 917-620-9379

253 Broadway, 10th flr.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Tuesday, September 01, 2015 1:46 PM
To: Sidis, Joshua
Subject: Re: FHV study

Joshua - I made a small number of edits visible in MS Word track changes. Please review and once agreed upon, I can execute the agreement and also send you a pdf of the forms.

I think there should be an EFT form which I don't see here....?

On Mon, Aug 31, 2015 at 8:20 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:
Bruce,

Attached, please find the consultant agreement. If you have any questions please do not hesitate to reach out.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 4:04 PM
To: Sidis, Joshua
Subject: Re: FHV study



On Mon, Aug 31, 2015 at 3:15 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:
Quick Question. What is the address associate for your business? Need to add to a doc.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 12:44 PM
To: Sidis, Joshua
Subject: FHV study

Joshua - just wanted to follow up from our conversation last Wednesday. I believe you were going to be sending over a consulting agreement? When should I expect that? Anything else

you need?

Regards,
Bruce

AGREEMENT FOR CONSULTANT TO SUPPORT FOR-HIRE VEHICLE (FHV) TRANSPORTATION STUDY

By this Letter of Agreement, the City of New York (“City”), acting by and through the Office of the Mayor, (hereinafter “City”) has engaged Robert Bruce Schaller, Schaller Consulting, located at 94 Windsor Pl, Brooklyn, NY, 11215, from September 1st, 2015 through December 31st, 2015. The terms of the agreement shall include the following:

ARTICLE I. Scope of Services

WHEREAS, on August 31st, 2015 the Mayor’s Office of Operations determined a need for a Consultant to provide onsite/remote support services;

WHEREAS, in response to said opportunity, the Consultant, Robert Bruce Schaller, Schaller Consulting agreed to provide said services;

WHEREAS, the City procured these services via the micro-purchase;

WHEREAS, the City has determined that the Consultant meets its requirements for this project;

NOW, THEREFORE, in consideration of the mutual covenants herein, the City and Consultant hereby agree as follows:

Consultant shall advise the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study, including the following tasks and deliverables. Consultant will lend perspective on the report as it unfolds as well as provide regulatory guidance.

Towards the end of the engagement, the Consultant may be asked to deliver a memorandum expressing their interpretation of recommendations to the City. Additional memos providing input and feedback on the project may be requested throughout the engagement, with no more than one memoranda requested per week.

During the contract period, the Consultant cannot also work for the companies being studied, either directly or as a consultant.

Project Tasks

Industry Study

- Task 1: Analyze for-hire transportation industry
- Task 2: Document and baseline current for-hire transportation market
- Task 3: Define and analyze options for regulatory structures

Traffic Study

- Task 1: Analysis of Congestion in the Manhattan Core
- Task 2: Assessment of Current FHV Operations
- Task 3: Future Scenarios

Project Deliverables

Memoranda requested in the course of the study will address the topic and issues from the list below:

- Review for-hire vehicle industry:
 1. Review all relevant metrics for for-hire transportation industry
 2. Assess rules, regulations, and standards
- Conduct a review of best practices:
 1. Identify best practices from other jurisdictions or relevant industries
 2. Highlight for consideration other transportation models
- Define policy goals for the market
- Conduct detailed analysis of players in the for-hire market, including:
 1. Current protocols and procedures for regulatory compliance
 2. Current safety training practices
 3. Pricing protocols and protections for passengers
 4. Revenue sources and strategies
 5. Congestion and other findings from traffic study
- Assess baseline performance for for-hire transportation operations against priority metrics
- Build preliminary options and refined roadmap for developing a regulatory framework
 1. Create briefing and decision documents around regulatory options

Confidentiality:

The consultant will ensure that all communications are held confidential.

ARTICLE II. Copyrights – Title and Ownership and Warranties of Title

A. Title and Ownership

1. Upon execution of this Agreement, any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement, and any and all drafts and/or other preliminary materials in any format related to such items, shall become the exclusive property of the City.
2. Any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement ("Copyrightable Materials") shall be considered "work-made-for-hire" within the meaning and purview of Section 101 of the United States Copyright Act, 17 U.S.C. §101, and the City shall be the copyright owner thereof and of all aspects, elements and components thereof in which copyright protection might subsist. To the extent that the Copyrightable Materials do not qualify as "work-made-for-hire," the Consultant hereby irrevocably transfers, assigns and conveys exclusive copyright ownership in and to the Copyrightable Materials to the City, free and clear of any liens, claims, or other encumbrances. The Consultant shall retain no copyright or intellectual property interest in the Copyrightable Materials, and they shall be used by the Consultant for no other purpose without the prior written permission of the City.
3. The Consultant acknowledges that the City may, in its sole discretion, register copyright in the Copyrightable Materials with the U.S. Copyright Office or any other government agency authorized to grant copyright registrations. The Consultant shall cooperate in this effort, and agrees to provide any further documentation necessary to accomplish this.

B. Warranties and Indemnification

1. Warranties of Title

Consultant represents and warrants that the Copyrightable Materials: (a) are wholly original material not published elsewhere (except for material that is in the public domain); (b) do not violate any copyright law; (c) do not constitute defamation or invasion of the right of privacy or publicity, and (d) are not an infringement of any kind, of the rights of any third party. To the extent that the Copyrightable Materials incorporate any non-original material, the Consultant has obtained all necessary permissions and clearances, in writing, for the use of such non-original material under this Agreement, copies of which shall be provided to the City upon execution of this Agreement.

2. Intellectual Property Indemnification

The Consultant shall defend, indemnify and hold the City harmless from and against any and all claims, suits, damages, judgments, liabilities, costs and expenses, including reasonable attorneys' fees, to which it may be subject because of, or relating to, any claim that any licensed software or enhancements, as applicable, infringes or violates the copyright, trademark, or any other property or personal right of any third party. This indemnification shall survive the termination or expiration of this Agreement. Furthermore, Consultant shall defend to judgment or settlement, at its sole expense, all suits or proceedings brought against Consultant arising out of the foregoing. However, in cases involving software, no such settlement shall be made that prevents the City from continuing to use the software without the City's prior written consent, which consent shall not be withheld unreasonably.

ARTICLE III. Term and Schedule

The total contract term September 1st through December 31st or upon reaching the maximum of 73 hours billed whichever is sooner.

ARTICLE IV. Compensation, Payment and Termination Clause

1. The City shall pay the Consultant \$275 per hour; and the amount of the contract shall not exceed \$20,000 for the services set forth in this Agreement.
2. The Consultant shall invoice on a monthly basis. Invoices should be addressed to the Office of the Mayor; 100 Gold Street, 2nd floor, New York, N.Y.; attention: Accounts Payable; and
3. The City reserves the right to terminate this agreement with two (2) days notice given to the Consultant of said termination. The Consultant may terminate this agreement with two (2) days notice given to the director of MIS or his designee.
4. Electronic Fund Transfer:

(a) In accordance with Section 6-107.1 of the New York City Administrative Code, the Consultant agrees to accept payments under this Agreement from the City by electronic funds transfer. An electronic funds transfer is any transfer of funds, other than a transaction originated by check, draft or similar paper instrument, which is initiated through an electronic terminal, telephonic instrument or computer or magnetic tape so as to order, instruct or authorize a financial institution to debit or credit an account. Prior to the first payment made under this Agreement, Consultant shall designate one financial institution or other authorized payment agent and shall complete the attached "EFT Vendor Payment Enrollment Form" in order to provide the Commissioner of Finance with information necessary for Consultant to receive electronic funds transfer payments through the designated financial institution or authorized payment agent. The crediting of the amount of a payment to the appropriate account on the books of a financial institution or other authorized payment agent designated by the Consultant shall constitute full satisfaction by the City for the amount of the payment under this agreement. The account information supplied by the Consultant to facilitate the electronic funds transfer shall remain confidential to the fullest extent provided by law.

(b) The agency head may waive the application of the requirements herein to payments on contracts entered into pursuant to §315 of the City Charter. In addition, the Commissioner of the Department of Finance and the Comptroller may jointly issue standards pursuant to which the contracting agency may waive the requirements hereunder for payments in the following circumstances: (i) for individuals or classes of individuals for whom compliance imposes a hardship; (ii) for classifications or types of checks; or (iii) in other circumstances as may be necessary in the interest of the City.

ARTICLE V. Financial Provisions

Audit:

All receipts, management and disbursement of funds provided by the City pursuant to this Agreement, and the books, records and accounts evidencing such receipts, management and disbursements, are subject to audit by the City, including the City Comptroller, pursuant to the powers and responsibilities conferred upon the City by the New York City Charter and the Administrative Code of the City of New York, as well as all orders and regulations promulgated pursuant thereto.

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A. Independent Contractor Status

Consultant and the Department agree that the Consultant is an independent Contractor, and not an employee of the Department or the City of New York.

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to make the City or the Consultant an agent of the other. Each of the parties hereto expressly disclaims any intention to enter into any such agency or joint venture and agrees to conduct itself so as not to act or purport to act on behalf of the other. This Agreement does not authorize Consultant to act as the agent or legal representative of the City for any purpose whatsoever. Consultant is not granted any express or implied right or authority to assume or create any obligation or responsibility on behalf of or in the name of the City or to bind the City in any manner or thing whatsoever.

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 3. Upon the Consultant's becoming insolvent.
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- A. The Agreement
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subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto, or to vary any of the terms contained herein, unless it is in the form of a written amendment signed by the Agency Head or his/her designee and the Consultant.

Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

BY: _____

TITLE: _____

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

NOTARY PUBLIC

THE CONSULTANT

BY: _____

TITLE: _____

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

NOTARY PUBLIC

INVESTIGATION CLAUSE

1.1 The parties to this agreement agree to cooperate fully and faithfully with any investigation, audit or inquiry conducted by a State of New York (State) or City of New York (City) governmental agency or authority that is empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath, or conducted by the Inspector General of a governmental agency that is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license that is the subject of the investigation, audit or inquiry.

1.2 (a) If any person who has been advised that his or her statement, and information from such statement, will not be used against him or her in any subsequent criminal proceeding refuses to testify before a grand jury or other governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath concerning the award of or performance under any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision or public authority thereof, or the Port Authority of New York and New Jersey, or any local development corporation with the City, or any public benefit corporation organized under the laws of the State of New York, or:

1.2 (b) If any person refuses to testify for a reason other than the assertion of his or her privilege against self-incrimination in an investigation, audit or inquiry conducted by the City or State governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to take testimony under oath, or by the Inspector General of the governmental agency that is a party in interest in, and is seeking testimony concerning the award of, or performance under, any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision thereof or any local development corporation within the City, then:

1.3(a) The commissioner or agency head whose agency is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license shall convene a hearing upon not less than five (5) days written notice to the parties involved to determine if any penalties should attach for the failure of a person to testify.

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person was a member at the time the testimony was sought, from submitting bids for, or transacting business with, or entering into or obtaining any contract, lease, permit or license with or from the City and/or

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1.5 The commissioner or agency head shall consider and address in reaching his or her determination and in assessing an appropriate penalty the factors in paragraphs (a) and (b) below. He or she may also consider, if relevant and appropriate, the criteria established in paragraphs (c) and (d) below in any other information which may be relevant and appropriate;

- (a) The party's good faith endeavors or lack thereof to cooperate fully and faithfully with any governmental investigation or audit, including but not limited to the discipline, discharge, or disassociation of any person failing to testify, the production of accurate and complete books and records, and the forthcoming testimony of all other members, agents, assignees or fiduciaries whose testimony is sought.
- (b) The relationship of the person who refused to testify to any entity that is a party of the hearing, including, but not limited to, whether the person whose testimony is sought has an ownership interest in the entity and/or the degree of authority and responsibility the person within the entity.
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- (d) The effect a penalty may have on an unaffiliated and unrelated party or entity that has a significant interest in an entity subject to penalties under 1.4 above, provided that the party or entity has given actual notice to the commissioner or agency head upon the acquisition of the interest, or at the hearing called for in 1.3(a) above gives notice and proves that such interest was previously acquired. Under either circumstance the party or entity must present evidence at the hearing demonstrating the potential adverse impact a penalty will have on such person or entity.

1.6 (a) The term "license" or "permit" as used herein shall be defined as a license, permit, franchise or concession not granted as a matter of right.

(b) The term "person" as used herein shall be defined as any natural person doing business alone or associated with another person or entity as a partner, director, officer, principal or employee.

(c) The term “entity” as used herein shall be defined as any firm, partnership, corporation, association, or person that receives monies, benefits, licenses, leases, or permits from or through the City or otherwise transact business with the City.

(d) The term “member” as used herein shall be defined as any person associated with another person or entity as a partner, director, officer, principal or employee.

1.7 In addition to and notwithstanding any other provision of this agreement the Commissioner or agency head may in his or her sole discretion terminate this agreement upon not less than three (3) days written notice in the event Consultant fails to promptly report in writing to the Commissioner of Investigation of the City of New York any solicitation of money, goods, requests for future employment or other benefit or thing of value, by or on behalf of any employee of the City or other person, firm, corporation or entity for any purpose which may be related to the procurement or obtaining of this agreement by the Consultant, or affecting the performance of this contract.

AGREEMENT FOR CONSULTANT TO SUPPORT FOR-HIRE VEHICLE (FHV) TRANSPORTATION STUDY

By this Letter of Agreement, the City of New York (“City”), acting by and through the Office of the Mayor, (hereinafter “City”) has engaged Robert Bruce Schaller, Schaller Consulting, located at 94 Windsor Pl, Brooklyn, NY, 11215, from September 1st, 2015 through December 31st, 2015. The terms of the agreement shall include the following:

ARTICLE I. Scope of Services

WHEREAS, on August 31st, 2015 the Mayor’s Office of Operations determined a need for a Consultant to provide onsite/remote support services;

WHEREAS, in response to said opportunity, the Consultant, Robert Bruce Schaller, Schaller Consulting agreed to provide said services;

WHEREAS, the City procured these services via the micro-purchase;

WHEREAS, the City has determined that the Consultant meets its requirements for this project;

NOW, THEREFORE, in consideration of the mutual covenants herein, the City and Consultant hereby agree as follows:

Consultant shall advise the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study, including the following tasks and deliverables. Consultant will lend perspective on the report as it unfolds as well as provide regulatory guidance.

Towards the end of the engagement, the Consultant may be asked to deliver a memorandum expressing their interpretation of recommendations to the City. Additional memos providing input and feedback on the project may be requested throughout the engagement, with no more than one memoranda requested per week.

During the contract period, the Consultant cannot also work for the companies being studied, either directly or as a consultant.

Project Tasks

Industry Study

- Task 1: Analyze for-hire transportation industry
- Task 2: Document and baseline current for-hire transportation market
- Task 3: Define and analyze options for regulatory structures

Traffic Study

- Task 1: Analysis of Congestion in the Manhattan Core
- Task 2: Assessment of Current FHV Operations
- Task 3: Future Scenarios

Project Deliverables

Memoranda requested in the course of the study will address the topic and issues from the list below:

- Review for-hire vehicle industry:
 1. Review all relevant metrics for for-hire transportation industry
 2. Assess rules, regulations, and standards
- Conduct a review of best practices:
 1. Identify best practices from other jurisdictions or relevant industries
 2. Highlight for consideration other transportation models
- Define policy goals for the market
- Conduct detailed analysis of players in the for-hire market, including:
 1. Current protocols and procedures for regulatory compliance
 2. Current safety training practices
 3. Pricing protocols and protections for passengers
 4. Revenue sources and strategies
 5. Congestion and other findings from traffic study
- Assess baseline performance for for-hire transportation operations against priority metrics
- Build preliminary options and refined roadmap for developing a regulatory framework
 1. Create briefing and decision documents around regulatory options

Confidentiality:

The consultant will ensure that all communications are held confidential.

ARTICLE II. Copyrights – Title and Ownership and Warranties of Title

A. Title and Ownership

1. Upon execution of this Agreement, any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement, and any and all drafts and/or other preliminary materials in any format related to such items, shall become the exclusive property of the City.
2. Any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement ("Copyrightable Materials") shall be considered "work-made-for-hire" within the meaning and purview of Section 101 of the United States Copyright Act, 17 U.S.C. §101, and the City shall be the copyright owner thereof and of all aspects, elements and components thereof in which copyright protection might subsist. To the extent that the Copyrightable Materials do not qualify as "work-made-for-hire," the Consultant hereby irrevocably transfers, assigns and conveys exclusive copyright ownership in and to the Copyrightable Materials to the City, free and clear of any liens, claims, or other encumbrances. The Consultant shall retain no copyright or intellectual property interest in the Copyrightable Materials, and they shall be used by the Consultant for no other purpose without the prior written permission of the City.
3. The Consultant acknowledges that the City may, in its sole discretion, register copyright in the Copyrightable Materials with the U.S. Copyright Office or any other government agency authorized to grant copyright registrations. The Consultant shall cooperate in this effort, and agrees to provide any further documentation necessary to accomplish this.

B. Warranties and Indemnification

1. Warranties of Title

Consultant represents and warrants that the Copyrightable Materials: (a) are wholly original material not published elsewhere (except for material that is in the public domain); (b) do not violate any copyright law; (c) do not constitute defamation or invasion of the right of privacy or publicity, and (d) are not an infringement of any kind, of the rights of any third party. To the extent that the Copyrightable Materials incorporate any non-original material, the Consultant has obtained all necessary permissions and clearances, in writing, for the use of such non-original material under this Agreement, copies of which shall be provided to the City upon execution of this Agreement.

2. Intellectual Property Indemnification

The Consultant shall defend, indemnify and hold the City harmless from and against any and all claims, suits, damages, judgments, liabilities, costs and expenses, including reasonable attorneys' fees, to which it may be subject because of, or relating to, any claim that any licensed software or enhancements, as applicable, infringes or violates the copyright, trademark, or any other property or personal right of any third party. This indemnification shall survive the termination or expiration of this Agreement. Furthermore, Consultant shall defend to judgment or settlement, at its sole expense, all suits or proceedings brought against Consultant arising out of the foregoing. However, in cases involving software, no such settlement shall be made that prevents the City from continuing to use the software without the City's prior written consent, which consent shall not be withheld unreasonably.

ARTICLE III. Term and Schedule

The total contract term September 1st through December 31st or upon reaching the maximum of 73 hours billed whichever is sooner.

ARTICLE IV. Compensation, Payment and Termination Clause

1. The City shall pay the Consultant \$275 per hour; and the amount of the contract shall not exceed \$20,000 for the services set forth in this Agreement.
2. The Consultant shall invoice on a monthly basis. Invoices should be addressed to the Office of the Mayor; 100 Gold Street, 2nd floor, New York, N.Y.; attention: Accounts Payable; and
3. The City reserves the right to terminate this agreement with two (2) days notice given to the Consultant of said termination. The Consultant may terminate this agreement with two (2) days notice given to the director of MIS or his designee.
4. Electronic Fund Transfer:

(a) In accordance with Section 6-107.1 of the New York City Administrative Code, the Consultant agrees to accept payments under this Agreement from the City by electronic funds transfer. An electronic funds transfer is any transfer of funds, other than a transaction originated by check, draft or similar paper instrument, which is initiated through an electronic terminal, telephonic instrument or computer or magnetic tape so as to order, instruct or authorize a financial institution to debit or credit an account. Prior to the first payment made under this Agreement, Consultant shall designate one financial institution or other authorized payment agent and shall complete the attached "EFT Vendor Payment Enrollment Form" in order to provide the Commissioner of Finance with information necessary for Consultant to receive electronic funds transfer payments through the designated financial institution or authorized payment agent. The crediting of the amount of a payment to the appropriate account on the books of a financial institution or other authorized payment agent designated by the Consultant shall constitute full satisfaction by the City for the amount of the payment under this agreement. The account information supplied by the Consultant to facilitate the electronic funds transfer shall remain confidential to the fullest extent provided by law.

(b) The agency head may waive the application of the requirements herein to payments on contracts entered into pursuant to §315 of the City Charter. In addition, the Commissioner of the Department of Finance and the Comptroller may jointly issue standards pursuant to which the contracting agency may waive the requirements hereunder for payments in the following circumstances: (i) for individuals or classes of individuals for whom compliance imposes a hardship; (ii) for classifications or types of checks; or (iii) in other circumstances as may be necessary in the interest of the City.

ARTICLE V. Financial Provisions

Audit:

All receipts, management and disbursement of funds provided by the City pursuant to this Agreement, and the books, records and accounts evidencing such receipts, management and disbursements, are subject to audit by the City, including the City Comptroller, pursuant to the powers and responsibilities conferred upon the City by the New York City Charter and the Administrative Code of the City of New York, as well as all orders and regulations promulgated pursuant thereto.

ARTICLE VI. Indemnification

A. Independent Contractor Status

Consultant and the Department agree that the Consultant is an independent Contractor, and not an employee of the Department or the City of New York.

B. Consultant Not an Employee of the City

Consultant shall not in any way be considered a servant, agent or employee of the City of New York. Consultant shall not be entitled to any remuneration from the City, or to any benefits, including but not limited to Workers' Compensation coverage, Disability Benefits coverage, Unemployment Insurance benefits, Social Security coverage or employee retirement membership or any other rights or benefits normally afforded employees of the City. This Agreement shall not be construed as a joint venture or as

to make the City or the Consultant an agent of the other. Each of the parties hereto expressly disclaims any intention to enter into any such agency or joint venture and agrees to conduct itself so as not to act or purport to act on behalf of the other. This Agreement does not authorize Consultant to act as the agent or legal representative of the City for any purpose whatsoever. Consultant is not granted any express or implied right or authority to assume or create any obligation or responsibility on behalf of or in the name of the City or to bind the City in any manner or thing whatsoever.

C. Indemnification

Consultant shall defend, hold harmless and indemnify the City from liability upon any and all claims of any kind on account of injuries or death to any person or damages to property on account of any negligence, intentional tort, or failure to comply with the terms of this Agreement by the Consultant, its officers, trustees, employees, agents, servants, or independent Consultants.

ARTICLE VII. Conflicts

A. Procurement of Agreement

Consultant represents and warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage fee, contingent fee or any other compensation. The Consultant further represents and warrants that no payment, gift or thing of value has been made, given or promised to obtain this or any other agreement between the parties. The Consultant makes such representations and warranties to induce the City to enter into this Agreement and the City relies upon such representations and warranties in the execution of this Agreement.

B. Conflict of Interest

Consultant represents and warrants that neither it nor any of its directors, officers, members, partners or employees, has any interest nor shall they acquire any interest, directly or indirectly, which would or may conflict in any manner or degree with the performance or rendering of the services herein provided. The Consultant further represents and warrants that in the performance of this Agreement no person having such interest or possible interest shall be employed by it. No elected official or other officer or employee of the City or Department, nor any person whose salary is payable, in whole or in part, from the City Treasury, shall participate in any decision relating to this Agreement which affects his or her personal interest or the interest of any corporation, partnership or association in which he or she is, directly or indirectly, interested; nor shall any such person have any interest, direct or indirect, in this Agreement or in the proceeds thereof.

ARTICLE VIII. Termination of Agreement

A. The Department and/or City shall have the right to terminate this Agreement, in whole or in part:

1. Under any right to terminate as specified in any section of this Agreement.

2. Upon the failure of the Consultant to comply with any of the terms and conditions of this Agreement.
 3. Upon the Consultant's becoming insolvent.
 4. Upon the commencement under the Bankruptcy Act of any proceeding by or against the Consultant, either voluntarily or involuntarily.
 5. Upon the Commissioner's determination, termination for any reason without cause.
- B. The Department shall give the Consultant 2 days written notice of termination of this Agreement specifying therein the applicable provisions of subsection A of this section.

ARTICLE IX. Taxpayer Affirmation

Consultant affirms that Consultant is not in arrears to the City of New York upon debt or contract, or taxes, and is not a defaulter as surety or otherwise, upon obligation to the City of New York, and has not been declared not responsible, or disqualified, by any agency of the City of New York, nor is there any proceeding pending relating to the responsibility or qualification of the Consultant to receive public contracts except:

ARTICLE X. Dispute Resolution

All disputes between the City and the supplier that arise under, or by virtue of, this Agreement shall be finally resolved in accordance with the provisions of Section 4-09 of the PPB Rules. The procedure for resolving all such disputes set forth in Section 4-09 of the PPB Rules shall be the exclusive means of resolving any such disputes. The dispute resolution provisions of this article and Section 4-09 of the PPB Rules shall not apply to disputes concerning matters dealt with in other sections of the PPB Rules or to disputes involving patents, copyrights, trademarks, or trade secrets (as interpreted by the courts of New York State) relating to proprietary rights in computer software.

ARTICLE XI. Part of this Agreement

The Agreement consists of the following components:

- A. The Agreement
- B. EFT Application, Investigation Clause and Tax Affirmation

ARTICLE XII. Compliance with Law

Consultant shall render all services under this Agreement in accordance with applicable provisions of federal, state and local laws, rules and regulations that are in effect at the time such services are rendered.

ARTICLE XIII. Entire Agreement

This Agreement, together with all its attachments, contains all the term, conditions and representations agreed upon by the parties. No other agreement, oral or otherwise, regarding the

subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto, or to vary any of the terms contained herein, unless it is in the form of a written amendment signed by the Agency Head or his/her designee and the Consultant.

Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

BY: _____

TITLE: _____

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

NOTARY PUBLIC

THE CONSULTANT

BY: _____

TITLE: _____

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

NOTARY PUBLIC

INVESTIGATION CLAUSE

1.1 The parties to this agreement agree to cooperate fully and faithfully with any investigation, audit or inquiry conducted by a State of New York (State) or City of New York (City) governmental agency or authority that is empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath, or conducted by the Inspector General of a governmental agency that is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license that is the subject of the investigation, audit or inquiry.

1.2 (a) If any person who has been advised that his or her statement, and information from such statement, will not be used against him or her in any subsequent criminal proceeding refuses to testify before a grand jury or other governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath concerning the award of or performance under any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision or public authority thereof, or the Port Authority of New York and New Jersey, or any local development corporation with the City, or any public benefit corporation organized under the laws of the State of New York, or:

1.2 (b) If any person refuses to testify for a reason other than the assertion of his or her privilege against self-incrimination in an investigation, audit or inquiry conducted by the City or State governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to take testimony under oath, or by the Inspector General of the governmental agency that is a party in interest in, and is seeking testimony concerning the award of, or performance under, any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision thereof or any local development corporation within the City, then:

1.3(a) The commissioner or agency head whose agency is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license shall convene a hearing upon not less than five (5) days written notice to the parties involved to determine if any penalties should attach for the failure of a person to testify.

1.3(b) If any non-governmental party to the hearing requests an adjournment, the commissioner or agency head who convened the hearing may, upon granting the adjournment, suspend any contract, lease, permit, or license pending the final determination pursuant to paragraph 1.5 below without the City incurring any penalty or damages for delay or otherwise.

1.4 The penalties which may attach after a final determination by the commissioner or agency head may include but shall not exceed:

- (a) The disqualification for a period not to exceed five (5) years from the date of an adverse determination for any person, or any entity of which such

person was a member at the time the testimony was sought, from submitting bids for, or transacting business with, or entering into or obtaining any contract, lease, permit or license with or from the City and/or

- (b) The cancellation or termination of any and all such existing City contracts, leases, permits or licenses that the refusal to testify concerns and that have not been assigned as permitted under this agreement, nor the proceeds of which pledged, to an unaffiliated and unrelated institutional leader for fair value prior to the issuance of the notice scheduling the hearing, without the City incurring any penalty or damages on account of such cancellation or termination; monies lawfully due for goods delivered, work done, rentals, or fees accrued prior to the cancellation or termination shall be paid by the City.

1.5 The commissioner or agency head shall consider and address in reaching his or her determination and in assessing an appropriate penalty the factors in paragraphs (a) and (b) below. He or she may also consider, if relevant and appropriate, the criteria established in paragraphs (c) and (d) below in any other information which may be relevant and appropriate;

- (a) The party's good faith endeavors or lack thereof to cooperate fully and faithfully with any governmental investigation or audit, including but not limited to the discipline, discharge, or disassociation of any person failing to testify, the production of accurate and complete books and records, and the forthcoming testimony of all other members, agents, assignees or fiduciaries whose testimony is sought.
- (b) The relationship of the person who refused to testify to any entity that is a party of the hearing, including, but not limited to, whether the person whose testimony is sought has an ownership interest in the entity and/or the degree of authority and responsibility the person within the entity.
- (c) The nexus of the testimony sought to the subject entity and its contracts, leases, permits or licenses with the City.
- (d) The effect a penalty may have on an unaffiliated and unrelated party or entity that has a significant interest in an entity subject to penalties under 1.4 above, provided that the party or entity has given actual notice to the commissioner or agency head upon the acquisition of the interest, or at the hearing called for in 1.3(a) above gives notice and proves that such interest was previously acquired. Under either circumstance the party or entity must present evidence at the hearing demonstrating the potential adverse impact a penalty will have on such person or entity.

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From: [redacted]@mckinsey.com
To: Brindisi, Francesco (OMB)
Cc: alejandro.solis@hdrinc.com; Casinelli, Luigi; Pelaez, Finah; [redacted]@mckinsey.com; Sidjs, Joshua; [redacted]@mckinsey.com; [redacted]@mckinsey.com
Subject: SF FHV study - related to economic projection model
Date: Wednesday, September 02, 2015 11:31 54 AM
Attachments: UCTC-FR-2014-08.pdf

Francesco,
Please find attached the study done on San Francisco mentioned on today's call regarding the economic projection model.

best,
[redacted]

[redacted] | McKinsey & Company | +1 [redacted]

Rayle, Shaheen, Chan, Dai, and Cervero 1

ABSTRACT

The rapid growth of on-demand ride services, or ridesourcing, has prompted debate among policy makers and stakeholders. At present, ridesourcing's usage and impacts are not well understood. Key questions include: how ridesourcing and taxis compare with respect to trip types, customers, and locations served; whether ridesourcing complements or competes with public transit; and potential impacts on vehicle miles traveled. We address these questions using an intercept survey. In spring 2014, 380 complete surveys were collected from three ridesourcing "hot spots" in San Francisco. Survey results are compared with matched-pair taxi trip data and results of a previous taxi user survey.

The findings indicate ridesourcing serves a previously unmet demand for convenient, point-to-point urban travel. Although taxis and ridesourcing share similarities, the findings show differences in users and the user experience. Ridesourcing wait times are markedly shorter and more consistent than those of taxis, while ridesourcing users tend to be younger, own fewer vehicles and more frequently travel with companions. Ridesourcing appears to substitute for longer public transit trips but otherwise complements transit. Impacts on overall vehicle travel are ambiguous. Future research should build on this exploratory study to further understand impacts of ridesourcing on labor, social equity, the environment, and public policy.

University of California Transportation Center
UCTC-FR-2014-08

**App-Based, On-Demand Ride Services:
Comparing Taxi and Ridesourcing Trips and User Characteristics in
San Francisco**

Lisa Rayle, Susan Shaheen, Nelson Chan,
Danielle Dai, and Robert Cervero
University of California, Berkeley

August 2014 (See attached file: UCTC-FR-2014-08.pdf)

+ ===== +
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DISCLAIMER

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**App-Based, On-Demand Ride Services:
Comparing Taxi and Ridesourcing Trips and User Characteristics in San Francisco**

**University of California Transportation Center (UCTC)
Working Paper**

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August 2014

ABSTRACT

The rapid growth of on-demand ride services, or ridesourcing, has prompted debate among policy makers and stakeholders. At present, ridesourcing's usage and impacts are not well understood. Key questions include: how ridesourcing and taxis compare with respect to trip types, customers, and locations served; whether ridesourcing complements or competes with public transit; and potential impacts on vehicle miles traveled. We address these questions using an intercept survey. In spring 2014, 380 complete surveys were collected from three ridesourcing "hot spots" in San Francisco. Survey results are compared with matched-pair taxi trip data and results of a previous taxi user survey.

The findings indicate ridesourcing serves a previously unmet demand for convenient, point-to-point urban travel. Although taxis and ridesourcing share similarities, the findings show differences in users and the user experience. Ridesourcing wait times are markedly shorter and more consistent than those of taxis, while ridesourcing users tend to be younger, own fewer vehicles and more frequently travel with companions. Ridesourcing appears to substitute for longer public transit trips but otherwise complements transit. Impacts on overall vehicle travel are ambiguous. Future research should build on this exploratory study to further understand impacts of ridesourcing on labor, social equity, the environment, and public policy.

KEY WORDS: On-demand ride services, ridesourcing, taxis, ridesharing, intercept survey, travel behavior

INTRODUCTION

The recent emergence of app-based, on-demand ride services has sparked debate over their role in urban transport. By leveraging advances in technology, ride service companies such as Uber, Lyft, and their competitors—also known as "Transportation Network Companies" (TNCs) or, more colloquially, "ridesharing"—promise to increase reliability and reduce wait times of point-to-point transportation. We refer to these services as "ridesourcing." These services have directly challenged existing regulations and practices that have over the years shaped the taxi industry, raising questions about appropriate regulatory and public policy responses.

Supporters view ridesourcing as part of a suite of transport options that serves previously unmet demand for fast, flexible, and convenient mobility in urban areas. By providing an attractive alternative to driving, these services can potentially reduce auto use, ownership, and environmental problems. Ostensibly, taxicabs would fill the role played by ridesourcing services (1–4), but in many cities they have not, due to regulations and monopolistic behavior that restrict supply and give rise to reliability and service quality problems (3–6). Critics, however, charge that ridesourcing services unfairly flout existing regulations, compete with public transit, increase congestion at peak times, mislead consumers through opaque pricing practices, and endanger public safety. This position holds that ridesourcing is no different from a taxi service and, as for taxis, regulations are needed to counteract negative externalities and other market failures inherent in the sector (7). It rests on the argument that governments should enforce regulations consistently and, as *quid pro quo* for complying with regulations, taxi companies are entitled to certain market protections (8).

As city leaders revise policies on ridesourcing services, there is an urgent need for independent analysis of their mobility and environmental impacts. In this paper, we explore ridesourcing's role in urban transportation, particularly in comparison with taxis, through an intercept survey of ridesourcing users in San Francisco. While the survey represents a limited sample of users, the results nevertheless suggest that ridesourcing services fill an important urban mobility gap. By comparing survey data with existing taxi usage data, we find that ridesourcing serves a similar demand to taxis, although some characteristics of users and trips differ considerably. In addition, our data show a substantial portion of sampled ridesourcing trips are spatially and temporally not well served by public transit, suggesting a complementary

relationship with transit, at least for some trips. Ridesourcing users also appear to be less likely to own an automobile. These exploratory findings provide an initial picture of the ridesourcing market that, we believe, calls for further investigation. We begin the paper by describing the context for these services, including definitions and reviewing related literature and policy developments. After explaining the survey methodology, we discuss results and conclude with discussions on policy implications and suggestions for future research.

BACKGROUND

In recent years, advances in information and communication technology have enabled new services that provide a wide variety of real-time and demand-responsive trips. Companies such as Lyft, Sidecar, and Uber have emerged offering smartphone applications to link riders with community drivers. Passengers request a ride from a private passenger vehicle driven by a (usually) non-commercially licensed driver through the mobile application, which then communicates the passenger's location to drivers via GPS. These apps charge a distance-variable fare, approximately 80% of which goes to the driver, with the remaining to the ridesourcing service. Many of these applications maintain a rating system that allows for drivers and passengers to rate each other after the trip is completed. A passenger's credit card information can be saved within the system to facilitate future trips. Complete characterization of ridesourcing is difficult though, as the services are quickly evolving.

In recent months these services have grown rapidly in terms of customers, drivers, and geographic areas served. In their current state, these services appear similar to taxis, which has caused a great deal of policy confusion and tension around "fairness" in regulatory treatment between taxis and ridesourcing companies. Proponents of these services maintain they differ from taxis in that they are dynamically linking passengers together to share a ride.

Much debate has gone into defining these services. At this time, there is no consensus on terminology. Other names include: "Transportation Network Companies (TNCs)," "real-time ridesharing," "parataxis," "ridematching," "on-demand rides," and "app-based rides." We chose to refer to these services as "ridesourcing" because we believe it succinctly conveys the essential technology—a platform used to "source" rides from a driver pool.

Ridesourcing has roots in ridesharing and shares traits of traditional taxis. While the line is unclear, some distinctions can be drawn. Despite the claims of some ridesourcing supporters, *ridesourcing* differs from *ridesharing*, which involves the grouping of travelers in a private vehicle, each heading to a similar destination, with the goal of reducing congestion, travel costs, fuel consumption, and vehicle emissions (9). In comparison, *ridesourcing* drivers usually do not share a destination with passengers; instead, the driver's motivation is fare income. Some proponents nevertheless envision ridesourcing becoming more similar to ridesharing by allowing unrelated passengers to share a ride, for example. Indeed, companies have recently introduced shared rides as an option. However, ridesourcing in its current state more closely resembles a taxi in that a driver offers a ride in exchange for a fare. Ridesourcing proponents maintain that, unlike taxis, ridesourcing enables more efficient use of vehicles that drivers already own. Some also argue that ridesourcing differs from traditional taxis due to the efficiency and reliability of the matching platform and pricing mechanisms, along with the accountability of the rating system. On the other hand, ridesourcing's apparent efficiency advantages may also be explained by its exemption from the supply restrictions that often govern taxis. Taxi companies are increasingly adopting app-based dispatch, further blurring the line between the two. Not surprisingly, regulatory agencies have struggled with how to define these services and what regulations, if any, to impose.

In this study, we surveyed users of three main ridesourcing companies: Uber, Lyft, and Sidecar. Uber offers several options that include both ridesourcing and professional driver services. The cheapest, uberX, matches travelers with "regular" drivers who usually do not have a

commercial vehicle license. uberX is more of a “pure” ridesourcing service than Uber Black and Uber SUV, which use dedicated vehicles and drivers with a for-hire license. However, most users would categorize Uber Black and Uber SUV as more similar to uberX than to a taxi or limousine service, reiterating the fuzzy definitions of these services. Lyft and Sidecar both offer ridesourcing services that provide on-demand rides through a network of “community” drivers.

RELATED LITERATURE

At present, we are not aware of any published literature on ridesourcing, so we rely on related research on ridesharing and taxis to provide insights into expected usage characteristics and potential impacts. Empirical evidence indicates that ridesharing can provide transportation, infrastructure, and environmental benefits, although the exact magnitude of these impacts is not well understood. While not specific to ridesharing alone, one report estimated that using ICT to optimize logistics of individual road transport could reduce 70 to 190 million metric tons of carbon dioxide emissions by 2020 in the U.S. (10). Individually, ridesharing participants benefit from shared travel costs, travel-time savings from high occupancy vehicle lanes, reduced commute stress, and often preferential parking and other incentives (9). Despite its benefits, there are several barriers to increased ridesharing use, including reluctance to sacrifice the flexibility and convenience of the private automobile (11), desire for personal space and time (12), and personal security concerns about sharing a ride with strangers. For decades, federal and local governments have promoted various ridesharing policies. While these policies may have had some success, ridesharing’s modal share declined after the 1970s (9), but according to census data has increased slightly in recent years.

Taxis have historically accounted for a very small share of urban travel and are much less extensively studied than other forms of transport. Despite their small modal share, taxis fill a critical gap by providing transportation when driving or other public transit modes are not possible (3, 4). Notably, authors have found taxis to be both complements and substitutes for public transit (1, 2).

Research suggests unregulated taxi services can create public costs, and almost all large- and medium-sized cities have regulated taxis since the 1930s (3). The taxi industry has at various times suffered from numerous market imperfections, supplying the rationale for regulation (3, 7). Lack of information is a problem in street-hail and cab-stand markets: riders cannot compare information on price or service quality before choosing a vehicle, resulting in poor service quality. Low barriers to entry in these markets tend to enable over-competition, leading to aggressive and unsafe driver behavior, poor vehicle maintenance, and congestion (7). Regulatory responses include restrictions on market entry and supply (i.e., medallion systems); fare regulation; and vehicle and driver safety standards. The literature concurs that some regulation is necessary for safety reasons, although there is a fair amount of debate over the conditions in which supply controls are needed to prevent destructive competition (3, 7, 13). Moreover, as technology evolves, hailing a for-hire vehicle no longer requires standing on a street corner or placing a telephone call, and rating systems might resolve the lack-of-information problem. These advances bring into question how the need for regulation may have changed.

POLICY DEVELOPMENTS

Not surprisingly, transportation innovation has begun to outpace policy. This became evident shortly after ridesourcing services launched in San Francisco, California in summer 2012. Without formal definitions and lacking understanding about public safety and transportation-related impacts, policymakers were compelled to consider whether these new services, which called themselves “ridesharing,” fell under the classical definitions of ridesharing, for-hire vehicle services, or peer-to-peer taxis services. In August 2012, the California Public Utilities Commission (CPUC) issued cease and desist letters to Lyft, SideCar, and Uber, which were

followed by citations of US\$20,000 apiece in November 2012 for purported illegal operations (14). After holding public workshops, the CPUC established a new category of motor vehicle carriers, known as Transportation Network Companies (TNCs), in September 2013. CPUC defined a TNC as an operator that “provides prearranged transportation services for compensation using an online-enabled application or platform (such as smartphone applications) to connect drivers using their personal vehicles with passengers” (15). Under the new rules, companies that approved to operate as a TNC were required to get a license from the CPUC, conduct criminal background checks of all drivers, have a driver training program, maintain a “zero tolerance” policy on drugs and alcohol, and maintain at least US\$1 million per incident insurance coverage. In June 2014, CPUC adopted additional policy guidance regarding secondary insurance during two key stages of TNC operations: 1) “app on” and 2) in-service (i.e., passenger(s) in the vehicle). This required secondary insurance during “app on” operations, as well as additional coverage for uninsured and underinsured motorist coverage, and comp and collision coverage during tripmaking (15). In August 2014, the California legislature approved Assembly Bill 2293, which is awaiting the Governor’s signature. Key provisions include the separation of personal auto insurance from the commercial activities of TNCs, establishing insurance requirements of \$50,000 per an individual and \$100,000 total primary liability coverage during periods when a TNC driver is logged in but not handling service calls, reaffirms the CPUC’s oversight of TNCs, and provides an expedited approval process for TNC insurance products. If signed into law, the main provisions would take effect July 1, 2015.

In spring 2014, Seattle attempted to cap the number of ridesourcing vehicles, similar to the limits imposed on the number of taxi medallions. In July 2014, Seattle’s ordinance was repealed removing the cap on these vehicles and increasing the number of new taxi licenses (16). On the East Coast, initial program launches in New York City, Washington, D.C., and Philadelphia resulted in vehicle citations and impounded vehicles. In New York City, the Taxi and Limousine Commission issued citations and impounded vehicles, which ultimately resulted in the withdrawal of Sidecar operations, and a temporary restraining order was imposed that prevented the launch of Lyft services in the city. A similar restraining order was also enacted in St. Louis, Missouri. Washington, D.C. amended the municipal regulations to govern the operations of ridesharing companies that “digitally dispatch” vehicles-for-hire (17). In Philadelphia, the Philadelphia Parking Authority, which regulates taxicabs and for-hire vehicles initially impounded vehicles and issued citations against Sidecar drivers but later permitted the service to operate as long as rides were free of charge.

A list of approved, discarded, pending, and proposed public policy actions in the U.S., as of August 2014, is included in Table 1. Policy remains in a state of flux as governments in and outside the U.S. continue to debate the issue.

Table 1 Existing and Proposed Ridesourcing Public Policies

Approved Legislation:

California: The California Public Utilities Commission (CPUC) requires Transportation Network Companies (TNCs) to conduct criminal background checks of all drivers, have a driver training program, maintain a “zero tolerance” policy on drugs and alcohol, and maintain at least \$1 million per incident insurance coverage, \$5,000 medical payment coverage, \$50,000 comprehensive and collision coverage, and \$1 million uninsured/underinsured motorist coverage per incident.

Colorado: SB 125 establishes a framework for ridesourcing services to provide commercial liability insurance coverage when a driver logs onto the mobile app and is available for hire.

Chicago, IL: City Council Substitute Ordinance 2014-1367 requires ridesourcing companies to provide \$1 million in liability coverage and \$1 million of coverage for drivers from the time a ride is accepted until completion.

Nashville, TN: Municipal ordinance passed amending local codes pertaining to vehicles for hire.

North Carolina: The General Assembly passed a law prohibiting the regulation of “digital dispatching” services by local governments.

Pennsylvania: The Pennsylvania Public Utility Commission (PPUC) approved Yellow Cab Company's application to establish a peer-to-peer ridesharing service, known as Yellow X.

Seattle, WA: The city council passed an ordinance requiring commercial insurance coverage for ridesourcing companies whenever a driver is "available" to drive.

Pending Legislation:

Baton Rouge, LA: Proposed ordinance would amend the parish code to allow for ridesourcing companies to operate without having to follow rules of the Taxicab Control Board.

California: In August 2014, the California legislature approved Assembly Bill 2293. Key provisions include the separation of personal auto insurance from the commercial activities of TNCs, establishing insurance requirements of \$50,000 per an individual and \$100,000 total primary liability coverage during periods when a TNC driver is logged in but not handling service calls, reaffirms the CPUC's oversight of TNCs, and provides an expedited approval process for TNC insurance products. If signed by California's Governor, the law's main provisions would take effect July 1, 2015.

Charlotte, NC: The City Council Community Safety Committee is considering possible regulation of ridesourcing companies.

Columbus, OH: Proposed ordinance would amend the city's vehicle for-hire regulations to encompass peer-to-peer transportation services.

District of Columbia: The D.C. Taxi Cab Commission has issued proposed rules to regulate ridesourcing companies. B20-753 establishes minimum commercial insurance requirements for ridesourcing services and imposes new regulations on the inspection and licensing of for-hire vehicles by a new District.

Illinois: HB 4075 (The Ridesharing Arrangements and Consumer Protection Act) requires that drivers working more than 18 hours a week obtain special licenses and vehicle registration; ridesharing cars be less than four years old; and that vehicle dispatchers insure drivers who do not have insurance. HB 5331 decreases the required insurance coverage to \$350,000 to mirror the insurance requirement of Chicago taxis.

King County, WA: The county is considering an ordinance that would regulate ridesourcing companies similar to taxis.

Minneapolis, MN: The city council is considering regulations for ridesourcing companies that would address a wide array of issues including insurance and inspections.

New Jersey: AB3362 would mandate the New Jersey Motor Vehicle Commission to establish insurance and safety requirements for ridesourcing companies.

Rhode Island: HB 8298 and SB3146 is a joint resolution to establish a special legislative commission to study the Public Motor Vehicle Act and the impact of innovative technologies on transportation services and report back to the state's General Assembly by March 31, 2015.

Virginia: HB908 and SB531 relax regulations that apply to ridesourcing companies.

Wisconsin: The Madison and Milwaukee City Councils are considering municipal ordinances to regulate ridesourcing.

Vetoed/Inactive Legislation:

Arizona: HB2262 limited an insurer's ability to exclude commercial activity in its contract by stating an exclusion for "commercial, fee or livery activities" is only applicable during a ridesourcing trip but not while a driver is looking for passengers.

Georgia: HB 907 originally sought to prohibit ridesourcing companies from operating in Georgia. The bill was later amended to regulate ridesourcing companies.

Maryland: HB 1160 and SB 919 would have exempted ridesourcing companies from regulation and oversight that taxicab companies and drivers must adhere to.

Oklahoma: SB1703 was intended to address insurance issues with ridesourcing companies and exempt its drivers from commercial operator insurance requirements.

Washington: HB2782 would have directed the Joint Transportation Committee to study ridesourcing companies and issue a report to the state legislature on insurance, safety, and barriers faced by taxicab companies.

Cease and Desist Orders:

Ann Arbor, MI: Cease and desist letters issued to Uber and Lyft.

Columbus, OH: City orders Uber and Lyft to cease and desist operations.

Nebraska: Cease and desist letters issued to Lyft and Uber by the Nebraska Public Service Commission.

New Mexico: Cease and desist order issued to Lyft by the Public Regulation Commission.

St. Louis, MO: Cease and desist order issued by the taxi commission.

Texas: Cease and desist orders issued by Austin, Dallas, Houston and San Antonio.

Virginia: Cease and desist orders issued to Uber and Lyft by the Department of Motor Vehicles.

Temporary Restraining Orders:

Kansas City, MO: Temporary restraining order filed against Lyft.

New York City: Temporary restraining order filed against Lyft.

Sources: Property Casualty Insurers Association of America

Jergler, D. "Uber, Lyft, Sidecar Toe-to-Toe with Insurers State-by-State" *The Insurance Journal*. June 27, 2014. <http://www.insurancejournal.com/news/national/2014/06/27/332942.htm>

Daus, Matthew. "Ridesharing Applications: Illegal 'Hitchhiking-for-Hire' or Sustainable Group Riding?" May 2013

<http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M098/K126/98126852.PDF>

<http://www.cpuc.ca.gov/PUC/Enforcement/TNC/>

It is in this environment of evolving technology and policy that we conducted this study. At present, the emergence of ridesourcing companies draws attention to a gap in the transportation system not quite met by the taxi and ridesharing market. With characteristics similar to taxis, but also the potential to realize some of the benefits of both taxis and ridesharing, ridesourcing poses a challenge for regulators. In this working paper, we hope to contribute initial empirical evidence to this discussion.

METHODOLOGY

To collect data on ridesourcing users and trips, we conducted an intercept survey of ridesourcing customers in San Francisco during May and June 2014. First, we investigated suitable locations and times where there appeared to be a large number of ridesourcing trips and potential respondents. The three most suitable neighborhoods were (see Figure 2):

- 1) Mission District (Valencia Street between 16th Street and 19th Street, and 16th Street between Mission Street and Guerrero Street);
- 2) Marina District (Chestnut Street between Pierce Street and Laguna Street); and
- 3) North Beach (Columbus Avenue between Broadway and Union Street).

Pretests suggested an adequate intercept response rate was likely only in evenings and during peak hours—Thursdays from 5:30pm to 8:30pm, Fridays 6:30-9:30pm, and Saturdays 7:30-10:30pm. In June, surveying on Wednesdays from 6:30-9:30pm was added, and Saturday surveying was shifted to 6:30-9:30pm. While ridesourcing companies and drivers suggest that many trips are taken throughout the day, including the AM and PM commute, pretesting conducted downtown during those commute times yielded an extremely low response rate; hence, we did not attempt to survey at these times and locations.

Surveyors targeted two types of potential respondents: those who had just completed a ridesourcing trip ("intercept trips"), and those who had used ridesourcing within the last two weeks ("previous trips"). Both types responded to identical surveys. Surveyors were instructed to prioritize intercepting anyone exiting a ridesourcing vehicle. These respondents were asked about the trip they just completed (i.e., an intercept trip). For the "previous trips," surveyors were instructed to intercept every fifth person encountered, to reduce selection bias. These respondents were asked to recall the last ridesourcing trip they had taken, within the past two weeks. Those approached who did not have time to complete a survey were given a link to an equivalent online survey, which they could complete later on a computer or smartphone. Of the 757 approached to participate in the survey, 380 completed a response (i.e., response rate of 50.2%). Of the N=380 completed responses, 294 (77%) were about trips within San Francisco, but 21 (6%) had at least an origin or destination elsewhere in the Bay Area, and 24 (6%) answered about trips entirely outside of San Francisco. Another 41 (11%) were discarded due to other errors (e.g., missing origin/destination, unintelligible locations). This analysis focuses mainly on trips taken within San Francisco. Of those 294 trips, 316 (83%) were "previous trips," while 64 (17%) were

“intercept trips.” For analysis of demographics and non-location-specific topics, we include all Bay Area trips, as noted in the findings.

The survey asked 18 questions regarding trip origin and destination, trip purpose, previous and alternative modal choice, car ownership, and basic demographics. After survey completion, respondents received a US\$5 gift card to a local coffee vendor. Survey instruments were pre-tested and modified slightly based on user feedback.

We compare ridesourcing survey data with data from three other sources: the American Community Survey (ACS) 2012 one-year estimates, a survey of taxi users conducted for the San Francisco Municipal Transportation Agency (SFMTA) in early 2013, and trip logs from one medium-sized taxi company in San Francisco from October 2013. The SFMTA taxi user survey was a telephone survey of a representative sample of San Francisco households that asked questions about respondents’ typical taxi usage. The taxi log data includes origins, destinations, fare, distance, and passenger data for all trips provided by the company’s vehicles. To enable a matched comparison between taxis and ridesourcing, a random sample of taxi trips was generated to match the day of week and time of day of surveyed ridesourcing trips. For example, for each surveyed ridesourcing trip that took place on Fridays between 7-8 PM, one taxi trip was randomly selected from the same Friday, 7-8 PM time period. From the approximately 150,000 logged taxi trips, 290 trips overlapped with ridesourcing trips. While the dates of the ridesourcing survey did not align with the taxi trip logs, all observations excluded summer vacation and rainy seasons, factors that can influence travel behavior.

Limitations

Like all intercept surveys, this survey was not completely representative of the ridesourcing market. Data were collected from three San Francisco neighborhoods, capturing primarily evening trips to dining and entertainment venues. While these social, evening trips likely comprise a large—and perhaps the largest—part of the ridesourcing market, other types of trips are underrepresented. Informal conversations with drivers tell us many people use ridesourcing services for their commute, airport trips, and other errands. Thus, the survey does not adequately capture these trips. Respondents did not represent all ridesourcing users in San Francisco or the greater Bay Area. The survey oversampled users who were likely to be in the survey locations in the evenings. Given these limitations, we intend this as an exploratory study that can guide future research.

RESULTS

In this section, we discuss key findings from the intercept survey including user demographics, trip characteristics, and reasons for using ridesourcing. We compare ridesourcing survey data with census and taxi data and public transit availability.

Ridesourcing Market Share

Of all surveyed trips, uberX provided the majority (53%), while other Uber services (black car, SUV) represented another 8%. Lyft provided 30% of trips, Sidecar 7%, and the remainder were other services. This is consistent with anecdotal information on the market share of each service.

Respondent Demographics

Respondents were generally younger and better educated than the average population in San Francisco (see Figure 1). The age distributions for ridesourcing and frequent taxi users skew younger than that for the city as a whole. Compared with frequent taxi users, as reported in the SFMTA taxi survey, ridesourcing survey respondents were generally younger, although this difference may be influenced by the sampling method—individuals surveyed may be younger on average than the actual ridesourcing user base. Respondents were 60% male and 40% female. The

gender imbalance may be a consequence of higher response rates among males or perhaps more men were out at the survey locations and times.

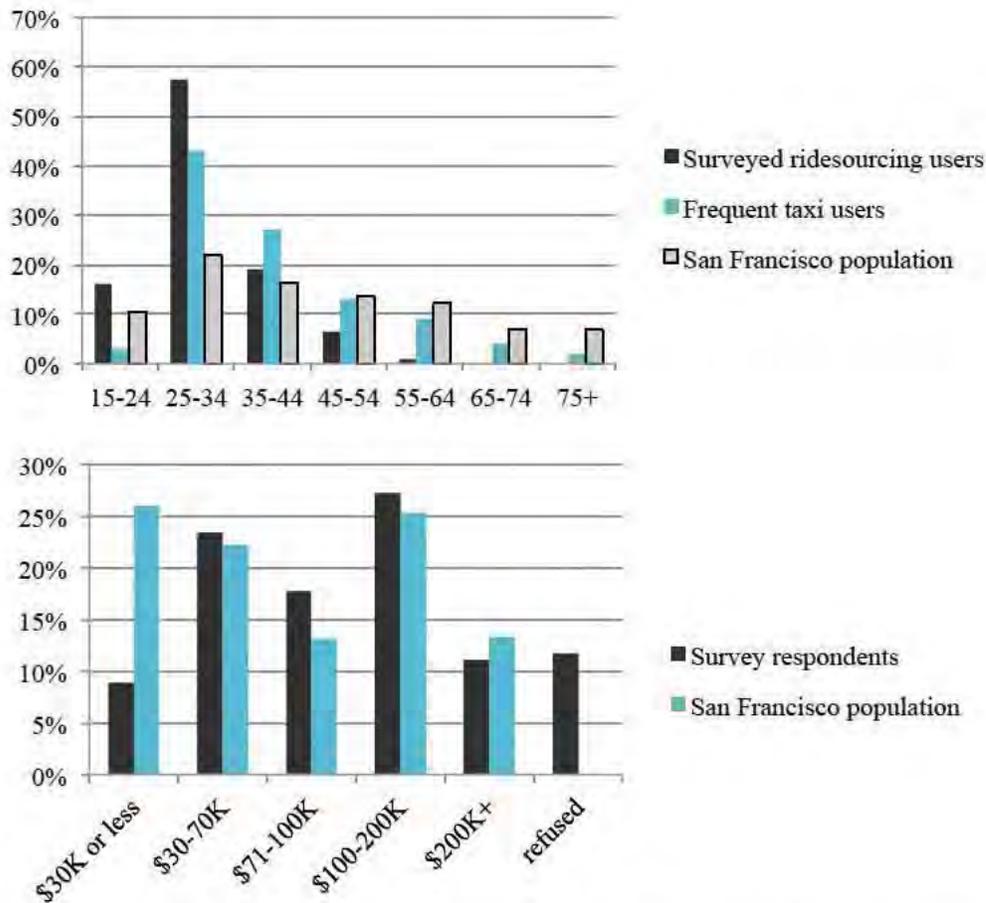
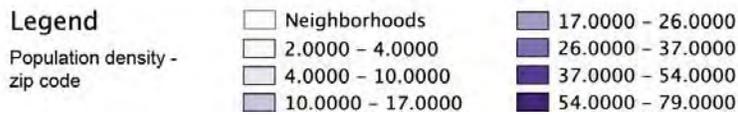
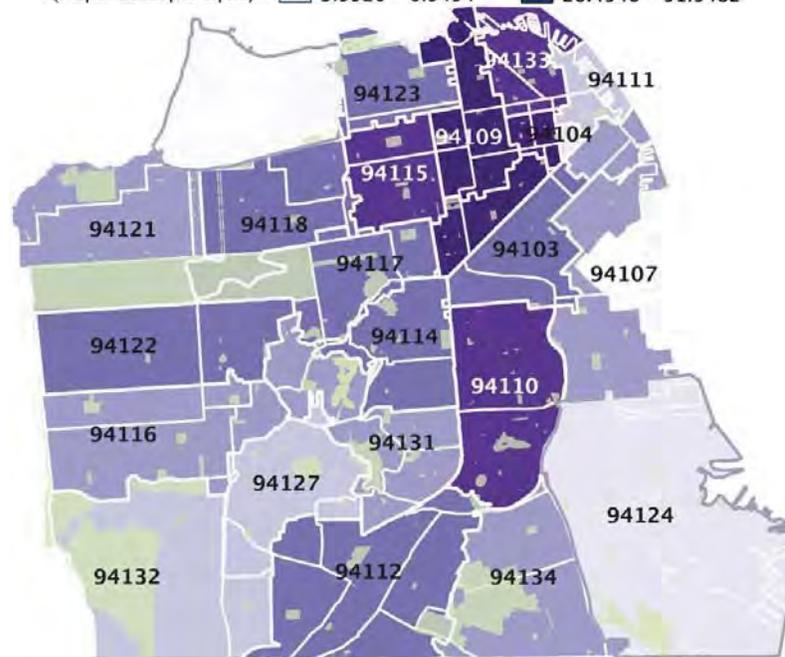
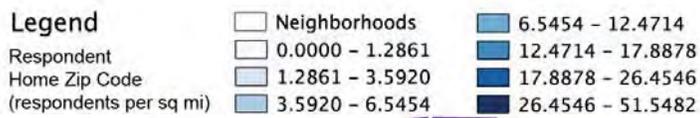
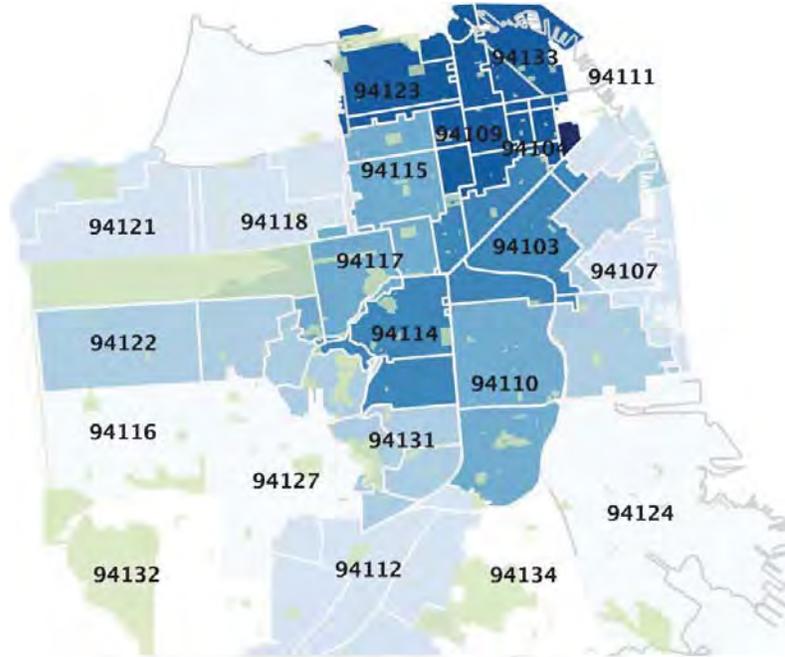


Figure 1 (a) Age distribution of survey respondents compared with frequent taxi users and city population (N=310). (b) Income distribution of survey respondents and San Francisco population (N=316)

Respondents were relatively well educated—84% of customers had a bachelor’s degree or higher. In comparison, only 54% of San Francisco residents 25 years of age and older had a bachelor’s or graduate degree in 2012. Surveyed ridesourcing customers matched the income profile of San Franciscans fairly closely, with the prominent exception that households making less than US\$30,000 were underrepresented (Figure 1). A high percentage of respondents (12%) refused to answer. Note that we do not have income and education data for taxi users.

Respondent Home Locations

In terms of home zip codes, respondents were most likely to live in the Marina, Russian Hill, Nob Hill, and Castro neighborhoods (Figure 2). When compared with general population density of the city, the Tenderloin neighborhood is noticeably underrepresented, as is the Outer Mission in the southern part of the city.



Source: 2012 ACS 1-year estimate

Figure 2 Respondent home zip code location (San Francisco only, N=271), compared with population density.

Trip Origins and Destinations

The survey captured trips from across San Francisco and elsewhere in the Bay Area, as did the sampled taxi trips (matched for day and time). The spatial distribution of trip origins and destinations within San Francisco is shown in Figure 3. As expected, the ridesourcing destinations are concentrated in the three survey locations, while the taxi origins and destinations are somewhat more concentrated in the downtown area. Still, both cover similar areas: for the sampled taxi trips, more than half (58%) of ridesourcing trips began within 200 m of the taxi trip, and 81% within 400 m. (The same numbers for destinations were 51% and 86%, respectively.) Since we lack data on the overall spatial distribution of ridesourcing trips, we cannot say how representative our data are.

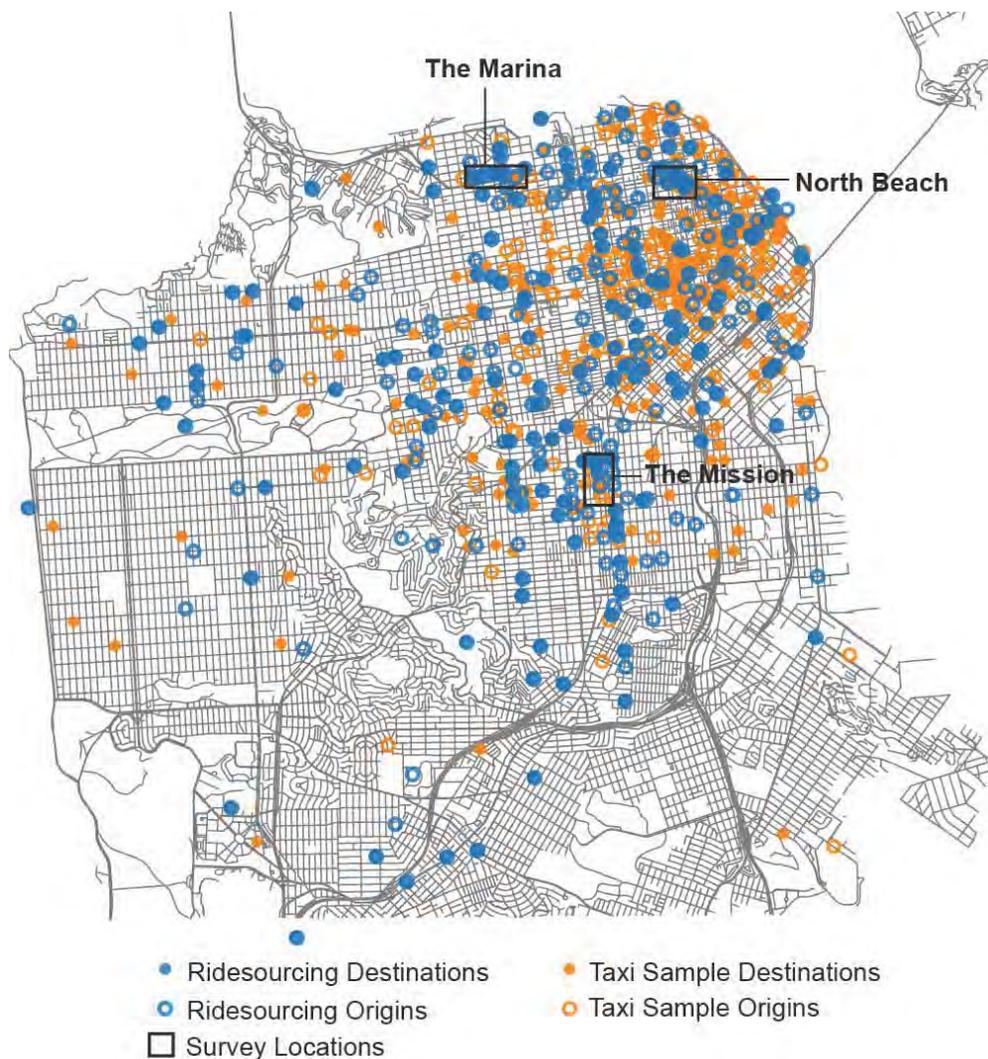


Figure 3 Sampled ridesourcing and taxi trips in San Francisco (Ridesourcing N = 294, Taxi Sample N = 290)

Trip Purpose

As expected, trips were mainly social and leisure trips. Of all responses, 67% were social/leisure (bar, restaurant, concert, visit friends/family). Only 16% were work, 4% were to or from the airport, and 10% were other (doctor's appointment, volunteer). A large percentage (47%) of trips

began somewhere other than home or work—a restaurant, bar, gym, etc.—and 40% were home-based. Although the survey did not ask about connections with public transit, 4% named a specific transit station as their origin or destination, suggesting that many respondents used ridesourcing to access transit. Almost half (48%) occurred on Friday or Saturday. While evening hours are heavily represented, the survey did capture trips at times throughout the day and night.

Trip Distance and Vehicle Occupancy

Surveyed ridesourcing trips were slightly shorter than matched taxi trips, but they carried more passengers. Trip distances and travel times were calculated by entering the geocoded origins and destinations into Google Directions API; trip lengths therefore reflect the street network distance. Of ridesourcing trips with a destination in San Francisco, the average length was 4.9 km (3.1 miles), while equivalent taxi trips were on average 6.0 km (3.7 miles).

Vehicle occupancies were somewhat higher than for taxi trips and about the same as for driving journeys-to-work. Half of ridesourcing trips had more than one passenger, and the average number of passengers was 1.8. For the matched taxi sample, the average was only 1.1. According to the 2011 ACS, the average vehicle occupancy for work trips of San Francisco workers, it was 1.15. For surveyed ridesourcing journeys-to-work trips within San Francisco, the average occupancy was nearly the same, 1.14.

Combining trip distance and vehicle occupancy, ridesourcing provided more overall mobility in fewer vehicle kilometers/miles. The average passenger kilometers/miles traveled for ridesourcing was 8.3 km (5.14 miles), while vehicle kilometers/miles traveled (averaged to 5.0 km (3.12 miles)). Those figures for taxis were 6.5 km (4.02 miles) and 6.0 km (3.70 miles), respectively. Therefore, for the sampled trips, ridesourcing was somewhat more efficient.

Wait Time

Ridesourcing wait times are dramatically shorter than typical taxi dispatch and hail times (Table 1). When calling a taxi to their home, only 35% of San Francisco residents said they usually waited less than ten minutes on a weekday during the day; on nights and weekends, this figure dropped to 16%. By comparison, close to 90% of ridesourcing respondents said they waited ten minutes or less, at all times, and 67% waited five minutes or less. Ridesourcing wait times are also much more consistent than those of taxis: whereas taxi waits vary greatly by time and day, ridesourcing customers could expect a wait of ten minutes or less regardless of day or time.

The discrepancy in wait times might result from location biases in our sample, since most surveyed ridesourcing trips did not begin at home, while taxi survey asked about home location. However, when we analyzed the data by city zone, as defined in the taxi survey, the pattern of shorter and more consistent wait times held (Table Table 2). Ridesourcing response times were longer in Zone 1 (which includes downtown) than other parts of the city, but the difference was very small compared with the variation in taxi times. For instance, on a weekday before 6pm, 88% of ridesourcing wait times in Zone 1 were ten minutes or less, whereas only 43% of taxi dispatches were as quick. Wait times for taxi street hails show the same pattern of longer and less consistent wait times relative to ridesourcing. The lowest wait times for street hails were in Zone 1 during weekdays; even then only 53% of respondents said they could hail a taxi in ten minutes or less. Ridesourcing's short wait times and consistency across time and location represent an important difference between ridesourcing and taxis from the user's perspective.

Table 2 Ridesourcing Wait Times Compared with Taxi Dispatch and Hail Times

	Ridesourcing ^a					Taxi Dispatch to Home ^b					Taxi Hail Near Home						
	All	Zone ^d				All	Zone				All	Zone					
		1	2	3	4		5	1	2	3		4	5	1	2	3	4
Mon-Fri 4am-6pm																	
<= 10 mins	93%	100%	n/a	83%	100%	35%	43%	42%	23%	25%	36%	39%	53%	46%	6%	24%	30%
10-20 mins	7%	0%	n/a	17%	0%	41%	41%	42%	41%	48%	38%	29%	32%	27%	17%	29%	36%
> 20 mins or never ^c	0%	0%	n/a	0%	0%	23%	16%	16%	36%	27%	26%	32%	15%	27%	78%	48%	33%
N	97	43	24	n/a	6	14	282	79	57	39	56	47	81	48	18	42	33
Mon-Fri 6pm-4am																	
<= 10 mins	92%	100%	n/a	93%	100%	16%	17%	16%	14%	6%	27%	33%	38%	40%	0%	24%	36%
10-20 mins	6%	10%	n/a	7%	0%	47%	43%	54%	45%	54%	35%	31%	39%	21%	17%	31%	38%
> 20 mins or never	1%	2%	n/a	0%	0%	37%	40%	30%	41%	40%	38%	36%	23%	38%	83%	44%	26%
N	144	61	30	n/a	15	23	254	77	56	29	52	37	82	42	18	45	39
Sat-Sun																	
<= 10 mins	88%	85%	100%	n/a	89%	16%	23%	16%	12%	7%	17%	25%	33%	18%	0%	20%	32%
10-20 mins	12%	15%	0%	n/a	11%	39%	28%	36%	54%	50%	37%	35%	43%	36%	19%	33%	32%
> 20 mins or never	0%	0%	n/a	0%	0%	45%	49%	47%	35%	43%	46%	39%	24%	45%	81%	48%	37%
N	75	39	13	n/a	8	9	251	75	55	26	56	41	86	44	16	46	38

^a The survey question read, "About how long did you wait for your ride (from the time you made the request to the time the vehicle arrived)?"

^b Taxi survey questions read: "Thinking about the times you've used a San Francisco taxi in the past 6 months, approximately how long does it take..." "...for a cab to arrive to your home after you've called taxi dispatch?" and "... to hail a cab in a street near your home?"

^c The taxi survey included the response option, "Often never arrives." This was not included in the ridesourcing survey.

^d Zones are defined to include the following neighborhoods: Zone 1—Chinatown, Civic Center/Downtown, North Embarcadero, Potrero Hill, SOMA; Zone 2—Laurel Heights/Anza Vista, Marina, Pacific Heights, Richmond, Sea Cliff, Presidio, Western Addition; Zone 3—Inner Sunset, Sunset, Lake Merced; Zone 4—Diamond Heights, Excelsior, Outer Mission, Haight-Ashbury, Ingleside, Noe Valley, Upper Market, West of Twin Peaks; Zone 5—Bayview/Hunters Point, Mission, Bernal Heights, Portola, Visitacion Valley.

n/a indicates there were too few observations available to calculate percentage.

Vehicle Ownership and Driving Frequency

Ridesourcing serves many residents who do not own a car. While the majority of respondents said they had a vehicle at home, the proportion that was car-less (43%) was greater than that for frequent taxi users (35%) and for the overall city population (31%). Ninety percent of vehicle owners said they had not changed their ownership levels since they began using ridesourcing and those who did were as likely to own more cars as those with fewer, so the change likely had little to do with the presence of ridesourcing. However, ridesourcing appears to have allowed some people to drive less frequently. Of respondents who owned a car, the majority said they drove about the same as before they started using ridesourcing; however, 40% said they drive less.

Modal Shift and Induced Travel

Respondents were asked if they still would have made the trip had ridesourcing services not been available and, if so, how they would have traveled. An overwhelming 92% replied they still would have made the trip. This suggests ridesourcing has a small but not inconsequential (8%) induced travel effect. Of those who would have still made the trip, a large number (39%) said they would have used a taxi, while 33% said bus or rail, and 6% drive (Table 3).

Table 3 How Would You Have Made This Trip If Uber/Lyft/Sidecar Were Not Available?

	All respondents	Do you have a car at home?	
		Yes	No
Taxi	39%	41%	35%
Bus	24%	17%	33%
Rail (BART, streetcar, Caltrain)	9%	7%	10%
Walk	8%	9%	6%
Bike	2%	2%	3%
Drive my own car	6%	10%	0%
Get a ride with friend/family	1%	1%	2%
Other*	11%	12%	10%
Total	100%	100%	100%
<i>N</i>	302	175	124

* “Other” includes several responses indicating the respondent would have used another ridesourcing service, even though they were instructed not to.

The cross-tabulation of reason by alternative mode suggests speed (shorter wait times and travel times) and convenience make ridesourcing more appealing than the alternatives (Table 4). Those who would have taken the bus are drawn to the ease-of-payment and travel time savings of ridesourcing. Those who would have taken a taxi prefer convenience—ease of call and payment and perceived shorter wait times—of ridesourcing. Note that those who would have taken a taxi do not consider ridesourcing to generally be cheaper, faster, or more reliable; the convenience factor seems to be key. Those who would have otherwise driven might have been drawn to the ability to avoid parking hassles and drinking and driving.

Table 4 Reasons For Choosing Ridesourcing By Alternative Mode

Reasons for choosing ridesourcing	How would you have made this trip, if Lyft/Uber/Sidecar were not available?							
	Bus	Rail	Taxi	Walk	Bike	Drive	Get a ride	Other
Ease of payment	10%	14%	25%	8%	0%	14%	0%	13%
Short wait time	12%	16%	17%	14%	0%	11%	0%	16%
Fastest way to get there	24%	22%	9%	16%	25%	6%	0%	8%
Easy to call car	11%	8%	11%	16%	8%	8%	13%	8%
Didn't want to drive after drinking	8%	8%	10%	4%	8%	19%	0%	19%
Don't need to park	9%	10%	7%	10%	8%	25%	13%	8%
Reliable	8%	6%	7%	6%	0%	11%	13%	9%
Comfort/safety	8%	6%	5%	4%	8%	3%	0%	8%
Cost (cheaper than alternatives)	5%	6%	3%	8%	17%	0%	0%	8%
No public transit option	2%	0%	2%	8%	0%	0%	38%	2%
Could not get taxi	1%	0%	0%	2%	8%	3%	25%	0%
Other reason	2%	4%	3%	2%	17%	0%	0%	3%
Total	100%	100%	100%	100%	100%	100%	100%	100%
<i>N</i>	139	50	236	49	12	36	8	64

Reasons for Choosing Ridesourcing

When asked why they chose ridesourcing, variations on speed and convenience were the main attractions (Figure 4), but other reasons were important too. More than 20% said they wanted to avoid drinking and driving. Only 2% said they couldn't get a taxi, and only 4% said public transit was not available, suggesting that ridesourcing is not necessarily directly competing with taxis, trains, and buses as much as appealing to customers in the marketplace.

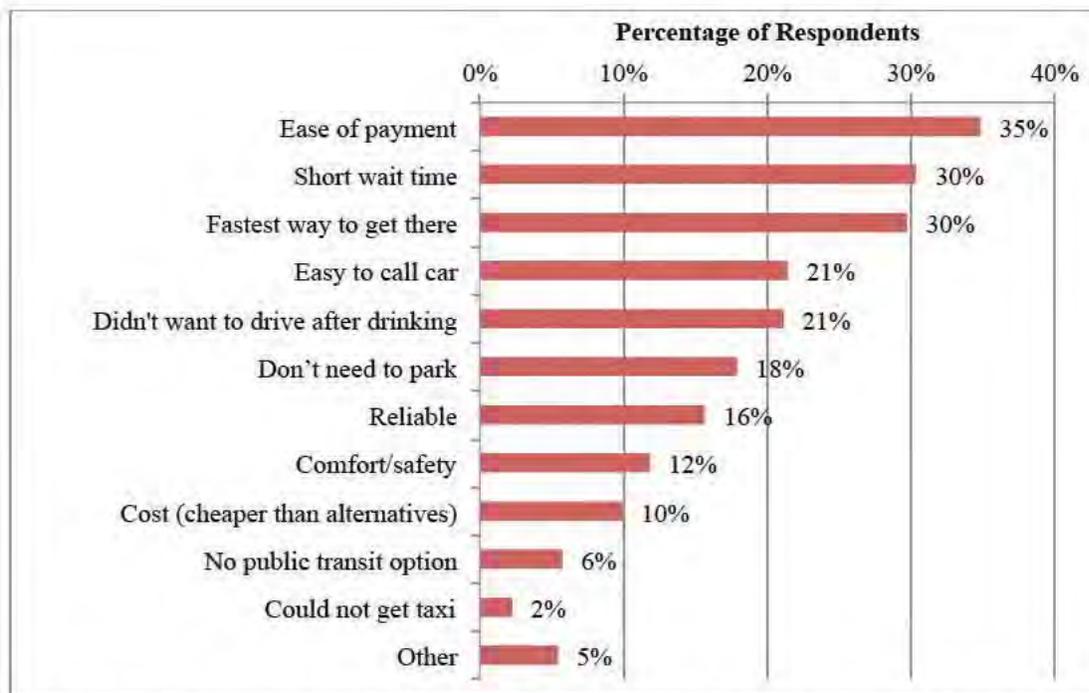


Figure 4 Responses to "What are the top two reasons you used [X service] for this trip? (N = 313).

Reasons for using ridesourcing varied by alternative mode. Among those who would have taken the bus, the most common responses were "fastest way to get there" (24%) and short wait time (12%). For those who would have taken a taxi, the top reasons were about convenience—25% said ease of payment, 17% said short wait time, and 11% said easy to call car. These particular respondents did not consider ridesourcing to be generally cheaper or more reliable—only 3% said they chose ridesourcing due to cost and only 7% cited reliability. Users who would have otherwise driven appeared to want to avoid driving hassles. Of these respondents, the greatest number (25%) said "don't need to park" and 19% "didn't want to drive after drinking." Overall, speed (shorter wait times and travel times) and convenience appear to make ridesourcing more appealing than the alternatives.

Public Transit Analysis: Complement or Substitute

To investigate whether ridesourcing complements or competes with public transit, we measured transit accessibility at origins and destinations of ridesourcing and taxi trips. If a trip begins and ends within a typical walking distance, 400 m (1/4 mi) of a rail transit station (streetcar, subway, or commuter train) and during service hours, it is a possible transit substitute. Even in this case, the trip could serve a complementary role to transit—e.g., the trip would require transfers, the traveler is carrying heavy items, is running late, or feels unsafe walking to the transit stop. We calculated transit accessibility by selecting origins and destinations of trips lying within a 400m buffer of rail transit stations and within 200 m (1/8 mi) of bus stops. Trips included only those made during normal transit service hours.

Of all trips with destinations in San Francisco, 28% began and ended within 400m of rail transit and 85% within 200m of a bus stop (Table 5). That is, just over a quarter of trips at most were plausibly rail transit substitutes. Many more (85%) were accessible by bus, but may have involved transfers, so it is hard to discern how many would be transit substitutes. In comparison, very slightly more taxi trips (32%) were accessible by rail at both ends, and 76% were in bus stop areas.

Table 5 Public Transit Accessibility of Ridesourcing and Taxi Trips, by Car Ownership and by Mode Otherwise Used (Trips ending in San Francisco)

	Trip Begins and Ends:*		Total	N
	< 400m of rail station	< 200m of bus stop		
Taxi trips	32%	76%	100%	290
All ridesourcing trips	28%	85%	100%	297
<i>Automobile at home?</i>				
Yes	32%	86%	100%	170
No	24%	83%	100%	127
<i>How would you have otherwise made this trip?</i>				
Bus	17%	91%	100%	66
Rail	48%	87%	100%	23
Taxi	34%	84%	100%	107
Walk	13%	79%	100%	24
Bike	0%	71%	100%	7
Drive	39%	89%	100%	18
Get a ride	0%	50%	100%	4
Other	45%	90%	100%	29

* Includes trips during public transit service hours only, 5am-1am Monday through Saturday, and 7am-1am on Sunday.

Automobile owners were more likely to make trips that could be transit substitutes than were non-owners. Those who said they would otherwise have driven were more likely to make trips that were transit-accessible at both ends. Among those who said they would otherwise take rail, less than half (48%) took trips that began and ended within 400m of a rail transit station, higher than for driving (39%) and taxi (34%). In other words, half of declared rail replacements would require a long walk or a transfer, indicating rail was not an easy substitute for ridesourcing in these cases—although these represent less than 5% of the total survey sample.

DISCUSSION

The survey data provide some evidence of ridesourcing's relation to taxis and public transit and the impact on automobile use and overall mobility. The data suggest that ridesourcing services and taxis serve a similar market demand: the plurality of ridesourcing users said they would otherwise have used a taxi for the same trip, and the trips covered similar areas and trip lengths. While we lack primary data on this, in-vehicle trip time for each is likely comparable. Yet, users of each service experienced very different wait times. Ridesourcing response times were not only much shorter overall, they were markedly more consistent across day, time, and location. Furthermore, we have no reason to suspect the wait time data are significantly biased by the survey sampling method. Users themselves indicated short wait time was a top reason for using ridesourcing. Additionally, customers can view wait time and vehicle location on their phone after requesting a ride. Previous studies have found short wait times and real-time arrival information to be critical for public transit (17, 18), and these factors are likely equally critical for ridesourcing users.

Compared with taxi users, surveyed ridesourcing customers own fewer vehicles and travel with more companions. Both of these findings might be associated with less vehicle travel—ridesourcing might allow users to own fewer cars, and passengers get more mobility for less VKT/VMT—at least for the surveyed trips. However, these findings might be a consequence of the sampling method, ridesourcing user age, or both. People at the survey locations might be younger and more social than average and hence might be less likely to own a car and more likely to travel in groups.

The survey provides evidence that ridesourcing both complements and competes with public transit, at least with respect to individual trips. About a third of respondents said that they otherwise would have used transit, and respondents often chose ridesourcing due to its travel time savings. The majority of trips were accessible by bus, but many of these would require transfers, and far fewer could easily have been made by rail transit. The 43% of ridesourcing users without a vehicle likely use public transit at least occasionally, and some ridesourcing trips began or ended at a specific transit stop. Ridesourcing therefore appears to substitute for long transit trips, but otherwise it complement transit.

The survey provides some evidence that ridesourcing enables lower levels of driving among vehicle owners. However, so far ridesourcing seems to have had little impact on auto ownership, which is not surprising given the newness of these services. Notably, a large number of car owners used ridesourcing to avoid drinking and driving—clearly a positive effect—although we cannot say if taxis would have performed this function equally. We also found a small induced travel effect of people who took trips they otherwise would not have. It is possible the data underestimate this effect. San Francisco contains several neighborhoods with poor transit access, poor taxi availability, or scarce parking. Travelers who previously avoided these neighborhoods might now consider them accessible, perhaps without being conscious of the effect. Without ridesourcing, they may have chosen a different destination or forgone the activity altogether; our intercept survey may not have captured this decision-making process. Thus, our results should be interpreted as a lower bound on the induced travel effect.

To reiterate the study limitations, the survey was not representative of the ridesourcing market, but oversampled social and leisure trips. Therefore, it likely underrepresented trips made for work purposes, airport trips, and other errands. Despite this limitation, our intercept survey provides the best data available on this emerging service. At present, ridesourcing is a new and controversial subject, and access to industry and membership data for research purposes is limited. Since data on ridesourcing market size and user characteristics are unavailable, we are unable to describe the sample relative to the larger user population.

San Francisco may not be a typical market for ridesourcing. As the birthplace of these services, San Francisco probably has the highest adoption rate, implying a greater density of drivers and users, and hence efficiency, compared with other cities. The city is well-suited for ridesourcing for several other reasons: it has a strongly restricted taxi supply (5), scarce parking, an incomplete public transit system, an urban form that lies somewhere between walkable and car-oriented (19), and a large population of highly paid young professionals. Cities like Boston, Seattle, and Washington, D.C. share these traits, although other cities in which ridesourcing operates do not.

CONCLUSIONS

As a relatively new transportation option, ridesourcing is not yet well understood. In this paper, we presented exploratory evidence of its role in urban transportation using an intercept survey of ridesourcing users in San Francisco. We compared the survey results with data from a previous taxi survey and taxi trip logs. The findings suggest ridesourcing meets a latent demand for urban travel, appealing to generally younger, well-educated users looking for short wait times and fast point-to-point service, while avoiding the inconveniences of driving like parking and having to drink and drive. Despite similarities, ridesourcing differs from taxis in important ways, especially in consistently shorter waiting times. Ridesourcing competes with public transit for some individual trips, but otherwise serves as a

complement. Finally, ridesourcing might replace some private automobile use, but because it might also induce travel, the impacts on overall VKT/VMT and traffic volume are uncertain.

Although still exploratory, these findings nevertheless indicate ridesourcing enriches mobility options for city dwellers, particularly in large, dense cities like San Francisco where parking is constrained and public transit incomplete. Thus, outright bans on ridesourcing would negate these mobility gains. Ridesourcing may also have negative aspects not captured in our survey results, and further work is needed to better understand its impacts.

Future research should investigate the potential hypotheses outlined in this study using more representative data. Access to ridesourcing trip and user data would provide a much more detailed and representative picture. Other aspects could be captured using online or household surveys. Future research could attempt to measure the induced travel effect or the possible long-term impact on driving and vehicle ownership. It is still unclear which advantages of ridesourcing arise from essential characteristics of the services versus from its exemption from taxi regulations. Studies could also expand the scope to include other neighborhoods in San Francisco or other cities. As ridesourcing and similar travel modes rapidly evolve, other questions will surely emerge.

ACKNOWLEDGMENTS

We thank the University of California Transportation Center and Transportation Sustainability Research Center at UC Berkeley for supporting this research. The San Francisco Municipal Transportation Agency very helpfully provided us with taxi data. Thanks also go to the student researchers who helped with data collection and processing: Dylan Baker, Apaar Bansal, Shuchen Gong, Lindsay Lewis, Brandon Harrell, An-Yu Liu, Rebecca Lopez, Kevin Otis, Samuel Penny, Diwen Shen, Christine Vandevoorde, and Isabel Viegas. Ian Johnson assisted with the taxi data. The contents of this paper reflect the views of the authors and do not necessarily indicate sponsor acceptance.

CORRECTION

This paper was updated 9/2/2014 to include approved and pending legislation in California.

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From: [Bruce Schaller](#)
To: [Sidis, Joshua](#)
Subject: Re: FHV study
Date: Wednesday, September 02, 2015 1:33:46 PM
Attachments: [Consultant agreement.pdf](#)
[Forms.pdf](#)

Joshua - attached is the signed consulting agreement and the completed forms. Let me know if you need anything else.

Bruce

On Wed, Sep 2, 2015 at 10:09 AM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

Great! Thanks.

I look forward to working with you as well.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Wednesday, September 02, 2015 9:15 AM

To: Sidis, Joshua
Subject: Re: FHV study

Good - I'll get these back to you, signed, later today. I guess I need the one document notarized as well.

Let me know plans for meeting times.

I look forward to working with you on this important -- and complex -- set of issues.

Bruce

On Wed, Sep 2, 2015 at 9:07 AM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

These look fine Bruce. I made the changes. Not sure about the ETF. You should have all the docs.

Thanks,

Joshua Sidis

Mayor's Office of Operations

Main: [212-788-4881](tel:212-788-4881)

BB: [917-620-9379](tel:917-620-9379)

253 Broadway, 10th flr.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Tuesday, September 01, 2015 1:46 PM
To: Sidis, Joshua
Subject: Re: FHV study

Joshua - I made a small number of edits visible in MS Word track changes. Please review and once agreed upon, I can execute the agreement and also send you a pdf of the forms.

I think there should be an EFT form which I don't see here....?

On Mon, Aug 31, 2015 at 8:20 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

Bruce,

Attached, please find the consultant agreement. If you have any questions please do not hesitate to reach out.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 4:04 PM
To: Sidis, Joshua
Subject: Re: FHV study

[REDACTED]
[REDACTED]

On Mon, Aug 31, 2015 at 3:15 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

Quick Question. What is the address associate for your business? Need to add to a doc.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]

Sent: Monday, August 31, 2015 12:44 PM

To: Sidis, Joshua

Subject: FHV study

Joshua - just wanted to follow up from our conversation last Wednesday. I believe you were going to be sending over a consulting agreement? When should I expect that? Anything else you need?

Regards,

Bruce

AGREEMENT FOR CONSULTANT TO SUPPORT FOR-HIRE VEHICLE (FHV) TRANSPORTATION STUDY

By this Letter of Agreement, the City of New York ("City"), acting by and through the Office of the Mayor, (hereinafter "City") has engaged Robert Bruce Schaller, Schaller Consulting, located at 94 Windsor Pl, Brooklyn, NY, 11215, from September 1st, 2015 through December 31st, 2015. The terms of the agreement shall include the following:

ARTICLE I. Scope of Services

WHEREAS, on August 31st, 2015 the Mayor's Office of Operations determined a need for a Consultant to provide onsite/remote support services;

WHEREAS, in response to said opportunity, the Consultant, Robert Bruce Schaller, Schaller Consulting agreed to provide said services;

WHEREAS, the City procured these services via the micro-purchase;

WHEREAS, the City has determined that the Consultant meets its requirements for this project;

NOW, THEREFORE, in consideration of the mutual covenants herein, the City and Consultant hereby agree as follows:

Consultant shall advise the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study, including the following tasks and deliverables. Consultant will lend perspective on the report as it unfolds as well as provide regulatory guidance.

Towards the end of the engagement, the Consultant may be asked to deliver a memorandum expressing their interpretation of recommendations to the City. Additional memos providing input and feedback on the project may be requested throughout the engagement, with no more than one memoranda requested per week.

During the contract period, the Consultant cannot also work for the companies being studied, either directly or as a consultant.

Project Tasks

Industry Study

- Task 1: Analyze for-hire transportation industry
- Task 2: Document and baseline current for-hire transportation market
- Task 3: Define and analyze options for regulatory structures

Traffic Study

- Task 1: Analysis of Congestion in the Manhattan Core
- Task 2: Assessment of Current FHV Operations
- Task 3: Future Scenarios

Project Deliverables

Memoranda requested in the course of the study will address the topic and issues from the list below:

- Review for-hire vehicle industry:
 1. Review all relevant metrics for for-hire transportation industry
 2. Assess rules, regulations, and standards
- Conduct a review of best practices:
 1. Identify best practices from other jurisdictions or relevant industries
 2. Highlight for consideration other transportation models
- Define policy goals for the market
- Conduct detailed analysis of players in the for-hire market, including:
 1. Current protocols and procedures for regulatory compliance
 2. Current safety training practices
 3. Pricing protocols and protections for passengers
 4. Revenue sources and strategies
 5. Congestion and other findings from traffic study
- Assess baseline performance for for-hire transportation operations against priority metrics
- Build preliminary options and refined roadmap for developing a regulatory framework
 1. Create briefing and decision documents around regulatory options

Confidentiality:

The consultant will ensure that all communications are held confidential.

ARTICLE II. Copyrights – Title and Ownership and Warranties of Title

A. Title and Ownership

1. Upon execution of this Agreement, any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement, and any and all drafts and/or other preliminary materials in any format related to such items, shall become the exclusive property of the City.
2. Any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement ("Copyrightable Materials") shall be considered "work-made-for-hire" within the meaning and purview of Section 101 of the United States Copyright Act, 17 U.S.C. §101, and the City shall be the copyright owner thereof and of all aspects, elements and components thereof in which copyright protection might subsist. To the extent that the Copyrightable Materials do not qualify as "work-made-for-hire," the Consultant hereby irrevocably transfers, assigns and conveys exclusive copyright ownership in and to the Copyrightable Materials to the City, free and clear of any liens, claims, or other encumbrances. The Consultant shall retain no copyright or intellectual property interest in the Copyrightable Materials, and they shall be used by the Consultant for no other purpose without the prior written permission of the City.
3. The Consultant acknowledges that the City may, in its sole discretion, register copyright in the Copyrightable Materials with the U.S. Copyright Office or any other government agency authorized to grant copyright registrations. The Consultant shall cooperate in this effort, and agrees to provide any further documentation necessary to accomplish this.

B. Warranties and Indemnification

1. Warranties of Title

Consultant represents and warrants that the Copyrightable Materials: (a) are wholly original material not published elsewhere (except for material that is in the public domain); (b) do not violate any copyright law; (c) do not constitute defamation or invasion of the right of privacy or publicity, and (d) are not an infringement of any kind, of the rights of any third party. To the extent that the Copyrightable Materials incorporate any non-original material, the Consultant has obtained all necessary permissions and clearances, in writing, for the use of such non-original material under this Agreement, copies of which shall be provided to the City upon execution of this Agreement.

2. Intellectual Property Indemnification

The Consultant shall defend, indemnify and hold the City harmless from and against any and all claims, suits, damages, judgments, liabilities, costs and expenses, including reasonable attorneys' fees, to which it may be subject because of, or relating to, any claim that any licensed software or enhancements, as applicable, infringes or violates the copyright, trademark, or any other property or personal right of any third party. This indemnification shall survive the termination or expiration of this Agreement. Furthermore, Consultant shall defend to judgment or settlement, at its sole expense, all suits or proceedings brought against Consultant arising out of the foregoing. However, in cases involving software, no such settlement shall be made that prevents the City from continuing to use the software without the City's prior written consent, which consent shall not be withheld unreasonably.

ARTICLE III. Term and Schedule

The total contract term September 1st through December 31st or upon reaching the maximum of 73 hours billed whichever is sooner.

ARTICLE IV. Compensation, Payment and Termination Clause

1. The City shall pay the Consultant \$275 per hour; and the amount of the contract shall not exceed \$20,000 for the services set forth in this Agreement.
2. The Consultant shall invoice on a monthly basis. Invoices should be addressed to the Office of the Mayor; 100 Gold Street, 2nd floor, New York, N.Y.; attention: Accounts Payable; and
3. The City reserves the right to terminate this agreement with two (2) days notice given to the Consultant of said termination. The Consultant may terminate this agreement with two (2) days notice given to the director of MIS or his designee.
4. Electronic Fund Transfer:

(a) In accordance with Section 6-107.1 of the New York City Administrative Code, the Consultant agrees to accept payments under this Agreement from the City by electronic funds transfer. An electronic funds transfer is any transfer of funds, other than a transaction originated by check, draft or similar paper instrument, which is initiated through an electronic terminal, telephonic instrument or computer or magnetic tape so as to order, instruct or authorize a financial institution to debit or credit an account. Prior to the first payment made under this Agreement, Consultant shall designate one financial institution or other authorized payment agent and shall complete the attached "EFT Vendor Payment Enrollment Form" in order to provide the Commissioner of Finance with information necessary for Consultant to receive electronic funds transfer payments through the designated financial institution or authorized payment agent. The crediting of the amount of a payment to the appropriate account on the books of a financial institution or other authorized payment agent designated by the Consultant shall constitute full satisfaction by the City for the amount of the payment under this agreement. The account information supplied by the Consultant to facilitate the electronic funds transfer shall remain confidential to the fullest extent provided by law.

(b) The agency head may waive the application of the requirements herein to payments on contracts entered into pursuant to §315 of the City Charter. In addition, the Commissioner of the Department of Finance and the Comptroller may jointly issue standards pursuant to which the contracting agency may waive the requirements hereunder for payments in the following circumstances: (i) for individuals or classes of individuals for whom compliance imposes a hardship; (ii) for classifications or types of checks; or (iii) in other circumstances as may be necessary in the interest of the City.

ARTICLE V. Financial Provisions

Audit:

All receipts, management and disbursement of funds provided by the City pursuant to this Agreement, and the books, records and accounts evidencing such receipts, management and disbursements, are subject to audit by the City, including the City Comptroller, pursuant to the powers and responsibilities conferred upon the City by the New York City Charter and the Administrative Code of the City of New York, as well as all orders and regulations promulgated pursuant thereto.

ARTICLE VI. Indemnification

A. Independent Contractor Status

Consultant and the Department agree that the Consultant is an independent Contractor, and not an employee of the Department or the City of New York.

B. Consultant Not an Employee of the City

Consultant shall not in any way be considered a servant, agent or employee of the City of New York. Consultant shall not be entitled to any remuneration from the City, or to any benefits, including but not limited to Workers' Compensation coverage, Disability Benefits coverage, Unemployment Insurance benefits, Social Security coverage or employee retirement membership or any other rights or benefits normally afforded employees of the City. This Agreement shall not be construed as a joint venture or as

to make the City or the Consultant an agent of the other. Each of the parties hereto expressly disclaims any intention to enter into any such agency or joint venture and agrees to conduct itself so as not to act or purport to act on behalf of the other. This Agreement does not authorize Consultant to act as the agent or legal representative of the City for any purpose whatsoever. Consultant is not granted any express or implied right or authority to assume or create any obligation or responsibility on behalf of or in the name of the City or to bind the City in any manner or thing whatsoever.

C. Indemnification

Consultant shall defend, hold harmless and indemnify the City from liability upon any and all claims of any kind on account of injuries or death to any person or damages to property on account of any negligence, intentional tort, or failure to comply with the terms of this Agreement by the Consultant, its officers, trustees, employees, agents, servants, or independent Consultants.

ARTICLE VII. Conflicts

A. Procurement of Agreement

Consultant represents and warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage fee, contingent fee or any other compensation. The Consultant further represents and warrants that no payment, gift or thing of value has been made, given or promised to obtain this or any other agreement between the parties. The Consultant makes such representations and warranties to induce the City to enter into this Agreement and the City relies upon such representations and warranties in the execution of this Agreement.

B. Conflict of Interest

Consultant represents and warrants that neither it nor any of its directors, officers, members, partners or employees, has any interest nor shall they acquire any interest, directly or indirectly, which would or may conflict in any manner or degree with the performance or rendering of the services herein provided. The Consultant further represents and warrants that in the performance of this Agreement no person having such interest or possible interest shall be employed by it. No elected official or other officer or employee of the City or Department, nor any person whose salary is payable, in whole or in part, from the City Treasury, shall participate in any decision relating to this Agreement which affects his or her personal interest or the interest of any corporation, partnership or association in which he or she is, directly or indirectly, interested; nor shall any such person have any interest, direct or indirect, in this Agreement or in the proceeds thereof.

ARTICLE VIII. Termination of Agreement

A. The Department and/or City shall have the right to terminate this Agreement, in whole or in part:

I. Under any right to terminate as specified in any section of this Agreement.

2. Upon the failure of the Consultant to comply with any of the terms and conditions of this Agreement.
 3. Upon the Consultant's becoming insolvent.
 4. Upon the commencement under the Bankruptcy Act of any proceeding by or against the Consultant, either voluntarily or involuntarily.
 5. Upon the Commissioner's determination, termination for any reason without cause.
- B. The Department shall give the Consultant 2 days written notice of termination of this Agreement specifying therein the applicable provisions of subsection A of this section.

ARTICLE IX. Taxpayer Affirmation

Consultant affirms that Consultant is not in arrears to the City of New York upon debt or contract, or taxes, and is not a defaulter as surety or otherwise, upon obligation to the City of New York, and has not been declared not responsible, or disqualified, by any agency of the City of New York, nor is there any proceeding pending relating to the responsibility or qualification of the Consultant to receive public contracts except.

ARTICLE X. Dispute Resolution

All disputes between the City and the supplier that arise under, or by virtue of, this Agreement shall be finally resolved in accordance with the provisions of Section 4-09 of the PPB Rules. The procedure for resolving all such disputes set forth in Section 4-09 of the PPB Rules shall be the exclusive means of resolving any such disputes. The dispute resolution provisions of this article and Section 4-09 of the PPB Rules shall not apply to disputes concerning matters dealt with in other sections of the PPB Rules or to disputes involving patents, copyrights, trademarks, or trade secrets (as interpreted by the courts of New York State) relating to proprietary rights in computer software.

ARTICLE XI. Part of this Agreement

The Agreement consists of the following components:

- A. The Agreement
- B. EFT Application, Investigation Clause and Tax Affirmation

ARTICLE XII. Compliance with Law

Consultant shall render all services under this Agreement in accordance with applicable provisions of federal, state and local laws, rules and regulations that are in effect at the time such services are rendered.

ARTICLE XIII. Entire Agreement

This Agreement, together with all its attachments, contains all the term, conditions and representations agreed upon by the parties. No other agreement, oral or otherwise, regarding the

subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto, or to vary any of the terms contained herein, unless it is in the form of a written amendment signed by the Agency Head or his/her designee and the Consultant.

Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

BY: _____

TITLE: _____

Subscribed and sworn to before me

This ____ day of _____ 20__

NOTARY PUBLIC

THE CONSULTANT

BY: [Signature]

TITLE: Principal

New York state driver license # 917273026

Subscribed and sworn to before me

This 2nd day of September 2015

[Signature]

NOTARY PUBLIC

SEP 02 2015



INVESTIGATION CLAUSE

1.1 The parties to this agreement agree to cooperate fully and faithfully with any investigation, audit or inquiry conducted by a State of New York (State) or City of New York (City) governmental agency or authority that is empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath, or conducted by the Inspector General of a governmental agency that is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license that is the subject of the investigation, audit or inquiry.

1.2 (a) If any person who has been advised that his or her statement, and information from such statement, will not be used against him or her in any subsequent criminal proceeding refuses to testify before a grand jury or other governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath concerning the award of or performance under any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision or public authority thereof, or the Port Authority of New York and New Jersey, or any local development corporation with the City, or any public benefit corporation organized under the laws of the State of New York, or:

1.2 (b) If any person refuses to testify for a reason other than the assertion of his or her privilege against self-incrimination in an investigation, audit or inquiry conducted by the City or State governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to take testimony under oath, or by the Inspector General of the governmental agency that is a party in interest in, and is seeking testimony concerning the award of, or performance under, any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision thereof or any local development corporation within the City, then:

1.3(a) The commissioner or agency head whose agency is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license shall convene a hearing upon not less than five (5) days written notice to the parties involved to determine if any penalties should attach for the failure of a person to testify.

1.3(b) If any non-governmental party to the hearing requests an adjournment, the commissioner or agency head who convened the hearing may, upon granting the adjournment, suspend any contract, lease, permit, or license pending the final determination pursuant to paragraph 1.5 below without the City incurring any penalty or damages for delay or otherwise.

1.4 The penalties which may attach after a final determination by the commissioner or agency head may include but shall not exceed:

- (a) The disqualification for a period not to exceed five (5) years from the date of an adverse determination for any person, or any entity of which such

person was a member at the time the testimony was sought, from submitting bids for, or transacting business with, or entering into or obtaining any contract, lease, permit or license with or from the City and/or

- (b) The cancellation or termination of any and all such existing City contracts, leases, permits or licenses that the refusal to testify concerns and that have not been assigned as permitted under this agreement, nor the proceeds of which pledged, to an unaffiliated and unrelated institutional leader for fair value prior to the issuance of the notice scheduling the hearing, without the City incurring any penalty or damages on account of such cancellation or termination; monies lawfully due for goods delivered, work done, rentals, or fees accrued prior to the cancellation or termination shall be paid by the City.

1.5 The commissioner or agency head shall consider and address in reaching his or her determination and in assessing an appropriate penalty the factors in paragraphs (a) and (b) below. He or she may also consider, if relevant and appropriate, the criteria established in paragraphs (c) and (d) below in any other information which may be relevant and appropriate;

- (a) The party's good faith endeavors or lack thereof to cooperate fully and faithfully with any governmental investigation or audit, including but not limited to the discipline, discharge, or disassociation of any person failing to testify, the production of accurate and complete books and records, and the forthcoming testimony of all other members, agents, assignees or fiduciaries whose testimony is sought.
- (b) The relationship of the person who refused to testify to any entity that is a party of the hearing, including, but not limited to, whether the person whose testimony is sought has an ownership interest in the entity and/or the degree of authority and responsibility the person within the entity.
- (c) The nexus of the testimony sought to the subject entity and its contracts, leases, permits or licenses with the City.
- (d) The effect a penalty may have on an unaffiliated and unrelated party or entity that has a significant interest in an entity subject to penalties under 1.4 above, provided that the party or entity has given actual notice to the commissioner or agency head upon the acquisition of the interest, or at the hearing called for in 1.3(a) above gives notice and proves that such interest was previously acquired. Under either circumstance the party or entity must present evidence at the hearing demonstrating the potential adverse impact a penalty will have on such person or entity.

1.6 (a) The term "license" or "permit" as used herein shall be defined as a license, permit, franchise or concession not granted as a matter of right.

(b) The term "person" as used herein shall be defined as any natural person doing business alone or associated with another person or entity as a partner, director, officer, principal or employee.

(c) The term "entity" as used herein shall be defined as any firm, partnership, corporation, association, or person that receives monies, benefits, licenses, leases, or permits from or through the City or otherwise transact business with the City.

(d) The term "member" as used herein shall be defined as any person associated with another person or entity as a partner, director, officer, principal or employee.

- 1.7 In addition to and notwithstanding any other provision of this agreement the Commissioner or agency head may in his or her sole discretion terminate this agreement upon not less than three (3) days written notice in the event Consultant fails to promptly report in writing to the Commissioner of Investigation of the City of New York any solicitation of money, goods, requests for future employment or other benefit or thing of value, by or on behalf of any employee of the City or other person, firm, corporation or entity for any purpose which may be related to the procurement or obtaining of this agreement by the Consultant, or affecting the performance of this contract.

TAX AFFIRMATION

The undersigned proposer or bidder affirms and declares that said proposer or bidder is not in arrears to the City of New York upon debt, contract or taxes and is not a defaulter, as surety or otherwise, upon obligation to the City of New York, and has not been declared not responsible, or disqualified, by any agency of the City of New York, nor is there any proceeding pending relating to the responsibility or qualification of the proposer or bidder to receive public Contracts except _____

Full name of Proposer or Bidder Schaller Consulting

Address _____

City _____ State _____ Zip Code _____

CHECK ONE BOX AND INCLUDE APPROPRIATE NUMBER:

A- INDIVIDUAL OR SOLE PROPRIETORSHIP*
SOCIAL SECURITY NUMBER

B- PARTNERSHIP, JOINT VENTURE OR OTHER UNINCORPORATED ORGANIZATION
EMPLOYER IDENTIFICATION NUMBER

C- CORPORATION
EMPLOYER IDENTIFICATION NUMBER

BY Robert Schaller
SIGNATURE

Principal
TITLE

If a corporation place seal here

Must be signed by an of officer or duly authorized
representative. Please Affix notary on this page.

*Under the Federal Privacy Act the furnishing of Social Security Numbers by bidders on City contracts is voluntary. Failure to provide a Social Security Number will not result in a bidder's disqualification. Social Security Numbers will be used to identify bidders, proposers or vendors to ensure their compliance with laws, to assist the City in enforcement of laws as well as to provide the City a means of identifying of businesses, which seek City contracts.

Section 2: Principal Officers

Please fill in the required identification information for each officer listed below. If the entity has no such officer or its equivalent, please check "This position does not exist." If the entity is filing a Change Form and the person listed is replacing someone who was previously disclosed, please check "This person replaced..." and fill in the name of the person being replaced so his/her name can be removed from the *Doing Business Database*, and indicate the date that the change became effective.

Chief Executive Officer (CEO) or equivalent officer This position does not exist

The highest ranking officer or manager, such as the President, Executive Director, Sole Proprietor or Chairperson of the Board.

First Name: Robert MI: B Last: Schaller

Office Title: Principal

Employer (if not employed by entity):

Birth Date (mm/dd/yy): [REDACTED] Home Phone #: [REDACTED]

Home Address: [REDACTED]

This person replaced former CEO: on date:

Chief Financial Officer (CFO) or equivalent officer This position does not exist

The highest ranking financial officer, such as the Treasurer, Comptroller, Financial Director or VP for Finance.

First Name: MI: Last:

Office Title:

Employer (if not employed by entity):

Birth Date (mm/dd/yy): Home Phone #:

Home Address:

This person replaced former CFO: on date:

Chief Operating Officer (COO) or equivalent officer This position does not exist

The highest ranking operational officer, such as the Chief Planning Officer, Director of Operations or VP for Operations.

First Name: MI: Last:

Office Title:

Employer (if not employed by entity):

Birth Date (mm/dd/yy): Home Phone #:

Home Address:

This person replaced former COO: on date:

Section 3: Principal Owners

Please fill in the required identification information for all individuals who, through stock shares, partnership agreements or other means, **own or control 10% or more of the entity**. If no individual owners exist, please check the appropriate box to indicate why and skip to the next page. If the entity is owned by other companies, those companies do **not** need to be listed. If an owner was identified on the previous page, fill in his/her name and write "See above." If the entity is filing a Change Form, list any individuals who are no longer owners at the bottom of this page. If more space is needed, attach additional pages labeled "Additional Owners."

There are no owners listed because (select one):

- The entity is not-for-profit
- There are no individual owners
- No individual owner holds 10% or more shares in the entity
- Other (explain): Robert Bruce Schaller (see above)

Principal Owners (who own or control 10% or more of the entity):

First Name: _____ MI: _____ Last: _____
 Office Title: _____
 Employer (if not employed by entity): _____
 Birth Date (mm/dd/yy): _____ Home Phone #: _____
 Home Address: _____

First Name: _____ MI: _____ Last: _____
 Office Title: _____
 Employer (if not employed by entity): _____
 Birth Date (mm/dd/yy): _____ Home Phone #: _____
 Home Address: _____

First Name: _____ MI: _____ Last: _____
 Office Title: _____
 Employer (if not employed by entity): _____
 Birth Date (mm/dd/yy): _____ Home Phone #: _____
 Home Address: _____

Remove the following previously-reported Principal Owners:

Name: _____ Removal Date: _____
 Name: _____ Removal Date: _____
 Name: _____ Removal Date: _____

Section 4: Senior Managers

Please fill in the required identification information for all senior managers who oversee any of the entity's relevant transactions with the City (e.g., contract managers if this form is for a contract award/proposal, grant managers if for a grant, etc.). Senior managers include anyone who, either by title or duties, has substantial discretion and high-level oversight regarding the solicitation, letting or administration of any transaction with the City. **At least one senior manager must be listed, or the Data Form will be considered incomplete.** If a senior manager has been identified on a previous page, fill in his/her name and write "See above." If the entity is filing a Change Form, list individuals who are no longer senior managers at the bottom of this section. If more space is needed, attach additional pages labeled "Additional Senior Managers."

Senior Managers:

First Name: Robert MI: B Last: Schaller (see above)

Office Title: _____

Employer (if not employed by entity): _____

Birth Date (mm/dd/yy): _____ Home Phone #: _____

Home Address: _____

First Name: _____ MI: _____ Last: _____

Office Title: _____

Employer (if not employed by entity): _____

Birth Date (mm/dd/yy): _____ Home Phone #: _____

Home Address: _____

First Name: _____ MI: _____ Last: _____

Office Title: _____

Employer (if not employed by entity): _____

Birth Date (mm/dd/yy): _____ Home Phone #: _____

Home Address: _____

Remove the following previously-reported Senior Managers:

Name: _____ Removal Date: _____

Name: _____ Removal Date: _____

Certification

I certify that the information submitted on these four pages and 0 additional pages is accurate and complete. I understand that willful or fraudulent submission of a materially false statement may result in the entity being found non-responsible and therefore denied future City awards.

Name: Bruce Schaller

Signature: [Signature] Date: 9-2-15

Entity Name: Schaller Consulting

Title: Principal Work Phone #: 718-768-3487

Return the completed Data Form to the agency that supplied it.

For information or assistance, call the Doing Business Accountability Project at 212-788-8104.

MACBRIDE PRINCIPLES PROVISIONS
FOR NEW YORK CITY CONTRACTORS

ARTICLE I. MACBRIDE PRINCIPLES
NOTICE TO ALL PROSPECTIVE CONTRACTORS

Local Law No. 34 of 1991 became effective on September 10, 1991 and added section 6-115.1 to the Administrative Code of the City of New York. The local law provides for certain restrictions on City contracts to express the opposition of the people of the City of New York to employment discrimination practices in Northern Ireland and to encourage companies doing business in Northern Ireland to promote freedom of workplace opportunity.

Pursuant to Section 6-115.1, prospective contractors for contracts to provide goods or services involving an expenditure of an amount greater than ten thousand dollars, or for construction involving an amount greater than fifteen thousand dollars, are asked to sign a rider in which they covenant and represent, as a material condition of their contract, that any business in Northern Ireland operations conducted by the contractor and any individual or legal entity in which the contractor holds a ten percent or greater ownership interest and any Individual or legal entity that holds a ten percent or greater ownership interest in the contractor will be conducted in accordance with the MacBride Principles of nondiscrimination in employment.

Prospective contractors are not required to agree to these conditions. However, in the case of contracts let by competitive sealed bidding, whenever the lowest responsible bidder has not agreed to stipulate to the conditions set forth in this notice and another bidder who has agreed to stipulate to such conditions has submitted a bid within five percent of the lowest responsible bid for a contract to supply goods, services or construction of comparable quality, the contracting entity shall refer such bids to the Mayor, the Speaker or other officials, as appropriate, who may determine, in accordance with applicable law and rules, that it is in the best interest of the city that the contract be awarded to other than the lowest responsible bidder pursuant to Section 313(b)(2) of the City Charter.

In the case of contracts let by other than competitive sealed bidding, if a prospective contractor does not agree to these conditions, no agency, elected official or the Council shall award the contract to that bidder unless the entity seeking to use the goods, services or construction certifies in writing that the contract is necessary for the entity to perform its functions and there is no other responsible contractor who will supply goods, services or construction of comparable quality at a comparable price.

PART A

In accordance with section 6-115.1 of the Administrative Code of the City of New York, the contractor stipulates that such contractor and any individual or legal entity in which the contractor holds a ten percent or greater ownership interest and any individual or legal entity that holds a ten percent or greater ownership interest in the contractor either (a) have no business operations in Northern Ireland, or (b) shall take [lawful steps in good faith to conduct any

business operations they have in Northern Ireland in accordance with the MacBride Principles, and shall permit independent monitoring of their compliance with such principles.

PART B

For purposes of this section, the following terms shall have the following meanings:

1. "MacBride Principles" shall mean those principles relating to nondiscrimination in employment and freedom of workplace opportunity which require employers doing business in Northern Ireland to:

(1) increase the representation of individuals from underrepresented religious groups in the work force, including managerial, supervisory, administrative, clerical and technical jobs;

(2) take steps to promote adequate security for the protection of employees from underrepresented religious groups both at the workplace and while traveling to and from work;

(3) ban provocative religious or political emblems from the workplace;

(4) publicly advertise all job opening and make special recruitment efforts to attract applicants from underrepresented religious groups;

(5) establish layoff, recall and termination procedures which do not in practice favor a particular religious group;

(6) abolish all job reservations, apprenticeship restrictions and different employment criteria which discriminate on the basis of religion;

(7) develop training programs that will prepare substantial number-s of current employees from underrepresented religious groups for skilled jobs, including the expansion of existing programs and the creation of new programs to train, upgrade and improve the skills of workers from underrepresented religious groups;

(8) establish procedures to assess, identify and actively recruit employees from underrepresented religious groups with potential for further advancement; and

(9) appoint a senior management staff member to oversee affirmative action efforts and develop a timetable to ensure their full implementation.

ARTICLE II. ENFORCEMENT OF ARTICLE I.

The contractor agrees that the covenants and representations in Article I above are material conditions to this contract. In the event the contracting entity receives information that the contractor who made the stipulation required by this section is in violation thereof, the contracting entity shall review such information and give the contractor an opportunity to respond. If the contracting entity finds that a violation has occurred, the entity shall have the

right to declare the contractor in default and/or terminate this contract for cause and procure the supplies, services or work from another source in any manner the entity deems proper.

In the event of such termination, the contractor shall pay to the entity, or the entity in its sole discretion may withhold from any amounts otherwise payable to the contractor, the difference between the contract price for the uncompleted portion of this contract and the cost to the contracting entity of completing performance of this contract either itself or by engaging another contractor or contractors. In the case of a requirements contract, the contractor shall be liable for such difference in price for the entire amount of supplies required by the contracting entity for uncompleted term of its contract. In the case of a construction contract, the contracting entity shall also have the right to hold the contractor in partial or total default in accordance with the default provisions of this contract, and/or may seek debarment or suspension of the contractor. The rights and remedies of the entity hereunder shall be in addition to, and not in lieu of any rights and remedies the entity has pursuant to this contract or by operation of law.

AGREED

BY: 

TITLE: Principal

DATE: 9-2-15

From: [REDACTED]@mckinsey.com
To: Sidis_Joshua; Timmeny_Daniel (TLC); Roth_Jeffrey (TLC)
Cc: [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com
Subject: Uber reply to us
Date: Wednesday, September 02, 2015 1:39:55 PM

Team -

[REDACTED]

[REDACTED] | McKinsey & Company | +1 [REDACTED]

----- Forwarded by [REDACTED]/NorthAmerica/MCKINSEY on 09/02/2015 01:38 PM -----

From: [REDACTED]/NorthAmerica/MCKINSEY
To: "Jonathan Hall" <jvh@uber.com>, "Michael Allegretti" <allegretti@uber.com>
Cc: [REDACTED]/NorthAmerica/MCKINSEY@mckinsey, [REDACTED] NorthAmerica/MCKINSEY@mckinsey, "Nicole Benincasa" <nic@uber.com>
Date: 09/02/2015 11:57 AM
Subject: RE: Follow up

Thanks for putting us in touch, Michael.

Jonathan, looking forward to connecting again once the agreement is finalized. Talk to you soon.

Best,

[REDACTED]

From: Jonathan Hall [<mailto:jvh@uber.com>]
Sent: Wednesday, September 2, 2015 11:51 AM
To: Michael Allegretti
Cc: [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; Nicole Benincasa
Subject: Re: Follow up

Thanks Michael. Barrett and team - please don't be shy, I'm happy to answer questions.

Best,

Jonathan

On Wed, Sep 2, 2015 at 8:49 AM, Michael Allegretti <allegretti@uber.com> wrote:

Hi [REDACTED]

Nice to be connected with you and apologies for the delayed reply...

I don't think at this stage we are able to provide any primary data beyond what we will be giving to the TLC, and to which you guys will of course have direct access. Those data sharing agreements are still being finalized, so especially right now, it would seem premature.

With that said, I am connecting you directly to Jonathan Hall, who is one of our data experts, so that once you start your work and get a better understanding of knowledge gaps that might exist, he can be on call to gather feedback on our end and respond back to you with any additional data-related questions that you might have.

Many thanks and looking forward to working with you.

Michael

On Fri, Aug 28, 2015 at 2:27 PM, [REDACTED]@mckinsey.com> wrote:
Hi Nicole and Michael,

Thanks so much for welcoming us into your office last week, and for providing this extra background material.

In our wide-ranging conversation we discussed the idea of using primary data to better understand and communicate some of the important aspects of Uber's business model. Let us know if that's something you can talk about further – happy to have that discussion, including the FOIL implications of sharing directly with McKinsey.

All the best,

From: Nicole Benincasa [mailto:nic@uber.com]
Sent: Wednesday, August 26, 2015 1:33 PM
To: [redacted]@mckinsey.com; [redacted]@mckinsey.com; [redacted]@mckinsey.com
Cc: Michael Allegretti
Subject: Follow up

Hi [redacted]:

I hope you're having a good week. On behalf of the entire Uber team, I wanted to thank you again for taking the time to meet with us on Thursday and learn about the current status of the for-hire industry in NYC.

As a follow up to the items we discussed, please see the attached/linked documents:

- 1 "Overview of Safety at Uber" one-pager
- 2 "The New York City Council on Transportation: Oversight Hearing on App Technology and the Transformation of the Taxi and For-Hire Vehicle Industries" December 3, 2014 (submitted to the public record)
- 3 "The New York City Council on Transportation: Int. No. 556 Written Testimony" (dynamic pricing) January 12, 2015 (submitted to the public record)
- 4 "Dynamic Pricing" one-pager
- 5 "Uber Accessibility" one-pager
- 6 "Uber + MADD" one-pager
- 7 ["Three Septembers of uberX in New York City"](#) October 29, 2014
- 8 ["4 Years Moving NYC"](#) May 4, 2015
- 9 ["Taking 1 Million Cars off the Road in New York City"](#) July 10, 2015

Please let me know if you have any questions about these documents, or if you would like to schedule a second meeting with the Uber team.

Best,
Nicole

	<p>Nicole Benincasa Senior Policy & Regulatory Associate e: nic@uber.com w: www.uber.com/nyc</p>
--	---

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This email is confidential and may be privileged. If you have received it in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any purpose.
=====

--
michael allegretti | public policy @ uber technologies | c 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

=====
This email is confidential and may be privileged. If you have received it in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any purpose.
=====

From: [Sam Schwartz](#)
To: [Sidis, Joshua](#)
Cc: [Sam Schwartz](#)
Subject: Re: Paperwork
Date: Thursday, September 03, 2015 9:32:39 AM

I do have a few questions. Please see below:

Contract reads: **"During the contract period, the Consultant cannot also work for the companies being studied, either directly or as a consultant."**

1. What companies are being studied?
2. Once the contract is over, am I able to work for any and all the companies studied without exception?
3. Disclosure: My firm now consults for Via. We also have a request to work for a few other firms but not Uber. Any problem with this?
4. My firm also is completing a report for Transit Center on TNC's and other app services nationwide.

The contract is with **"Sam Schwartz Engineering DPC."** The contract then goes on to talk about the **"Consultant,"** but never defines the word **"Consultant."**

1. Sam Schwartz Engineering DPC is the entity that I'd want to be under contract
2. I will use staff as well.

Contract language: **"Consultant shall advise the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study, including the following tasks and deliverables. Consultant will lend perspective on the report as it unfolds as well as provide regulatory guidance."** [A brief outline of the scope is in the contract.]

Questions:

1. Who specifically is in charge at the Mayor's Office that will be directing the work?
2. Who are the FHV study partners?
3. Will I have access to all documents related to the study as they are prepared and in draft?
4. Will I be able to question the consultants directly?
5. Are the consultants required to share data with me?

Contract language: **"The total contract term [September 1st through December 31st](#) or upon reaching the maximum of 67 hours billed whichever is sooner."**

1. Does the contract period end automatically [on December 31, 2015](#), or can the City unilaterally extend the contract period and the accompanying conflict of interest bar?
2. Once the report, drafts or data sets are released to the public, will I be able to discuss them publicly and not be in breach of the confidentiality clause with respect to the material made public?

3. Other than the restriction that he not release confidential information, am I barred in any way during the contract period from commenting publicly on the study, the companies being studied, or the for hire vehicle industry?

Contract language: **"The City reserves the right to terminate this agreement with two (2) days notice given to the Consultant of said termination. The Consultant may terminate this agreement with tow [sic] (2) days notice given to the director of MIS or his designee."**

1. Who is MIS?

Samuel I. Schwartz, P.E.
President | CEO

Sam Schwartz Engineering D.P.C.

On Sep 3, 2015, at 8:57 AM, Sidis, Joshua <JSidis@cityhall.nycov> wrote:

Good morning Sam,

When you have a chance can you please fill out the paperwork and return by mail or scan and email to me? Also, please let me know your availability for a meeting next week.

Maritza Gatón
100 Gold St. 2nd flr
New York, NY 10038

Thank you,

Joshua Sidis

Mayor's Office of Operations

Main: 212-788-4881

BB: 917-620-9379

253 Broadway, 10th flr.

From: Sidis, Joshua
Sent: Tuesday, September 01, 2015 5:57 PM
To: 'Sam Schwartz'
Subject: RE: Paperwork

Hi Sam,

Just a gentle nudge here. Would love to get the four docs signed and returned to us as soon as you can. If you have any questions on the consultant agreement please let me know. Thanks.

You can mail them to

Maritza Gatón
100 Gold St. 2nd flr
New York, NY 10038

Or

Fill them out, scan them and email them to me.

Thanks!

Joshua Sidis

Mayor's Office of Operations

Main: 212-788-4881

BB: 917-620-9379

253 Broadway, 10th flr.

From: Sidis, Joshua
Sent: Monday, August 31, 2015 6:46 PM
To: 'Sam Schwartz'
Subject: RE: Paperwork

Sam,

Attached you will find all four documents needed to begin your engagement with the City. Please let me know what, if any, questions you may have. We would like to set up a time to bring you up to speed. What does the rest of your week look like?

Safe travels!

Joshua Sidis

Mayor's Office of Operations

Main: 212-788-4881

BB: 917-620-9379

253 Broadway, 10th flr.

From: Sam Schwartz [<mailto:sschwartz@samschwartz.com>]
Sent: Monday, August 31, 2015 5:22 PM
To: Sidis, Joshua
Subject: RE: Paperwork

Joshua,

Please send me the paperwork. I probably will have a few questions. I'm traveling the

next couple of days but should be able to get back to you shortly.

Best wishes,

Sam

Samuel I. Schwartz, P.E.

President + CEO

sschwartz@samschwartz.com

phone: (212) 598-9010 x 110

toll free: (877) 726-7249

[322 Eighth, 5th Fl | NY, NY 10001](#)

Author of STREET SMART: THE RISE OF CITIES AND THE FALL OF CARS

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Sam Schwartz Engineering
+ Ingenuity | Accessibility | Integrity
D.P.C.

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Please consider the environment before printing this e-mail

From: Sidis, Joshua [<mailto:JSidis@cityhall.nyc.gov>]

Sent: Monday, August 31, 2015 4:28 PM

To: 'sam@samschwartz.com' <sam@samschwartz.com>

Subject: FHV: Paperwork

Hi Sam,

My name is Joshua Sidis and I am with the Mayor's Office of Operations. Thank you again for agreeing to be a part of this study.

I am working on bringing you onboard as an adviser for the FHV study. I am happy to answer any questions. Let me know if you would like to have a call or if I should just send over the paperwork.

Talk to you soon,

Joshua Sidis

Mayor's Office of Operations

212-788-4881

253 Broadway, 10th flr.

From: [Sidis, Joshua](#)
To: ["Sam Schwartz"](#)
Subject: RE: Paperwork
Date: Thursday, September 03, 2015 2:02:24 PM

[See my responses in Red](#)

From: Sam Schwartz [mailto:sschwartz@samschwartz.com]
Sent: Thursday, September 03, 2015 9:32 AM
To: Sidis, Joshua
Cc: Sam Schwartz
Subject: Re: Paperwork

I do have a few questions. Please see below:

Contract reads: **“During the contract period, the Consultant cannot also work for the companies being studied, either directly or as a consultant.”**

1. What companies are being studied? *All companies licensed by TLC in the FHV market.*
2. Once the contract is over, am I able to work for any and all the companies studied without exception? *I am 99% positive that is true. I will ask and get to 100% before the end of the day.*
3. Disclosure: My firm now consults for Via. We also have a request to work for a few other firms but not Uber. Any problem with this? *As it related to the above sentence: We would need you to suspend your service with them during the contract period. If you would like to discuss a protracted contract period, I am happy to figure out dates with you.*
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The contract is with **“Sam Schwartz Engineering DPC.”** The contract then goes on to talk about the **“Consultant,”** but never defines the word “Consultant.”

1. Sam Schwartz Engineering DPC is the entity that I’d want to be under contract. *I will rectify this. Sam Schwartz Engineering DPC is the “consultant”*
2. I will use staff as well. *Great*

Contract language: “Consultant shall advise the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study, including the following tasks and deliverables. Consultant will lend perspective on the report as it unfolds as well as provide regulatory guidance.” [A brief outline of the scope is in the contract.]

Questions: **Let's have a quick, 10 minute call to talk through the first two questions.**

1. Who specifically is in charge at the Mayor's Office that will be directing the work?
2. Who are the FHV study partners?
3. Will I have access to all documents related to the study as they are prepared and in draft? **I believe you will.**
4. Will I be able to question the consultants directly? **Yes.**
5. Are the consultants required to share data with me? **I do not know. Not to be cagy, what kind of data (in what format) would you like shared?**

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1. Who is MIS? **In this instance I do not know. I think this should be changed to HR. I will find out.**

Samuel I. Schwartz, P.E.
President | CEO

Sam Schwartz Engineering D.P.C.

On Sep 3, 2015, at 8:57 AM, Sidis, Joshua <JSidis@cityhall.nycov> wrote:

Good morning Sam,

When you have a chance can you please fill out the paperwork and return by mail or scan and email to me? Also, please let me know your availability for a meeting next week.

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New York, NY 10038

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Sam Schwartz Engineering
+ Ingenuity | Accessibility | Integrity
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From: [Sidis, Joshua](mailto:Sidis_Joshua)
To: [REDACTED]@mckinsey.com; [REDACTED]@Mckinsey.com; [REDACTED]@Mckinsey.com; "Pelaez, Einah" (Einah.Pelaez@hdrinc.com); Luigi.Casinelli@hdrinc.com
Subject: FW: follow-up from Placemeter
Date: Thursday, September 03, 2015 2:44:46 PM
Attachments: [image002.png](#)
[image001.png](#)

Is this sort of thing worthwhile?

From: Stanislav Parfenov [<mailto:stanislav@placemeter.com>]
Sent: Wednesday, September 02, 2015 10:19 AM
To: Sidis, Joshua
Cc: Florent Peyre; Singleton, Jessica; Furnas, Benjamin; Velani, Sonam
Subject: Re: follow-up from Placemeter

Hi Sonam and Joshua,

Thank you for the kind words and your interest in Placemeter!

I am combining the answers to both of your e-mails into this one. I apologize in advance for a lengthy e-mail.

Below are some examples of related work, which shows the variety of camera arrangements and setups that we can work with:

- NYCDOT, New York: working on several projects, including traffic counts for Vision Zero traffic analysis (trajectories of vehicles and pedestrians), freight deliveries and plaza analysis using prerecorded videos.
- City of Boston: doing traffic data collection using their cameras in real-time at key location near Boston City Hall.
- ARUP and MoMA: on-going project, where we use MoMA's cameras to count daily foot traffic inside the museum using security cameras. Part of the big study to improve way-finding and behavior analysis inside the museum.
- Park Slope 5th Ave BID, Brooklyn: this project involves deployment of smart phones enabled with our app to count foot traffic along 5th Ave in Brooklyn. Merchants then use our data to measure foot traffic on 5th Ave by their stores.
- Center City District, Philadelphia: counting foot traffic in real-time in front of Philadelphia City Hall for Center City District BID. An array of camera canvases the park, which allows to measure foot traffic in real-time.
- National September 11th Memorial Museum, New York: Measuring pedestrian activity at the 9/11 Memorial Site, providing directional pedestrian counts at key entrances at the Memorial Plaza.
- DCDOT, Washington DC: a pilot project with DCDOT to measure parking turnover at different neighborhoods using time-lapse recorded videos.

These examples above, showcase our flexibility to work with both public and private agencies or a combination of private/public partnerships.

In terms of what data we can collect now:

- Pedestrian counts (directional, e.g. with one measurement point we can count not only volume but also separate pedestrian flow into direction people are walking)
- Bicycle counts (directional)

- Vehicular (directional), including intersection turning movements and midblock counts

Coming later this year:

- Speed - we will be able to provide speed measurements for pedestrians, bicycles and vehicles
- Dwell time - allows to measure length and frequency of illegal double parking events along the streets, as well as levels of congestion at various facilities (at escalators, doorways, intersections, special events, etc.)
- Automatic vehicle classification - would allow with a single measurement point to separate the traffic flow into counts of cars, buses, trucks and bicyclists on the roadway. This would allow to measure the entire traffic flow on each street of the city which is equipped with the camera. We also plan to expand the number of classes for trucks and other vehicles to provide more robust vehicle classification breakdown. Especially, to tailor towards vehicle classification counts requirements for organizations like NYMTC.

If you have any questions about data that we can currently collect vs future data collection, please let me know and I would be glad to address them.

Sonam,

I will be attending Smart Cities Conference in DC from September 15-17, so I won't be able to meet with you on 15th. Is there some other time and day that you are available?

Thank you very much again Sonam, Joshua and Jessie for inviting us to be a part of the TAG Team and getting our input. We are very excited and would love continue the dialogue.

Looking forward to talking soon and please don't hesitate to contact me if you have any questions.

Thank you,
Stanislav

On Tue, Sep 1, 2015 at 6:13 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:
Hi all.

Stanislav, thanks for attending today's meeting! Florent, I look forward to working with you.

I have seen your work and think the product is very cool. Before I make a connection with our consultant I need a little deeper understanding on the data you have so I can connect you with the right person. Would you mind sending a few bullet points on the datasets and the format they can be delivered?

Thank you in advance,

Joshua Sidis

Mayor's Office of Operations

Main: [212-788-4881](tel:212-788-4881)

BB: [917-620-9379](tel:917-620-9379)

253 Broadway, 10th flr.

From: Florent Peyre [mailto:florent@placemeter.com]
Sent: Tuesday, September 01, 2015 5:44 PM
To: Velani, Sonam
Cc: Stanislav Parfenov; Singleton, Jessica; Sidis, Joshua; Furnas, Benjamin
Subject: Re: follow-up from Placemeter

Sorry I couldn't make it!

We're excited about the potential. The key raw material for us is video - whether it's pre-recorded or it's live video feeds from existing outdoor cameras. Happy to give you access to zones that we already monitored (or are actually monitoring) as well.

Stanislav who spent 6 years at the NYC DOT, with some time specifically on taxis etc. will be the right contact from our side but we'd be excited to push forward the idea of continuous measurement - this is something we feel very passionate about.

Stanislav will also send you some information about what we're doing today with people like the City of Boston, the DOT, Arup, the Park Slope 5th Avenue BID, Center City District in Philadelphia or 9/11 Memorial Park.

Looking forward to continue the conversation.
Best,

Florent

On Tue, Sep 1, 2015 at 4:33 PM, Velani, Sonam <SVelani@cityhall.nyc.gov> wrote:
Hi Stanislav,

Thanks for attending, we always appreciate good ideas!

The deadline for submitting data for the FHV study is September 11. Josh will follow up with you directly to set up some time to speak to our consultants on specific data requests and how you can submit the pedestrian / traffic data you've already collected.

More broadly, it would be great to discuss continuous data collection efforts. Before we meet, can you please send us some information on what you're already doing with DOT, as well as examples from other cities that you're working with that are good examples of broader engagement? Are you available at 1pm on Tuesday, September 15?

Cheers,
Sonam

Sonam Velani

Policy Advisor

Deputy Mayor for Housing & Economic Development

City of New York

SVelani@cityhall.nyc.gov

O: [212-341-5081](tel:212-341-5081)

C: [347-574-1204](tel:347-574-1204)

From: Stanislav Parfenov [mailto:stanislav@placemeter.com]

Sent: Tuesday, September 01, 2015 3:32 PM

To: Singleton, Jessica; Velani, Sonam; Sidis, Joshua

Cc: Florent Peyre

Subject: follow-up from Placemeter

Dear Jessie, Sonam and Josh,

It was great meeting you all today!

We, at Placemeter, are very interested and delighted to be a part of this dialogue. I think that the study on taxis and FHV's is a very complex topic, but it offers a huge opportunity to make a true progress and difference in the way NYC functions, as well as day-to-day lives of New Yorkers and visitors.

I am very interested in having a meeting with you sometime soon to discuss more in detail what we envision the continuous data collection efforts to look like. I think and hope that this study can go beyond a standard policy or a traffic engineering study and can lead to a setup of new standards of continuous data collection established by the City.

It was mentioned that the deadline for the comments and initial data gathering is set for September 10th or 11th, did I catch it correctly? This is rather short time, but I can make myself available tomorrow or Thursday this week, or Wednesday through Friday of next to meet. Let me know what day/time works best for you.

Thank you and looking forward to talk to you soon!
Stanislav

Stanislav Parfenov

Solutions Architect, PLACEMETER

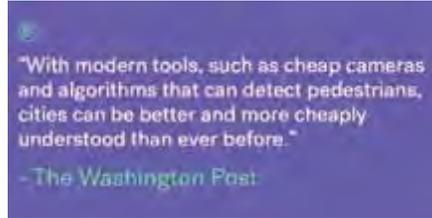
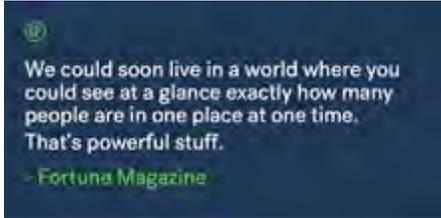
c: [310 404 9330](tel:3104049330) | e: stanislav@placemeter.com | w: www.placemeter.com

--

Florent Peyre

Co-Founder and COO, PLACEMETER

c: [917 225 4579](tel:9172254579) | e: florent@placemeter.com | w: www.placemeter.com



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“With modern tools, such as cheap cameras and algorithms that can detect pedestrians, cities can be better and more cheaply understood than ever before.”

—The Washington Post



We could soon live in a world where you could see at a glance exactly how many people are in one place at one time. That's powerful stuff.

- Fortune Magazine

From: [Williams, Dominic](#)
To: [REDACTED]/NorthAmerica/MCKINSEY; [REDACTED]
Subject: FW: Concerns
Date: Thursday, September 03, 2015 6:02:08 PM

From: <Joshi>, Meera Joshi <joshim@tlc.nyc.gov>
Date: Thursday, September 3, 2015 at 4:58 PM

Subject: Concerns

[REDACTED]

- Author: Issie Lapowsky. [Issie Lapowsky](#) Business
- Date of Publication: 09.03.15. 09.03.15
- Time of Publication: 4:30 pm. 4:30 pm

NYC Enlists Tech Types to Help Fix Its Uber Problem



Getty Images

Uber and the City of New York have called a [ceasefire](#) in the battle they waged against each other

earlier this summer over the city's plans to cap the expansion of the ride-hailing industry. Just months after all the name-calling and [mudslinging](#) came to a standstill, the two super powers are working on plans to co-exist peacefully.

Now, New York City is enlisting some big-league help to figure out what that plan will be. This week, the city held the first meeting of its newly formed Technology Advisory Group, a panel convened to consider the question of what to do about Uber. The group's two dozen members include academics from New York University and Columbia, venture capitalists like Fred Wilson, and representatives from tech companies, Uber itself among them.

The services in question are more fundamental to our day-to-day life than in most other cities. Arun Sundararajan, NYU Stern School of Business

The goal is to reorient the city's regulatory framework around the transportation industry as it exists today, rather than the way things used to be.

"The first meeting was about telling everyone that the rules we have are from another time," says Jessie Singleton, New York's chief digital officer, who is organizing the group. "We've done a pretty good job of adapting that framework to support innovation, but now we're resetting the table."

In some ways, Singleton says, this moment in time is similar to the early 1980s, when the rise of the two-way radio began allowing taxi companies to dispatch vehicles to specific locations. That technology led to the creation of the black car market in New York, which unlike yellow cabs, must be dispatched in advance, instead of hailed on the street.

"We have these historic examples of when technology has caused the city to acknowledge the importance of creating either a new framework or adapting an old one," Singleton says.

More Data

Getting these new frameworks right in New York City is particularly important, says NYU Stern School of Business professor Arun Sundarajan, who is a member of the advisory board. "The services in question are more fundamental to our day-to-day life than in most other cities," he says. "A number of cities around the world will look to New York as the template, as the model of how you deal with this kind of digital disruption in a forward-looking way."

Throughout the year, the advisory group members will assess issues like safety, labor, managing congestion, accessibility, and geographic coverage of for-hire vehicles. They'll also provide the city with the data and insight they need to complete an ongoing study of the for-hire vehicle market. That study was a major point of contention between Uber and the city this summer, as Mayor de Blasio proposed capping Uber and other for-hire vehicles until a study of their impact on the city was completed.

As part of the agreement to drop the cap proposal, the city said it would allow these companies to continue to operate throughout the duration of the study. In return, Uber would work with the city

to provide data on its operations in New York. Now, the city is asking the rest of its advisory group to share even more data and research on the industry.

“It’s a hotly followed topic in academic institutions, and a lot of tech transportation companies are built on data-driven platforms,” Singleton says. “Many of the questions around congestion and consumer choice and equitable growth and safety of drivers and passengers are questions they might have key insights and assets to help answer.”

A New Structure

It’s important to note, however, that the advisory group won’t be responsible for coming up with a final plan for for-hire vehicles in the city. Rather, they’ll help inform the study upon which the city will base its long-term plans. Singleton says it’s too early to share exactly which regulations are likely to change. But Sundarajan, for one, says he found the first meeting promising.

“I’ve seen discussions like this before in other contexts, and the sense I got was that there was a genuine openness to considering new solutions and to inviting new data sources and ideas for analysis,” he says. “It wasn’t, ‘These are the regulations, and how do we tweak them?’ It was more, ‘What’s a new structure? How can we solve our problems and lead the rest of the world forward?’”

In some ways, this approach reflects just how powerful Uber is. This summer the city found itself on the wrong end of Uber’s ire, and was easily cast as a backward-looking bureaucracy. Now, the city seems to have figured out that the only way to control a juggernaut like Uber is to work with, instead of against, it.

“The stakes are higher in New York. I see this is part of a process of careful thinking,” Sundarajan says. “I’m optimistic and keeping my fingers crossed this openness and desire to come up with the right solution, not just any solution, will persist.”

*Allan J. Fromberg
Deputy Commissioner for Public Affairs
NYC TLC
33 Beaver Street
212-676-1013*

From: [Sam Schwartz](#)
To: [Sidis, Joshua](#)
Subject: RE: Paperwork
Date: Friday, September 04, 2015 2:14:08 PM
Attachments: [VIM - Not Just Another Acronym.pdf](#)

Joshua,

Please see attached. I'd make it required reading for those working on the study.

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To: Sam Schwartz <sschwartz@samschwartz.com>
Subject: RE: Paperwork

Hi Sam,

As per our call earlier today, due to timing and other constraints, the City of New York will no longer pursue your services through a micro purchase. We look forward to working with you in other pro

bono capacities on this project.

I will send you materials to look over while you are away to get you up to speed for a potential meeting on the 16th or 17th. If you have materials to help us understand your view of the current state of the for-hire-vehicle industry, please send them along.

Thank you,

Joshua Sidis

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Out Sept. 2015

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From: Sidis, Joshua [<mailto:JSidis@cityhall.nyc.gov>]

Sent: Monday, August 31, 2015 4:28 PM

To: 'sam@samschwartz.com' <sam@samschwartz.com>

Subject: FHV: Paperwork

Hi Sam,

My name is Joshua Sidis and I am with the Mayor's Office of Operations. Thank you again for agreeing to be a part of this study.

I am working on bringing you onboard as an adviser for the FHV study. I am happy to answer any questions. Let me know if you would like to have a call or if I should just send over the paperwork.

Talk to you soon,

Joshua Sidis

Mayor's Office of Operations

212-788-4881

253 Broadway, 10th flr.

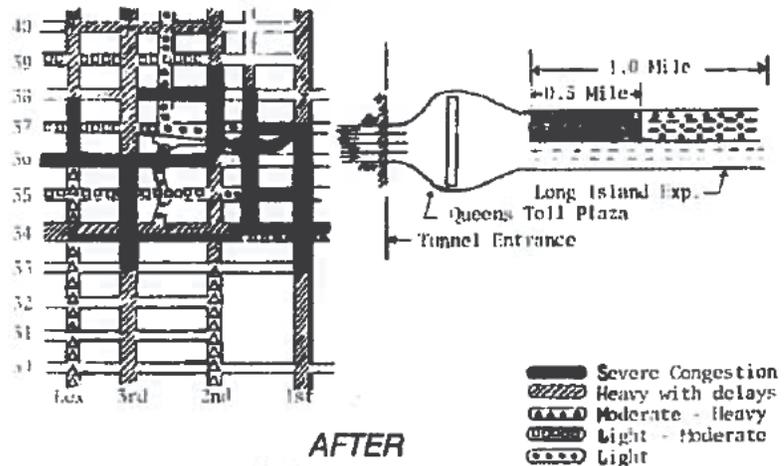
VIM: Not Just Another Acronym

by Samuel I. Schwartz, P.E. and
Shauna Tarshis Colasuonno

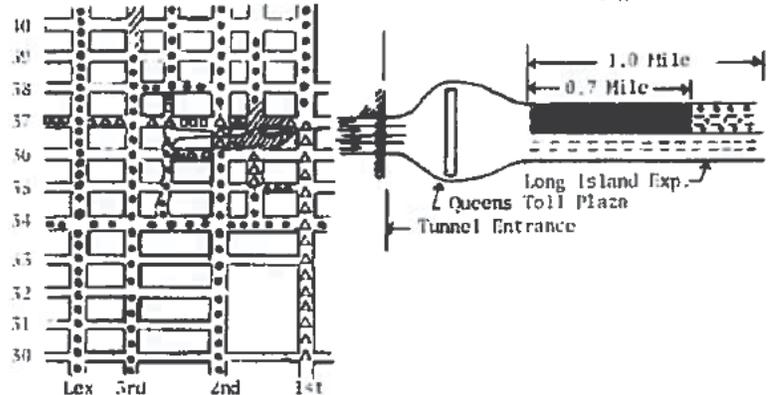
A funny thing happened as we reversed a lane of the Queens Midtown Tunnel (QMT). The project worked better than expected! East Midtown Manhattan, clogged on some days until midnight, was relatively free flowing even during the evening rush hours. Yet, the project simply involved the reversal of a single lane of a four-lane facility. The reversed lane, at first, handled only 700 vehicles per hour. On the Queens side of the Tunnel, the queue entering Manhattan was extended by, at most, 400 vehicles. But by 4 PM, after one hour of operation, a widespread area of Manhattan was peculiarly devoid of congestion. Removing 1,100 vehicles from the street system per hour seemed inconsequential when compared to more than 30,000 vehicles entering Midtown each hour, the daily entry of 200,000 vehicles, and the fact that most of Midtown Manhattan's 11 avenues were each handling more than three times the reversed lane's volume.

At the same time as the QMT reversal project, the City was considering the licensing of six thousand vehicles as radio limousines. As traffic engineers we knew that this proposal, counter to public intuition, would have a dramatic effect on Midtown traffic resulting in much slower speeds and thus less overall service and mobility during the critical rush hours. But the public had been inundated with stories of huge increases in

QUEENS MIDTOWN TUNNEL REVERSAL TYPICAL CONDITIONS (3 - 7 PM) BEFORE



AFTER



37,000 Vehicles = 97,000 Passengers 10,000 Vehicles = 15,000 Passengers

Note dramatic impacts in Manhattan.

Figure 1. Typical before and after conditions at the Queens Midtown Tunnel. Note dramatic impacts in Manhattan.

traffic, and a record 1.5 million vehicles using Manhattan's bridges and tunnels daily in 1981; so what harm could 6000 more vehicles do?

After careful investigation, a relatively simple way was discovered to describe the phenomena at the QMT and explain to lay people the dramatic negative impact on traffic flow and net service of the limousine proposal for the public. In addition, a good tool was found to quantitatively relate level of service (in terms of speed) to possible changes in vehicle density or new traffic flow patterns.

Deriving Vehicles in Motion

The investigation takes advantage of the data obtained during the transit strike of 1980 when the accumulation of the number of vehicles in the Central Business District (CBD — Manhattan south of 60th Street) was used as a barometer to correlate with congestion. As seen in Table I, the total number of vehicles in the CBD ranges between 139,000 and 181,000 during the business day. Since many of these vehicles are parked, we have to isolate those vehicles in motion (VIM) which contribute to traffic congestion. Thus we have:

$$\begin{aligned} \text{Vehicles in Motion} = \\ \text{Accumulation} - \text{Vehicles Parked} \end{aligned} \quad (\text{Eq. 1})$$

Data for parked vehicles exists from previous studies by the Tri-State Regional Planning Commission and the "New York City Parking Management Study"¹. We can therefore estimate the VIM in the CBD for three time periods as given in Table I.

However, significant problems prevent the use of this data. For example, the data sets used in Table I were 3 to 4 years apart and zoning changes affecting parking were enacted during the intervening time. There is a need for a more accurate way to determine VIM.

Using data from the NYC Department of Environmental Protection, Bureau of Science and Technology, we present an alternate and more exact method for determining VIM. Vehicles in Motion can be related to the number of Vehicle Miles Travelled (VMT). This is based on the

fact that VMT in a given area in one hour is equal to the sum of each vehicle in motion during any portion of the hour multiplied by the distance that it travels during that hour. Written as an equation, this is expressed as follows:

$$\text{(VMT)}_{hr} = D_1 + D_2 + \dots + D_x + \dots + D_n = \sum_{x=1}^n D_x \quad (\text{Eq. 2})$$

where D = distance vehicle number x travels in one hour
n = total vehicles in motion during the hour

VMT can also be determined by multiplying the average number of VIM during the hour multiplied by the average distance travelled in the hour (which is speed in MPH). Therefore:

$$\text{VMT} = \overline{\text{VIM}} \times \overline{\text{MPH}} \quad (\text{Eq. 3})$$

Transposing, to get VIM during a given hour:

$$\overline{\text{VIM}} = \text{VMT} / \overline{\text{MPH}} \quad (\text{Eq. 4})$$

Assessing the Limousine Proposal

With a formula for deriving VIM, it is possible to calculate the current VIM and compare it to the changes in VIM which would accompany the licensing of 6000 new limousines to the traffic in the CBD. To be consistent in determining the affect of the limousines an assumption was made that limousine usage patterns would to a first approximation mimic taxi-usage. Thus most limousine trips would be in the Midtown Core of Manhattan: an area bounded by 34th and 59th Streets and 1st to 8th Avenues (see Figure 1).

Within this core impact area there are 11 avenues with individual lengths of 1.25 miles. The 26 streets in the Core are each 1.19 miles long. Travel time studies conducted twice a year throughout Midtown Manhattan provide accurate speed data. Extensive screenline volume counts are available for both avenues and streets. From these data, VMT is determined by aggregating segment volumes by segment distances. The VIM Equation 4 is applied below for the impact area with an example for the 8-9 AM time period taken from Table II using the fact that $(\text{VMT})_{\text{hour}} =$

(Average Volume × Average Distance). Indicating that during the time period 8 to 9:00 AM 5201 vehicles are in motion on the average.

The same hourly analyses can be performed using data for other periods. The data is presented in Figure 2 (the second curve showing taxis in motion will be discussed later).

The results are surprising. As seen from Figure 2, the maximum number of vehicles in motion at any moment in the Midtown Core of Manhattan is below 9,000. Therefore, the benefits that accrue from removing 1,100 vehicles with the QMT lane-reversal are apparent. In addition, our feared negative impact on traffic of the addition of thousands of limousines to the Midtown Core can be determined. If we assume that limousines are attracted to Midtown to the same extent that taxis are, about 1/3 of the total number would operate in the Core at any one time. This would increase traffic density by more than 20% which, in rush hours, would produce traffic congestion approaching gridlock and an overall net decrease in service to the public. During the critical hours, traffic would be so severe that passengers would simply be spending time sitting in the additional limousines and taxis rather than getting to their destinations. In effect, the limousines would provide seating space on the streets of Manhattan at approximately \$25 per hour.

Since the policy implications of the analysis above are significant, cross-checks for correctness of the results are essential. Several methods were tried and all supported the order of magnitude obtained from Equation 4. Three of the cross-checks were:

1. An estimate was made of the absolute number of vehicles that could fit in Midtown if all available lanes were filled with vehicles. If we add all the moving lane space, assuming an average of 20 feet per vehicle, the Midtown core moving vehicle lanes can hold a maximum of 27,000 vehicles. This sets a theoretical upper limit for VIM. From observations and experience, a peak density of 1/3 of the physical maximum seems reasonable.
2. An extrapolation for VIM was obtained from photographs of street traffic. From blowups of photographs of a small area of Midtown streets, cars were counted and interpolations to the entire area were made. This

1. New York City Department of Environmental Protection, *Parking Management Study: Final Draft*, 1980.

Table I. Vehicle Accumulation and VIM

Hour	Total Vehicle Accumulation	Vehicles Parked		VIM
		Off-Street	On Street	
8-9 AM	139,050	66,500	26,687	45,863
12-1 PM	181,504	101,100	35,628	44,776
5-6 PM	155,704	86,800	33,969	34,935

Table II. Data for 8-9 AM for Midtown Core

Type	Vehicles Per Hour	Distance	Speed
Avenues	19,769	1.25 miles	12.3 MPH
Streets	18,225	1.19 miles	6.8 MPH
VIM	= $\frac{19,796 \times 1.25}{12.3}$	+ $\frac{18,225 \times 1.19}{6.8}$	= 5201

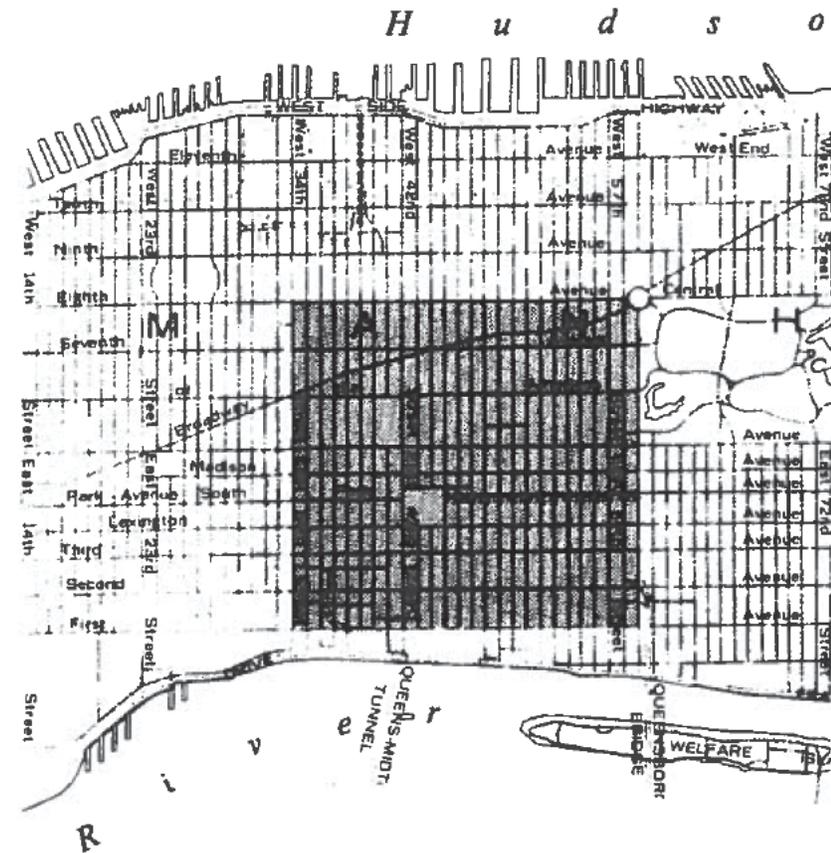


Figure 1. Midtown Manhattan Core Area Shaded

generated a VIM estimate of about 8000.

3. We used available information regarding the number of taxis operating in Midtown. This figure when combined with the known ratio of taxi vehicles to the total number of vehicles, resulted in VIM estimates of 9,500 to 10,500.

These three cross-checks increased the confidence of the earlier VIM estimates as the comparison with the limousine proposal continued. A more quantitative analysis can be found from VIM correlated with speed, by time of day, to ascertain the actual impact of these additional vehicles on travel speeds. A polynomial regression (up to quadratic terms) produced the curve in Figure 3. Although the curve requires further analysis, the pattern is logical.

To determine the theoretical initial point (i.e., when only one vehicle is in the Midtown core) an assumption was made that the vehicle's mileage distribution between avenues and streets would parallel the VMT distribution described earlier. Approximately 52% of the VMT occurs on avenues, 48% on streets. Thus, it was assumed that 52% of the initial vehicle's mileage is passed on avenues. The speed of the single vehicle was derived using the following:

$$\text{Single Vehicle Speed (S.V.S.)} = \frac{(D_a + D_c)}{(T_a + D_c)}$$

$$\text{Single Vehicle Speed (S.V.S.)} = \frac{(D_a + D_c)}{(T_a + D_c)}$$

Where: D_a = distance travelled on avenues

D_c = distance travelled on crosstown streets

T_a = time travelled on avenues

T_c = time travelled on crosstown streets

$$\text{Since: } T_a = D_a / S_a$$

$$\text{and } T_c = D_c / S_c$$

$$\begin{aligned} \text{S.V.S.} &= \frac{D_a + D_c}{\frac{D_a}{S_a} + \frac{D_c}{S_c}} \\ &= \frac{1 \text{ mile}}{\frac{.52 \text{ miles}}{25 \text{ MPH}} + \frac{.48 \text{ miles}}{12 \text{ MPH}}} \\ &= 16.5 \text{ MPH} \quad (\text{Eq. 6}) \end{aligned}$$

Since some time will be lost due to turning movements, construction, etc.,

16 MPH was used as the intercept. From Figure 4 one can plot $VMT = \overline{VIM} \times \overline{MPH}$. Using x for \overline{VIM} and y for \overline{MPH} , $VMT = x \cdot y$. Assuming y to be quadratic:

$$VMT = x \cdot y = x(ax^2 + bx + c) \quad (\text{Eq. 7})$$

$$VMT = ax^3 + bx^2 + cx \quad (\text{Eq. 8})$$

A maximum VMT is obtained when the change of VMT with respect to \overline{VIM} is zero. Taking the first derivative of \overline{VMT} and setting it to zero we obtain:

$$\frac{d(VMT)}{dx} = 3ax^2 + 2bx + c = 0 \quad (\text{Eq. 9})$$

$$x = \frac{-2b \pm \sqrt{4b^2 - 4(3ac)}}{2(3a)} \quad (\text{Eq. 10})$$

Using values obtained from the regression analysis of Figure 4:

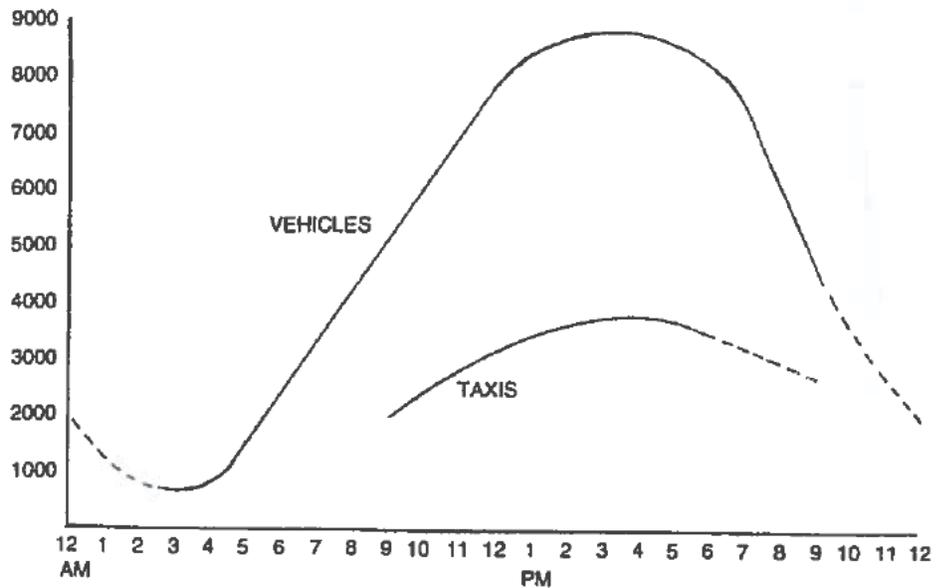
$$x = 7156$$

Therefore, the maximum VMT occurs when 7156 vehicles are in the Core area (\overline{VIM} critical). For every car above \overline{VIM} critical, the total miles travelled actually decreases with the addition of more vehicles. Although Figure 3 shows effective standstill of traffic (gridlock) at 16,200, Figure 4 shows that the dropoff in VMT occurs after 7156. Thus it is especially important not to allow the \overline{VIM} to exceed this number.

Taxis in Motion

Earlier estimates of \overline{VIM} (Figure 2) had shown taxis to be a large component of Midtown traffic ~ 43% of the total. These taxis are highly regulated with a ceiling of 11,787 allowed to operate on City streets (taxis must purchase medallions in order to do business in NYC and there are only 11,787 medallions issued). Of the medallion taxis, our data shows that approximately 1/3 are in motion in the Midtown Core at any given time. These two facts focus attention on the role of taxis in contributing to congestion and the impact of congestion on taxi productivity. As in the preceding discussion, there is a point at which the addition of more taxis will mean fewer taxi miles travelled. The addition of taxis beyond that number would mean less service to the public.

Applying the 43% classification figure to \overline{VIM} shows that during the peak hours approximately 3827 taxis are in motion (TIM). This represents 32% of the total number of taxis. Assuming that the attraction for taxi operators to drive in Midtown remains the same in all cases (i.e.



Vehicle Entries 7am—7pm 130,000app. Medallion Cabs 11,767

JANUARY 1982

Figure 2. Vehicles/Taxis in Motion 1st & 8th Aves., 34th-59th Sts.

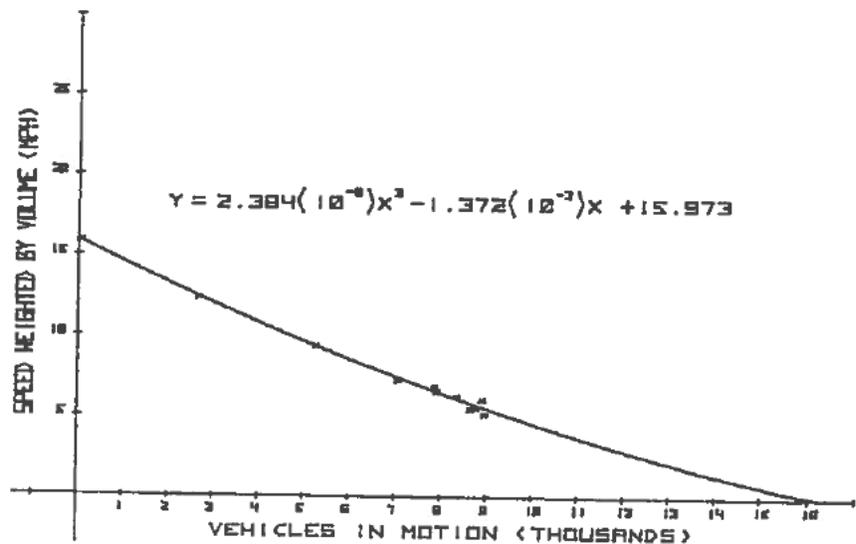


Figure 3. Vehicles In Motion (VIM) vs Average Speeds Midtown.

$TIM = f(M)$ and other motorists' patterns do not change:

$$VIM = k + TIM \quad (\text{Eq. 12})$$

$$TIM = .32 M \quad (\text{Eq. 13})$$

where: k = a constant of vehicles other than taxis

$$TIM = \text{Taxis in Motion}$$

$$M = \text{Number of Medallion Taxis}$$

To consider proposals for increasing the number of medallion taxis, TIM was related to speed. Multiplying TIM by

speed determines the number of miles taxis in Midtown could travel in an hour.

To find the critical value of M we used our earlier findings for \overline{VIM} critical:

$$VIM_{crit} = K + TIM_{crit} \quad (\text{Eq. 14})$$

Using Equations 12 and 13:

$$VIM_{crit} = K + .32 M_{crit}$$

$$M_{crit} = \frac{VIM_{crit} - K}{.32}$$

$$M_{crit} = 6509$$

Note: For the peak period $VIM = 8900$, $TIM = 3827$, $K = 5073$ (see Figure 3).

This indicates that during the peak hours the maximum number of taxi miles would be achieved with only 6,509 medallioned cabs or 2,083 $[.32 \times 6,509]$ actually in motion at any one time in the Core. Reducing the number of medallions could mean substantial improvements in taxi service. However, this research assumes that all other conditions and volumes remain unchanged. In fact, improved speeds realized by a reduction in TIM may induce more "other" motorists to drive into Manhattan.

Acknowledgements

The author wishes to thank Robert McCarthy and Louis Olmo of the New York City Department of Transportation for their assistance in developing the computer analyses and graphics. In addition, Bernard Tuchman and Alfred De-Filippis, New York City Department of Environmental Protection, are cited for providing valuable data from their *New York City Parking Management Study*.



Samuel I. Schwartz, P.E. (A) Deputy Commissioner of the New York City Department of Transportation, directed the study entitled "VIM: Not Just Another Acronym."

He conceived the concept of relating vehicles in motion to the Queens Midtown Tunnel reversal project and to the proposal to add radio limousine service to Midtown Manhattan.

Schwartz derived the mathematical analyses reported in the study and directed his staff to analyze existing data and perform regression analyses on the computer. He was assisted in the writing, research and lay-out of graphics for the report by Ms. Shauna Tarshis, a Transportation Planner in the Department.

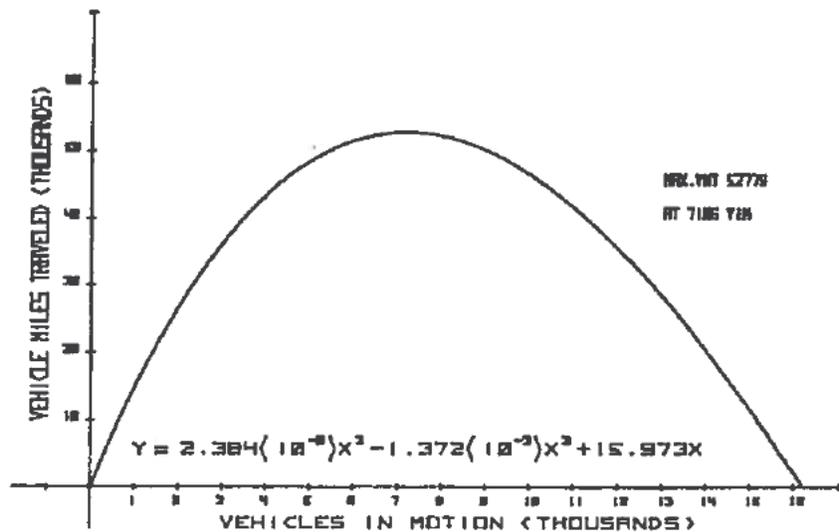


Figure 4. VIM vs VMT.

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MANUFACTURERS SINCE 1925

NORWOOD, LOUISIANA 70761
PHONE: 504 - 629-5234

From: [Sidis, Joshua](#)
To: "Sam Schwartz"
Subject: RE: Paperwork
Date: Friday, September 04, 2015 3:27:29 PM

Thank you! I have passed this along to the team for review. Looking forward to our meeting the 16th or 17th. I will get times from our team and make it work.

From: Sam Schwartz [mailto:sschwartz@samschwartz.com]
Sent: Friday, September 04, 2015 2:14 PM
To: Sidis, Joshua
Subject: RE: Paperwork

Joshua,

Please see attached. I'd make it required reading for those working on the study.

Best wishes,

Sam

Samuel I. Schwartz, P.E.
President + CEO
sschwartz@samschwartz.com
phone: (212) 598-9010 x 110
toll free: (877) 726-7249
[322 Eighth, 5th Fl | NY, NY 10001](#)

Author of STREET SMART: THE RISE OF CITIES AND THE FALL OF CARS

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From: Sidis, Joshua [mailto:JSidis@cityhall.nyc.gov]

Sent: Friday, September 04, 2015 1:52 PM
To: Sam Schwartz <sschwartz@samschwartz.com>
Subject: RE: Paperwork

Hi Sam,

As per our call earlier today, due to timing and other constraints, the City of New York will no longer pursue your services through a micro purchase. We look forward to working with you in other pro bono capacities on this project.

I will send you materials to look over while you are away to get you up to speed for a potential meeting on the 16th or 17th. If you have materials to help us understand your view of the current state of the for-hire-vehicle industry, please send them along.

Thank you,

Joshua Sidis

Mayor's Office of Operations

Main: 212-788-4881

BB: 917-620-9379

253 Broadway, 10th flr.

From: Sam Schwartz [<mailto:sschwartz@samschwartz.com>]
Sent: Thursday, September 03, 2015 9:32 AM
To: Sidis, Joshua
Cc: Sam Schwartz
Subject: Re: Paperwork

I do have a few questions. Please see below:

Contract reads: **“During the contract period, the Consultant cannot also work for the companies being studied, either directly or as a consultant.”**

1. What companies are being studied?
2. Once the contract is over, am I able to work for any and all the companies studied without exception?
3. Disclosure: My firm now consults for Via. We also have a request to work for a few other firms but not Uber. Any problem with this?
4. My firm also is completing a report for Transit Center on TNC's and other app services nationwide.

The contract is with **“Sam Schwartz Engineering DPC.”** The contract then goes on to talk about the

“Consultant,” but never defines the word “Consultant.”

1. Sam Schwartz Engineering DPC is the entity that I’d want to be under contract
2. I will use staff as well.

Contract language: “Consultant shall advise the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study, including the following tasks and deliverables. Consultant will lend perspective on the report as it unfolds as well as provide regulatory guidance.” [A brief outline of the scope is in the contract.]

Questions:

1. Who specifically is in charge at the Mayor’s Office that will be directing the work?
2. Who are the FHV study partners?
3. Will I have access to all documents related to the study as they are prepared and in draft?
4. Will I be able to question the consultants directly?
5. Are the consultants required to share data with me?

Contract language: **“The total contract term [September 1st through December 31st](#) or upon reaching the maximum of 67 hours billed whichever is sooner.”**

1. Does the contract period end automatically [on December 31, 2015](#), or can the City unilaterally extend the contract period and the accompanying conflict of interest bar?
2. Once the report, drafts or data sets are released to the public, will I be able to discuss them publicly and not be in breach of the confidentiality clause with respect to the material made public?
3. Other than the restriction that he not release confidential information, am I barred in any way during the contract period from commenting publicly on the study, the companies being studied, or the for hire vehicle industry?

Contract language: **“The City reserves the right to terminate this agreement with two (2) days notice given to the Consultant of said termination. The Consultant may terminate this agreement with tow [sic] (2) days notice given to the director of MIS or his designee.”**

1. Who is MIS?

President | CEO

Sam Schwartz Engineering D.P.C.

On Sep 3, 2015, at 8:57 AM, Sidis, Joshua <JSidis@cityhall.nycov> wrote:

Good morning Sam,

When you have a chance can you please fill out the paperwork and return by mail or scan and email to me? Also, please let me know your availability for a meeting next week.

Maritza Gatón

100 Gold St. 2nd flr
New York, NY 10038

Thank you,

Joshua Sidis

Mayor's Office of Operations

Main: 212-788-4881

BB: 917-620-9379

253 Broadway, 10th flr.

From: Sidis, Joshua

Sent: Tuesday, September 01, 2015 5:57 PM

To: 'Sam Schwartz'

Subject: RE: Paperwork

Hi Sam,

Just a gentle nudge here. Would love to get the four docs signed and returned to us as soon as you can. If you have any questions on the consultant agreement please let me know. Thanks.

You can mail them to

Maritza Gatón

100 Gold St. 2nd flr
New York, NY 10038

Or

Fill them out, scan them and email them to me.

Thanks!

Joshua Sidis

Mayor's Office of Operations

Main: 212-788-4881

BB: 917-620-9379

253 Broadway, 10th flr.

From: Sidis, Joshua
Sent: Monday, August 31, 2015 6:46 PM
To: 'Sam Schwartz'
Subject: RE: Paperwork

Sam,

Attached you will find all four documents needed to begin your engagement with the City. Please let me know what, if any, questions you may have. We would like to set up a time to bring you up to speed. What does the rest of your week look like?

Safe travels!

Joshua Sidis

Mayor's Office of Operations

Main: 212-788-4881

BB: 917-620-9379

253 Broadway, 10th flr.

From: Sam Schwartz [<mailto:sschwartz@samschwartz.com>]
Sent: Monday, August 31, 2015 5:22 PM
To: Sidis, Joshua
Subject: RE: Paperwork

Joshua,

Please send me the paperwork. I probably will have a few questions. I'm traveling the next couple of days but should be able to get back to you shortly.

Best wishes,

Sam

Samuel I. Schwartz, P.E.

President + CEO

sschwartz@samschwartz.com

phone: (212) 598-9010 x 110

toll free: (877) 726-7249

[322 Eighth, 5th Fl | NY, NY 10001](#)

Author of **STREET SMART: THE RISE OF CITIES AND THE FALL OF CARS**

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From: Sidis, Joshua [<mailto:JSidis@cityhall.nyc.gov>]

Sent: Monday, August 31, 2015 4:28 PM

To: 'sam@samschwartz.com' <sam@samschwartz.com>

Subject: FHV: Paperwork

Hi Sam,

My name is Joshua Sidis and I am with the Mayor's Office of Operations. Thank you again for agreeing to be a part of this study.

I am working on bringing you onboard as an adviser for the FHV study. I am happy to answer any questions. Let me know if you would like to have a call or if I should just send over the paperwork.

Talk to you soon,

Joshua Sidis

Mayor's Office of Operations

212-788-4881

253 Broadway, 10th flr.

From: [Sidis, Joshua](#)
To: "[Bruce Schaller](#)"
Subject: RE: FHV study
Date: Friday, September 04, 2015 5:57:28 PM
Attachments: [FHV - NDA Shaller Consulting.pdf](#)

Hi Bruce,

One thing that was not a part of the paperwork I sent was an NDA. Please sign the NDA before I send over prep doc.

If you have questions or concerns please let me know. I may leave my desk soon but will be available by blackberry all weekend.

Thanks,

Joshua Sidis

Mayor's Office of Operations

Main: 212-788-4881

BB: 917-620-9379

253 Broadway, 10th flr.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Thursday, September 03, 2015 8:37 PM
To: Sidis, Joshua
Subject: Re: FHV study

Yes, that's fine. Anytime Wed works.

On Thu, Sep 3, 2015 at 7:51 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

Hi Bruce,

I am looking to set up a meeting Wednesday afternoon. Maybe 3 or 4? Does that still work for you?

Thanks,

Joshua Sidis

Mayor's Office of Operations

Main: [212-788-4881](tel:212-788-4881)

BB: [917-620-9379](tel:917-620-9379)

253 Broadway, 10th flr.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Thursday, September 03, 2015 10:32 AM
To: Sidis, Joshua
Subject: RE: FHV study

Tuesday and Thursday after 1 pm and anytime on Wednesday is open.

On Sep 3, 2015 8:57 AM, "Sidis, Joshua" <JSidis@cityhall.nyc.gov> wrote:
Good morning Bruce,
Will you please let me know your availability for a meeting early next week?

Thank you,

Joshua Sidis

Mayor's Office of Operations

Main: [212-788-4881](tel:212-788-4881)

BB: [917-620-9379](tel:917-620-9379)

253 Broadway, 10th flr.

From: Sidis, Joshua
Sent: Wednesday, September 02, 2015 1:34 PM
To: 'Bruce Schaller'
Subject: RE: FHV study

Thank you Bruce.

From: Bruce Schaller [<mailto:bruceschaller2@gmail.com>]
Sent: Wednesday, September 02, 2015 1:34 PM
To: Sidis, Joshua
Subject: Re: FHV study

Joshua - attached is the signed consulting agreement and the completed forms. Let me know if you need anything else.

Bruce

On Wed, Sep 2, 2015 at 10:09 AM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:
Great! Thanks.

I look forward to working with you as well.

From: Bruce Schaller [<mailto:bruceschaller2@gmail.com>]
Sent: Wednesday, September 02, 2015 9:15 AM

To: Sidis, Joshua
Subject: Re: FHV study

Good - I'll get these back to you, signed, later today. I guess I need the one document notarized as well.

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I look forward to working with you on this important -- and complex -- set of issues.

Bruce

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These look fine Bruce. I made the changes. Not sure about the ETF. You should have all the docs.

Thanks,

Joshua Sidis

Mayor's Office of Operations

Main: [212-788-4881](tel:212-788-4881)

BB: [917-620-9379](tel:917-620-9379)

253 Broadway, 10th flr.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Tuesday, September 01, 2015 1:46 PM
To: Sidis, Joshua
Subject: Re: FHV study

Joshua - I made a small number of edits visible in MS Word track changes. Please review and once agreed upon, I can execute the agreement and also send you a pdf of the forms.

I think there should be an EFT form which I don't see here....?

On Mon, Aug 31, 2015 at 8:20 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:
Bruce,
Attached, please find the consultant agreement. If you have any questions please do not hesitate to reach out.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 4:04 PM
To: Sidis, Joshua
Subject: Re: FHV study

On Mon, Aug 31, 2015 at 3:15 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:
Quick Question. What is the address associate for your business? Need to add to a doc.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, August 31, 2015 12:44 PM
To: Sidis, Joshua
Subject: FHV study

Joshua - just wanted to follow up from our conversation last Wednesday. I believe you were going to be sending over a consulting agreement? When should I expect that? Anything else you need?

Regards,
Bruce

**CONFIDENTIALITY AND NON-DISCLOSURE AGREEMENT
IN RELATION TO CONSULTANT WORK FOR THE
FOR-HIRE VEHICLE TRANSPORTATION STUDY**

This Confidentiality and Non-Disclosure agreement (“Confidentiality Agreement”) is dated _____, 2015 between the City of New York (“NYC” or “the City”), through the Mayor’s Office of Operations (“Operations”), with an address at 253 Broadway, 10th Floor, New York, NY, and Schaller Consulting, with an address of 94 Windsor Place, Brooklyn, NY 11215 (“Recipient”).

1. Definitions. For purposes of this Confidentiality Agreement, “Confidential Information” means any information that relates to, derives from, has been disclosed to Recipient, or has been produced by or otherwise shared with Recipient in relation to the For-Hire Vehicle (“FHV”) Transportation Study and the Agreement between the City and Recipient entitled, “Consultant to Support For-Hire Vehicle Transportation Study” dated September 1, 2015 and Scope of Services thereof (“Consultant Agreement”). Confidential Information shall not include any information that is: (i) lawfully in the public domain at the time of receipt or lawfully comes into the public domain thereafter through no act of the Recipient in breach of the Confidentiality Agreement; (ii) known to the Recipient prior to disclosure; (iii) independently developed by the Recipient without reference to the Confidential Information; (iv) disclosed to the Recipient by a third party under conditions permitting such disclosure, without breach of the Confidentiality Agreement; and (v) disclosed as required by court order, subpoena, other validly issued administrative or judicial notice or order and/or as a matter of applicable law, *provided, however*, that in the event disclosure is required by Recipient under the provision of any law or court order, the Recipient will notify Operations as soon as practicable, but in no event later than five (5) business days from receipt of said court order or law requiring such disclosure, and disclose such Confidential Information only to the extent allowed under a protective order, if any, or necessary to comply with the law or court order.

3. Access to Confidential Information. Recipient has a legitimate work-related purpose directly connected to the FHV Transportation Study, which is to, among the other tasks set forth in the Consultant Agreement, advise the Office of the Mayor in relation to the FHV Transportation Study and issue memoranda in relation thereto. As such, the Recipient shall have access to the Confidential Information from September 1, 2015 through December 31, 2015, which aligns with the duration of the Consultant Agreement. The Recipient must hold the Confidential Information in strict confidence and not disclose or communicate the Confidential Information to any third parties except as provided herein or in the Consultant Agreement, nor make use of such Confidential Information for the benefit of another or for any use other than as set forth in this Confidentiality Agreement and the Consultant Agreement, nor publish, sell, license, distribute, or otherwise reveal the Confidential Information. The Recipient shall not incorporate or store any of the Confidential Information in any database or medium without the prior written approval of Operations.

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AGREED TO AND ACCEPTED BY:

Schaller Consulting

I hereby certify that I am duly authorized to execute this Confidentiality Agreement on behalf of Schaller Consulting, and understand, agree to and will abide by all of the provisions contained herein.

By: _____
Name: _____
Title: _____
Date: _____

From: [Bruce Schaller](#)
To: [Sidis, Joshua](#)
Subject: Re: FHV study
Date: Friday, September 04, 2015 6:27:06 PM
Attachments: [Confidentiality agreement.pdf](#)

Attached and good to go.

On Fri, Sep 4, 2015 at 5:57 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

Hi Bruce,

One thing that was not a part of the paperwork I sent was an NDA. Please sign the NDA before I send over prep doc.

If you have questions or concerns please let me know. I may leave my desk soon but will be available by blackberry all weekend.

Thanks,

Joshua Sidis

Mayor's Office of Operations

Main: [212-788-4881](tel:212-788-4881)

BB: [917-620-9379](tel:917-620-9379)

253 Broadway, 10th flr.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Thursday, September 03, 2015 8:37 PM

To: Sidis, Joshua
Subject: Re: FHV study

Yes, that's fine. Anytime Wed works.

On Thu, Sep 3, 2015 at 7:51 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

Hi Bruce,

I am looking to set up a meeting Wednesday afternoon. Maybe 3 or 4? Does that still work for you?

Thanks,

Joshua Sidis

Mayor's Office of Operations

Main: [212-788-4881](tel:212-788-4881)

BB: [917-620-9379](tel:917-620-9379)

253 Broadway, 10th flr.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]

Sent: Thursday, September 03, 2015 10:32 AM

To: Sidis, Joshua

Subject: RE: FHV study

Tuesday and Thursday after 1 pm and anytime on Wednesday is open.

On Sep 3, 2015 8:57 AM, "Sidis, Joshua" <JSidis@cityhall.nyc.gov> wrote:

Good morning Bruce,

Will you please let me know your availability for a meeting early next week?

Thank you,

Joshua Sidis

Mayor's Office of Operations

Main: [212-788-4881](tel:212-788-4881)

BB: [917-620-9379](tel:917-620-9379)

253 Broadway, 10th flr.

From: Sidis, Joshua
Sent: Wednesday, September 02, 2015 1:34 PM
To: 'Bruce Schaller'
Subject: RE: FHV study

Thank you Bruce.

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Sent: Monday, August 31, 2015 4:04 PM
To: Sidis, Joshua
Subject: Re: FHV study

94 Windsor Place

Brooklyn, NY 11215

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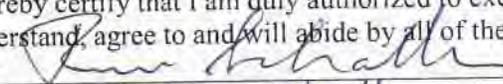
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AGREED TO AND ACCEPTED BY:

Schaller Consulting

I hereby certify that I am duly authorized to execute this Confidentiality Agreement on behalf of Schaller Consulting, and understand, agree to and will abide by all of the provisions contained herein.

By: 
Name: Bruce Schaller
Title: Principal
Date: 9-4-15

From: ██████████@mckinsey.com
To: Peter Hill
Cc: Ana Ariño; ██████████@mckinsey.com; ██████████@mckinsey.com; Sidis_Joshua; Lee Ann Steidel; Tarlow_Mindy; ██████████@mckinsey.com
Subject: RE: FHV Study
Date: Monday, September 14, 2015 11:53:34 AM
Attachments: [McKinsey 26640049 - Amendment 1 - For-Hire Vehicle Study 9-14-2015.docx](#)

(See attached file: [McKinsey 26640049 - Amendment 1 - For-Hire Vehicle Study_9-14-2015.docx](#))

Good morning Peter - I hope you had a great weekend. Attached please find the For-Hire Vehicle contract amendment with some very minor changes for the City's review. They are at the end of Section ██████████ and to ██████████ within Section ██████████

Thanks!

Regards,

██████████

▼ Peter Hill ---08/28/2015 09:30:06 AM---██████████, it was good to see you yesterday. Attached, please find EDC

From: Peter Hill <phil@edc.nyc>
To: ██████████@mckinsey.com <██████████@mckinsey.com>, "██████████@mckinsey.com" <██████████@mckinsey.com>, "██████████@mckinsey.com" <██████████@mckinsey.com>
Cc: ██████████@mckinsey.com <██████████@mckinsey.com>, "jsidis@cityhall.nyc.gov" <jsidis@cityhall.nyc.gov>, Lee Ann Steidel <lsteidel@edc.nyc>, "mtarlow@cityhall.nyc.gov" <mtarlow@cityhall.nyc.gov>, Ana Ariño <aarino@edc.nyc>
Date: 08/28/2015 09:30 AM
Subject: RE: FHV Study

██████████,

██████████, it was good to see you yesterday. Attached, please find EDC's revisions (tracked) to the For-Hire Vehicle contract amendment you had sent on Monday. As discussed, there are three main changes here:

- Clarified that Task 4 (implementation planning) will be supported by McKinsey
- Removed the language about use of name/attribution
- Clarified the Subcontractor relationship for the Traffic Study

Let me know if you have any questions; otherwise, please return 4 original signed copies to me:

Peter Hill
NYCEDC
110 William St. 4th Floor
New York, NY 10038

Best,
Peter

PETER HILL
Assistant Vice President, Strategic Planning
New York City Economic Development Corporation
www.nycedc.com
212-312-3704 (w)
PHill@edc.nyc


From: Peter Hill
Sent: Monday, August 24, 2015 4:57 PM
To: ██████████@mckinsey.com; Ana Ariño
Cc: ██████████@mckinsey.com; ██████████@mckinsey.com; 'jsidis@cityhall.nyc.gov'; Lee Ann Steidel; 'mtarlow@cityhall.nyc.gov'; ██████████@mckinsey.com
Subject: RE: FHV Study

Thanks, ██████████ We've received these and will take a look—we'll let you and the team know if we have any questions.

Best,
Peter

PETER HILL
Assistant Vice President, Strategic Planning
New York City Economic Development Corporation
www.nycedc.com
212-312-3704 (w)
PHill@edc.nyc


**NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION
STANDARD FORM OF AMENDMENT OF CONSULTANT CONTRACT**

This is an amendment to the Contract entered into by New York City Economic Development Corporation (NYCEDC), a not-for-profit corporation organized pursuant to the Laws of the State of New York, having an office at 110 William Street, New York, New York 10038, and the Consultant:					
Consultant's Name:		McKinsey & Company, Inc. Washington D.C.			
Address:		1200 19 th Street, NW, Suite 1100, Washington, DC <u>20036</u>			
Contract No:		Contract Date:		Project No:	
26640049		July 1, 2015		2664	
Project Name: On-Call Management and Economic Development Consulting Services					
Type of Services: Consulting Services					
A copy of the Contract and copies of any and all prior amendments are attached hereto as Exhibit A.					
The Contract is hereby amended as follows:					
Amendment No:		Effective Date:			
1		August 30, 2015			
TYPE OF AMENDMENT					
<input type="checkbox"/> Extension of Term		Extension Date:			
<input checked="" type="checkbox"/> Increase in Maximum Contract Price		Original Maximum Contract Price \$ 1.00			
		Total Prior Increases \$ 0.00			
		Amount of Current Increase \$ 2,062,740.00			
		Revised Maximum Contract Price \$ 2,062,741.00			
<input checked="" type="checkbox"/> Amended Scope of Services - See attached Exhibit B					
<input checked="" type="checkbox"/> Other (as described below) - See attached Exhibit(s) C					
Exhibit C - Amended Payment Schedule					
NYCEDC Executive Committee Approval Date:				April 30, 2015	
Capitalized terms used herein shall have the meanings set forth in the Contract, as previously amended, unless otherwise defined herein. Except as provided herein and in the pages attached hereto, if any, all terms and conditions of the Contract, as previously amended, remain unchanged and in full force and effect.					
MCKINSEY & COMPANY, INC. WASHINGTON D.C.			NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION		
By:		By:			
Printed Name:		Printed Name:			
Title:		Title:			
Date Signed:		Date Signed:			

EXHIBIT A
THE CONTRACT AND PRIOR AMENDMENTS
(Incorporated by Reference)

EXHIBIT B

AMENDED SCOPE OF SERVICES
(APPENDIX B OF THE CONTRACT)

The Scope of Services (Appendix B of the Contract) is hereby amended to include the following Task Order assignment:

I. Background

New York City Economic Development Corporation (“NYCEDC”) and the Mayor’s Office of Operations (“Operations”) are engaging the Consultant to conduct a comprehensive analysis and to articulate a strategy for managing and regulating New York City’s (the “City”) for-hire vehicle (“FHV”) transportation services. The New York City Taxi and Limousine Commission (“TLC”) establishes and enforces professional and uniform standards of for-hire services and ensures public safety. TLC licenses and regulates all aspects of the City’s yellow medallion taxicabs, FHV such as Boro Taxis, community-based liveries and black cars, commuter vans, paratransit vehicles (ambulettes), and certain luxury limousines. Over the past two years, the City has experienced a significant shift in the composition of its FHV transportation industry, specifically the introduction of a range of private, non-medallion FHV that are less regulated by the City.

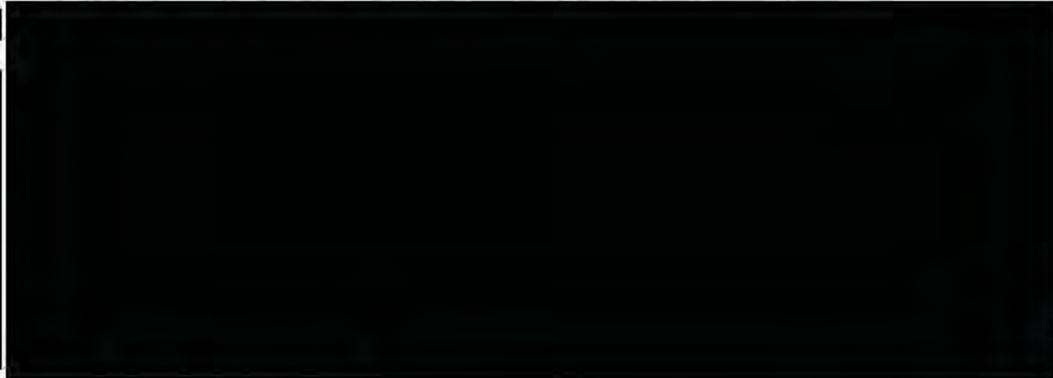
The Consultant will provide consulting support and assist the City in developing a new plan for the City that provides a construct for a more comprehensive structure that accommodates the broader range of FHV (medallion and non-medallion). The priorities guiding this analysis and the resulting framework will be determined by the City and communicated to the Consultant. The Consultant will investigate, provide recommendations, and suggest an implementation plan that investigates at least five areas related to the City’s FHV industry:

1. Industry/business sector analysis
2. Assessment of present conditions
3. Stakeholder analysis
4. Analysis of potential outcomes of regulatory scenarios

In addition to the services described above and in Tasks 1 through 4 below (the “General Study”), the Consultant will engage a subconsultant as a Subcontractor, to conduct a study of FHV congestion, traffic, and emissions (the “Traffic Study”), as described in Tasks 5 through 7 below. The Traffic Study will be conducted in parallel with the General Study, and the Consultant will ensure alignment between these tasks, including using scenarios developed in the general study as inputs for the Traffic Study analysis, and outputs of the Traffic Study to

1. What are the likely factors contributing to the recent increase in congestion in the Manhattan core?

2. How are FHV currently operating within the Manhattan core and other congested parts of the City?
3. What will be the effect on mobility, traffic congestion and emissions of various FHV growth and regulatory scenarios?



Comment [PSH1]: While we do not expect to be making public our work with McKinsey on this project, we cannot agree to this term—as we have not on the base retainer contract or previous projects

Since EDC and McKinsey are signing this agreement and not the City, we can only represent EDC and McKinsey actions

II. Services – General Study

The Consultant, working under the direction of the Mayor’s Office of Operations, will provide consulting services to include:

1. **An analysis of for-hire transportation industry**
 - a. This should include a review of medallion and non-medallion FHV including analysis of all relevant data and metrics, driver and passenger safety rules and regulations, accessibility standards, as well as best practices in for-hire transportation operations from other jurisdictions or relevant industries.
2. **Documentation and baselining of current for-hire transportation industry.**
 - a. This will involve detailed analysis of the as-is condition of the industry, along with a review of protocols and procedures, personnel and training practices, regulations, and financing. The review will also document the experiences and views of individuals directly employed by the for-hire industry as well as public and private stakeholders.
3. **Develop a robust analysis of options and [redacted] options for an overall framework, including a roadmap for the City’s consideration in its approach for to the for-hire transportation industry.**
4. **Support the City in developing implementation plans- to implement the City’s recommendations.**

Task 1 An analysis of for-hire transportation industry

Task 1.1 Review of industry.

- Review all relevant metrics for the for-hire transportation industry, driver and passenger safety rules and regulations, consumer protections, and accessibility standards.

- Task 1.2 Conduct a review of best practices.
- Identify best practices in for-hire transportation operations from other jurisdictions or relevant industries, highlighting for consideration transportation models, such as ride sharing, that limit the impact on congestion of core sectors while continuing to serve the needs of the public.

Task 1 Deliverables: A report including all elements outlined in Tasks 1.1 and 1.2 above.

Task 2 Documentation and baselining of current for-hire transportation industry.

Task 2.1 Building on the findings from Task 1, as well as data and materials from the Traffic Study being conducted in parallel to this effort, the Consultant shall compile and synthesize the fact-base on the current processes, protocols, procedures, regulations, personnel and training practices in the for-hire transportation industry, including but not limited to the tasks below. Existing materials will be shared with the Consultant.

- Identify and document core business protocols and procedures, including all elements of rules and regulations in the medallion and non-medallion for-hire transportation industry
- Identify and document current training practices around driver and passenger safety
- Identify and document pricing protocols and protections for passengers
- Identify and document revenue sources and strategies
- Incorporate relevant information, as available, from a parallel effort that will analyze congestion and traffic flow in heavily used areas of the city

Task 2.2 Identify baseline performance metrics for for-hire transportation operations that will help drive and guide recommendations for a proposed regulatory structure.

Task 2 Deliverables: A report detailing the fact-base on the organizational structure, regulations and policies, current processes, and baseline performance metrics for the for-hire transportation industry.

Task 3 Develop a robust analysis of options and [REDACTED] options for an overall framework, including a roadmap, for the City's consideration of [REDACTED] its approach ~~for~~to the for-hire transportation industry.

Task 3.1 The Consultant shall produce a report detailing a robust analysis of options for developing a for-hire transportation system that is safe, inclusive, and reliable; operates in a manner that provides operational and financial support to meet the overall needs of the city's mass transit system; and ensures that the system is regulated in accordance with the City's interests and objectives. The overall framework will be evaluated and refined with the Mayor's Office. The Consultant will then [REDACTED] briefing and decision documents for the Mayor's Office, covering each strategic area and help facilitate decision-making by the Mayor's Office through a series of meetings.

Task 3 Deliverables: Framework and roadmap for a structure that accommodates the increasingly complex for-hire transportation environment, including all elements outlined above.

Comment [PSH2]: We had agreed that the City would conduct the implementation planning with support from McKinsey—that is why this is budgeted for in the price proposal

III. Services – Traffic Study

The Consultant, working under the direction of the Mayor’s Office of Operations, will engage ~~subconsultants~~ Subcontractors to provide consulting services to include:

Task 5 Analysis of Congestion in the Manhattan Core

~~The Subconsultant~~ The Consultant or its Subcontractor will:

- Examine the current level of congestion in the Manhattan core using yellow and green taxi GPS, BusTime, Midtown in Motion data, as well as available traffic counts. The ~~Subconsultant~~ Subcontractor will analyze travel speeds by time/day of week and by geography using the 29 taxi GPS analysis zones developed by NYCDOT.
- Conduct a high-level of analysis of factors contributing to the recent increase in congestion in the midtown core using available data sets. This analysis will include a qualitative review of factors including: traffic volumes entering the Manhattan core, economic factors, changes in road capacity, construction activity, delivery activity, recent growth in the FHV sector, and other relevant factors.
- Develop a qualitative assessment of the role of FHV growth in growing congestion in the Manhattan core, as well as lay out a list of other likely congestion sources that merit further study.

Task 6 Assessment of Current FHV Operations

The ~~Subconsultant~~ Consultant or its Subcontractors will:

- Map the available FHV (including Uber) pick-up and drop-off locations and routing information (if available) overlaid with NYCDOT taxi analysis zones (29 zones total, including 18 zones in Manhattan) and census tracts citywide and within the CBD.
- Compare FHV (including Uber) pick-up/drop-off activity centers and time-of-day activities to those of yellow and green taxis for time periods with available FHV data (up to the past 3 years¹);
- Assess FHV (including Uber) activity patterns between revenue trips, including cruising times and distances, as well as dwelling hot-spots of FHV awaiting e-hails.
- Assess Vehicle-Miles-Traveled (VMT), Vehicle-Hours-Traveled (VHT) and the average speed of FHV (including Uber) trips for zones citywide and within the CBD, compared to other travel speed data sources (e.g. taxi speeds, Midtown In Motion).

Task 7 Future Scenarios

The ~~Subconsultant~~ Consultant or its Subcontractor will:

- Estimate future FHV (including Uber) VMT and VHT over the next five to ten years assuming no changes are made to existing TLC regulations. The ~~Subconsultant~~ Subcontractor shall also estimate corresponding changes in taxi activity, and the corresponding activity and average speed change. The changes in the taxi and FHV fleet size and activity shall be based on the industry analysis conducted as part of the overall study.
- Estimate future FHV (including Uber) VMT and VHT over the next five to ten years under a range of regulatory and pricing scenarios. The ~~Subconsultant~~ Subcontractor shall also estimate corresponding changes in taxi activity, and the corresponding activity and average speed change. The scenarios will be based on the policy options developed as part of the overall study.
- For the no action and other scenarios, estimate current and projected vehicular tailpipe emissions for criteria pollutants and GHGs based on VMT, average speed and other traffic activity inputs at a zonal level, e.g. Manhattan CBD, by borough.
- Summarize both the traffic and emissions metrics for the set of FHV regulatory and operating scenarios analyzed. Likely deliverables to include: summary maps of zonal traffic and emissions metrics for baseline and projected conditions; comparison tables of policy options and corresponding metrics; formulations of future projections of FHV activity levels and corresponding metrics such as zonal VMT, VHT, pick-up/drop-off

¹ The study should look back as far as FHV data are made available, up to the 5 years that yellow taxi data are available.

density maps, etc.; and a summary report of analysis methodology, data used and outcomes.

- Show NYC air quality trends over time (broad lens).
- Show NYC air quality by criteria pollutants for neighborhood level (detailed/contextual lens).
- Map CEQR data on traffic and air quality impacts over the last five years.

Anticipated Datasets

The City will provide the Consultant with access to:

- Up to 5 years of yellow taxi trip records, including pick-up/drop-off locations, trip distance and trip duration.
- Up to 6 months of green taxi trip records and yellow/green taxi breadcrumb GPS data.
- A to-be-determined set of trip records and breadcrumb GPS data from Uber and potentially other FHV industry providers; dates and spatial coverage also TBD.
- NYC DOT Midtown in Motion data on vehicle speeds in midtown.
- Taxi Medallion Increase EIS (2013) and other traffic studies deemed relevant.
- Existing traffic data including counts (crossings and screen lines) and travel times where available.
- New York State Department of Environmental Conservation air quality data (from 12 monitoring sites in NYC).
- NYC Department of Health and Mental Hygiene air quality data set(s) and potentially (neighborhood level air quality study).
- CEQR project data (traffic and air quality) of Manhattan based projects (over the last five years) from the Mayor's Office of Sustainability.

IV. Timeline

The Consultant will complete this Project Assignment by November 1, 2015. Tasks 5 through 7 will be completed by October 16, 2015.

EXHIBIT C
AMENDED PAYMENT SCHEDULE
(EXHIBIT 1.A TO APPENDIX C OF THE CONTRACT)

The Payment Schedule (Exhibit 1.A to Appendix C of the Contract) is hereby amended to include the following schedule applicable to this Task Order only:

The Maximum Payment for each portion of the Services shall be the respective amounts set forth for in the following table:

Task 1:	An analysis of for-hire transportation industry	\$ 315,000
Task 2:	Documentation and baselining of current for-hire transportation industry	\$ 315,000
Task 3:	Develop a robust analysis of policy options and an overall policy framework, including a roadmap, for New York City’s regulatory policies going forward for the for-hire transportation industry	\$ 790,000
Task 4:	Support the City in developing implementation plans for recommendations	\$ 260,000
Task 5:	Analysis of Congestion in the Manhattan Core	\$ 144,593
Task 6:	Assessment of Current FHV Operations	\$ 107,693
Task 7:	Future Scenarios	\$ 130,454
Total Fees		\$ 2,062,740

No multiplier, overhead, administrative fee, other mark-up, Subcontractors’ Costs, or Allowable Additional Costs will be paid under this Task Order, unless agreed to in advance in writing by the Corporation.

The Consultant shall submit to the NYCEDC Project Manager, not more than once per calendar month, a Requisition setting forth in detail, for the period for which partial payment is requested (i) Percentage of Services performed by Consultant during Requisition period; (ii) Allowable Additional Costs incurred with all required documentation, provided that such costs were agreed to in advance in writing by the Corporation; and (iii) total amount of payment for Services rendered.

From: [Sidis, Joshua](#)
To: [REDACTED]@mckinsey.com
Date: Monday, September 14, 2015 6:32:23 PM
Attachments: [McKinsey Proposal - FHV Study.pdf](#)

Joshua Sidis
Mayor's Office of Operations
212-788-4881
253 Broadway, 10th flr.

New York City Economic Development Corporation (NYCEDC)
and The Mayor's Office of Operations (Operations)

PROPOSAL FOR NEW YORK CITY BUSINESS SECTOR
ANALYSIS & REGULATION POLICY PLAN FOR FOR-HIRE
VEHICLE TRANSPORTATION INDUSTRY

Due: July 25, 2015

Submitted to:

NYCEDC

Strategic Planning

Peter Hill

110 William Street, 6th Floor

New York, NY 10038

Submitted by:

McKinsey & Company, Inc. Washington D.C.

[REDACTED], Senior Partner

[REDACTED], Partner

1200 19th Street, NW, Suite 1100

Washington, DC 20036

www.mckinsey.com

This proposal is the property of McKinsey & Company, Inc. Washington D.C. ("McKinsey") and must not be disclosed outside the Government or be duplicated, used, or disclosed—in whole or in part—for any purpose other than to evaluate this proposal. If a contract is awarded to McKinsey as a result of, or in connection with, the submission of this proposal, the Government shall have the right to duplicate, use, or disclose the data to the extent provided in the resulting contract and subject to the limitations of the Freedom of Information Act. This proposal contains confidential and proprietary information that is exempt from disclosure under Section (b)(4) of the Freedom of Information Act, 5 U.S.C. § 552 et seq. Accordingly, no portion of this proposal should be released without consulting McKinsey & Company. Accordingly, no portion of this proposal should be released without consulting McKinsey & Company. This proposal is contingent on the Parties reaching mutually agreeable terms and conditions and upon acceptance of any limitations described herein.

July 25, 2015

Mr. Peter Hill
Assistant Vice President, Strategic Planning
NYCEDC
110 William Street, 6th Floor
New York, New York 10038

SUBJECT: NEW YORK CITY BUSINESS SECTOR ANALYSIS & REGULATION POLICY PLAN FOR FOR-HIRE VEHICLE TRANSPORTATION INDUSTRY

Dear Mr. Hill:

We are pleased to submit our proposal in response to your request for a business sector analysis and regulation plan for the for-hire vehicles transportation industry. We are particularly excited to have the opportunity to partner with you on this engagement given the immense importance and urgency the issue and the high-levels of public scrutiny it is garnering. As recently as this week, we witnessed the ongoing debate between the Mayor and leaders of the NYC administration and the industry which confirmed the importance of a robust study of the market. We strongly believe that as one of the largest for-hire vehicle markets in the country (>30,000 vehicles), New York City is positioned to establish a strong precedent on a globally relevant issue. Non-medallion for-hire transportation is growing in cities around the world and multiple municipalities are grappling with finding the optimal approach to manage these emerging dynamics. In addition to the broader relevance, we see how this issue lies at the core for NYC as it directly affects jobs, citizen safety and quality of life through pollution and congestion. We are pleased to bring the absolute best of our insight and critical thinking as a partner to you in this review.

Our understanding of the proposed project is that the City wants to partner with a consultant to conduct a comprehensive analysis and baselining of the for-hire transportation industry in order to build a new roadmap for New York City's for-hire vehicle regulatory structure. This analysis must include an understanding of all industry metrics and best practices from other jurisdictions and relevant industries and a detailed compilation of processes, protocols and procedures, and must leverage data and materials from existing and ongoing studies (e.g. the traffic study). We understand that the final regulatory approach will be refined in collaboration with the NYC leadership and a detailed implementation and communication plan will lay out how the City will transition to this new regulatory structure. Based on our experience working with the City under the EDC's Management and Economic Development Consultant Services contract, we assume that this professional review must be subscribed to by the leadership of critical stakeholders, the most important being the Taxi and Limousine Commission (TLC).

In this contexts, we believe that McKinsey & Company is uniquely positioned to be your partner of choice on this critical engagement for several reasons which are detailed below.

- **We have deep experience in transportation markets and developments in the transportation industry.**

We have a dedicated travel, transport and logistics (TTL) service line which goes across multiple industry segments (e.g. air, road, tourism, lodging, car rental, urban transit, etc.). We have served the top players in multiple sectors in over [REDACTED] engagements, including serving major car rental companies on issues related to the emergence of new for-hire vehicle business models, such as [REDACTED]. We have dedicated knowledge practitioners and specialized consultants as well as a proprietary knowledge library of [REDACTED] documents across industry segments and topics. This team and the knowledge resources are available and part of any new engagement we conduct on these topics. We have developed a strong understanding of the for-hire transportation market in our work with car rental companies which have included helping them develop strategies to address trends similar to those affecting NYC currently.

- **We understand transport systems and cities, including a [REDACTED], which provides unique insight into the transportation market and regulatory environment in NYC.**

McKinsey & Company

We have served multiple regional transport systems on operations, strategy, asset optimization and governance topics including [REDACTED]. This experience has given us a nuanced understanding of public sector transportation systems, regulations, effective policy levers and relevance of stakeholder engagement. Specifically, we have [REDACTED] of deep experience working with the [REDACTED] on topics ranging from [REDACTED]. This long-standing relationship has given us a deep understanding of the transportation landscape within NYC. Our work on [REDACTED] specifically has given us an understanding of the importance of [REDACTED]. Beyond our specialization in transportation, we have developed deep expertise in understanding and addressing congestion through our work on [REDACTED]. Our [REDACTED] will provide invaluable resources to understand the congestion and health impacts of the shifting mix.

- **Our research on the sharing economy, including for-hire vehicle services, uniquely prepares us to assess this quickly evolving market**

The sharing economy has become an emerging and important trend affecting multiple industry sectors. Regulators in hospitality, lodging, financing, and transportation are all faced with similar challenges in managing this evolution. McKinsey has done considerable work on studying the sharing economy. Our experts predict [REDACTED] through [REDACTED] across industry sectors. [REDACTED] of this market will be made up of [REDACTED]. The core drivers of the sharing economy include [REDACTED].

The for-hire transportation industry in particular is witnessing a growth in non-traditional options driven large by economic and technologies trends. Successful shared economy companies like Uber have exploited inefficiencies, aggregated individuals and their resources into accessible networks. We have deep knowledge and expertise on the transportation sector, in particular, including [REDACTED].

projections and forecasts for how the market will evolve. In addition, we have experts who have focused on understanding core players (Uber and Lyft) in this marketplace. Incumbent taxi operators have widely protested the arrival of Uber, Lyft and other ride-sharing services. London saw street protests from black cab drivers, Taxi Verts filed a complaint complaining about price fixing and in France Uber cars were attacked near the airport. Government regulators have expressed optimism as well as caution at ride-sharing companies. The D.C. City council voted to approve a legal framework that legitimized mobile e-hail applications within certain constraints, the Seattle City Council on the other hand voted to limit the number of drivers available on Uber, Lyft, SideCar and other on-demand for-hire services and California Public Utilities proposed a new framework for ride-sharing services to allow continue operations. We believe our understanding of the shared economy in the transport sector and players leading the trend will be an invaluable asset for the City.

- **We are deeply committed to New York City.**

New York City matters to us. We are privileged to have served the City or entities that support the development and operations of New York City on [REDACTED] projects in the past few years and are deeply passionate about our opportunity to help the City address urgent and critical issues as well as improve ongoing services. Our experience most recently includes supporting the [REDACTED].

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- We have an impeccable track record of sensitivity and impact to help you with this high profile engagement.

Of all the U.S. Government Contractor Performance Assessment Reports (CPARs) received as of January 2012, [REDACTED] of Contract Officers wrote that they would definitely work with McKinsey again. Across the six dimensions rated from exceptional to unsatisfactory, [REDACTED] of engagements were ranked [REDACTED] across every dimension, and McKinsey has never received any score less than [REDACTED]. Our work scored above [REDACTED] in quality of product/service and in management of key personnel. In clients' free-form responses, leaders typically describe our work as [REDACTED] and [REDACTED].

Sincerely,

[REDACTED]

Senior Partner

Partner

McKinsey and Company, Inc. Washington D.C.
1200 19th Street NW, Suite 1100
Washington, DC 20036

Phone: [REDACTED]

Mobile: [REDACTED]

Fax: [REDACTED]

	Selection criteria	Where NYCEDC can find our source of distinction
a.	The respondent's experience in providing services similar to the additional services described in the accompanying Scope of Services	Sections 3-4
b.	The quality of the respondent's management, reputation, and references, and the quality of the proposed Consultant's team	Sections 3-5 Appendix
c.	The terms under which the respondent will commit its personnel and, as applicable, the personnel of the respondent's team members, without transfers and changes	Section 5
d.	The respondent's demonstration of experience with respect to and expertise in all of the specific Services contemplated in the accompanying Scope of Services	Cover Letter, Section 3 Appendix
e.	The quality of the proposal and the degree to which it demonstrates the respondent's full understanding of and the ability to perform the Scope of Services	Cover Letter Sections 1-5
f.	Absence of any default in respondent's financial obligations to the City	N/A
g.	The proposed fee and cost schedules	Price proposal

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1	OUR UNDERSTANDING OF SCOPE AND DELIVERABLES	1
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	APPENDIX: STAFF RESUMES	8

on the performance and role of market participants in the City. For this reason, we believe it may be necessary to supplement existing data. To allow sufficient time to create this tailored approach for the City, our work plan combines Tasks 1 and 2 and runs tasks concurrently in order to provide the City the information it needs on the 12 week timeframe requested.

Because completing Tasks 3 and 4 requires close engagement with City leaders to understand their priority outcomes and the requirements and constraints for implementation, our approach includes three workshops in addition to normal weekly check-ins with the working team and bi-weekly progress reviews with project leadership. At the beginning of the project, we will work with the Mayor's Office to define the precise timing and attendance at these workshops to best facilitate problem solving and decision-making.

Tasks 1 and 2: Investigate the current for-hire industry and NYC baseline (Weeks 1-6)

Our approach is designed to bring the City the best possible assessment of the current state, which we believe can be accomplished by combining the industry assessment (Task 1) with the baselining of New York City's current state (Task 2). Combining these tasks provides a slightly longer time frame to complete research-driven deliverables (e.g., best practices from other jurisdictions, collection of current state data and any needed additional research). This phase will include a workshop in week 3 during which City leadership and internal stakeholders will review initial views on the market and the baseline in New York City and establish policy goals that will guide Task 3. Key activities for each task are detailed below:

1.1- Industry review -

- Develop a taxonomy of existing players in the industry using City data, applicable City, State and Federal regulations; including emerging players based on McKinsey Global Institute and other research on transportation technology and the sharing economy
- Work with City leadership to identify applicable metrics based on regulations and City needs

1.2- Best practices review –

- Identify relevant analogs including other jurisdictions dealing with transportation management and other industries managing disruptive entrants and shifting mix of service providers, with a particular focus on the sharing economy
- Conduct interviews with other jurisdictions (US and international) and industries to understand current best practices
- Conduct interviews with transportation technology market experts to define how those best practices are likely to evolve over the next 5-10 years and any alternative models (e.g., ride sharing) that are likely to emerge

2.1- Compile and synthesize information on current practices, protocols, procedures, personnel and training modules: Enhance the industry taxonomy (see Task 1.1) with detail on operations of market players by:

- Analyzing City regulations, requirements and data on current operating models
- Conducting surveys and expert interviews where data is lacking in order to understand the operations and practices of market players
- Incorporating data provided by the City on traffic and congestion impacts

2.2- Identify baseline performance for for-hire transportation operations: For each market player defined in the taxonomy (Tasks 1.1 and 2.1), define the current performance in New York City against the metrics defined in Task 1.1 based on:

- Analyzing existing TLC, other City and available market player data
- Accessing and analyzing published data on market player practices
- Requesting and analyzing data from market participants (e.g., black car services) where possible
- Conducting surveys of users and drivers as necessary to establish values for metrics where data is not available from existing sources

During this phase, we would work with The Research Associates (TRA), a qualified minority-owned business, to complete any research where City data or company data is not available. TRA will use its expertise in infrastructure assessment and advanced analytics to scope a set of surveys or other studies of market participants to fill these gaps.

The exact scope of the research will be determined with the City as we understand the exact data available and needed.

Task 3- Design and evaluate options for New York City for-hire regulatory structure going forward (Weeks 1-10)

Defining a new regulatory structure for the for-hire market requires understanding the current market dynamic and how that dynamic is likely evolve in the future. One of the great lessons of transportation regulatory planning in the last 50 years is that transportation demand does not evolve the way planners expect. As a result, we will develop several supply and demand scenario using different assumptions about technology penetration, cost drivers, consumer preferences, economic growth, etc. The workshops in Week 3 and 7 are designed to engage City stakeholders in developing and refining the roadmap based on City goals and will be critical to the completion of Task 3. Within that framework we will approach Task 3 by:

Task 3.1- Preliminary options and refined roadmap for developing a regulatory framework that is safe, inclusive and reliable, meets the overall needs of the mass transit system, and is regulated in accordance with the City's interests and policy objectives.

- Develop different future state scenarios for the for-hire market by looking at supply and demand trends using all of the resources and data gathered from the City and other sources in Tasks 1 and 2
- Work with City leadership to generate target outcomes and prioritized metrics based on City priorities for the for-hire market
- Generate regulatory options and model their impact on the evolution of the for-hire market against a prioritized set of key metrics defined in Task 1 and assess those options against the priorities defined by the City
- Prepare briefing and decision documents and work with City leadership to select and refine a preferred regulatory option

The modelling necessary to complete this task will be complex and will draw from a variety of proven approaches. For example, we worked with MTA to assess the economics of the for-hire market in NYC. MTA was seeking to reduce operating costs in their paratransit business, and we used a “clean sheet” approach that analyzed primary variable cost drivers (fuel, labor and insurance). This allowed us to determine the “should cost” of potential for-hire service providers. We will also rely on the proprietary research of our transportation practice and MGI’s recent assessments of transportation technology impacts. Scenario analysis will require developing a sophisticated model and should ideally begin concurrently with Tasks 1 and 2 and continue for a full 10 weeks. This will also give more time for syndication.

Task 4: Create an implementation plan for recommendations (Weeks 7-12)

Beginning approximately halfway through the engagement (week 7), we will begin to structure the implementation plan. This approach will allow the City to weigh feasibility of implementation when selecting a regulatory roadmap in Task 3. This approach also allows for more time to be dedicated to understanding the necessary stakeholder communication process and even beginning that process before decisions are made. A workshop in week ten will engage City leadership on their communication needs to create an effective final plan.

Task 4.1: Create a project plan for implementing recommended changes including a detailed plan for implementing the new regulatory structure, recommendations for effective communication to stakeholders, and plans for monitoring progress and measuring improvements.

- Based on the preferred regulatory approach selected by City leadership chart an implementation plan including sequencing and timeline for changes
- Define priority stakeholder groups, define the goals of communications with each group, and create recommendations for how the City should communicate based on knowledge of group interests and priorities gathered in Tasks 1, 2 and 3
- Define which priority metrics from Task 1 and additional market-wide metrics should be tracked and how
- Create a simple dashboard for monitoring improvement and impact of the regulatory structure

4 TEAM STRUCTURE

For every engagement, we draw upon the rich expertise of our network of knowledge experts and consulting specialists – more than [REDACTED] working in over [REDACTED] – and collaborate with our clients to achieve distinctive, substantial, and lasting improvements in their performance. For more than [REDACTED] years, our clients have turned to McKinsey when they want experienced, highly trained problem-solvers who will work with them to overcome their toughest strategy, organizational, and operational issues. McKinsey’s ability to assemble and deploy teams of exceptional personnel is our primary vehicle to deliver results for our clients.

We have assembled what we believe is the best set of personnel and subject-matter experts for this effort. We have brought a leadership team with experience in transportation, public infrastructure, sharing economy, communication, change management and an intimacy with achieving results in the New York City government context. We believe it is this combination of knowledge and practical experience with what it takes to deliver a regulatory structure and implementation plan for the for-hire market that will allow NYC to achieve its priorities.

We view City employees as co-team members and our working relationship is central to our joint success. We intend to work hand-in-hand with your team throughout the project. A the graphic to the right shows, our intended project team structure includes City and McKinsey personnel in the Core Team, working closely with one another to achieve your project objectives.



[REDACTED] this effort. They will be complemented by [REDACTED], who bring a deep understanding of New York City and McKinsey’s global network of transportation, regulatory and shared economy expertise. *See Appendix for detailed team resumes.*

[REDACTED] leads our relationship with [REDACTED]

[REDACTED] will lead this project [REDACTED]

[REDACTED] will serve as the [REDACTED] for this project and will and [REDACTED]

[REDACTED]

Our [REDACTED] has extensive experience working with [REDACTED] on [REDACTED] [REDACTED] make significant and sustainable change. They have worked together on [REDACTED] in the past [REDACTED]. This leadership team will conduct five functions:

- Meet as necessary with City project sponsors to provide thought partnership and ensure the overall leadership for this effort
- Lead or participate in meetings with the NYCEDC, Operations, New York City leadership, Taxi and Limousine Commission and other key stakeholders including external experts or other local stakeholders
- Provide insight, problem-solving support, and quality management for the working team
- Ensure teams have access to the full complement of McKinsey's capabilities
- Spend the time required to ensure high-impact, superior results for NYC.

Unlike senior consultants in many consulting firms, our partners will actively lead our work. Our partners will [REDACTED] with City leaders and contribute to working sessions for client and McKinsey teams. They will work directly with the McKinsey team to structure the effort and solve client challenges. They will "show up." Our [REDACTED] model (compared to nearly [REDACTED] at some other firms) promotes intensive engagement in the work. The Firm evaluates partners on [REDACTED].

Our on-the-ground leadership team will be led by an experienced Engagement Manager. While it is our policy to not confirm the Engagement Manager and the consultant team until a particular engagement and start date is confirmed, we have identified two sample consultants who currently are available for staffing on this project. This Engagement Manager will be supported by two full time consultants for the first 10 weeks of the project and one full time consultant for the last 2 weeks of the project as the output from Task 4 is finalized.

A core component to our service delivery model is augmenting our leadership and fulltime team with the rich insight from our top experts on the subject areas that are critical to make impact. We have assembled the following experts, who will be pulled in as needed to provide insight, direction, and advice on the engagement:

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

5 ORGANIZATION DESCRIPTION

McKinsey & Company has been providing consultancy services to leading public and private sector organizations since 1926. We are a global organization, with more than [REDACTED] members, including about [REDACTED] working out of [REDACTED] offices in [REDACTED] countries. We foster long-standing, trust-based relationships with the world's

leading corporations, public sector institutions and social sector organizations: [REDACTED] of our work is for clients that we have served for [REDACTED] or longer. Over the past [REDACTED] we have served over [REDACTED] clients. Our clients include [REDACTED].

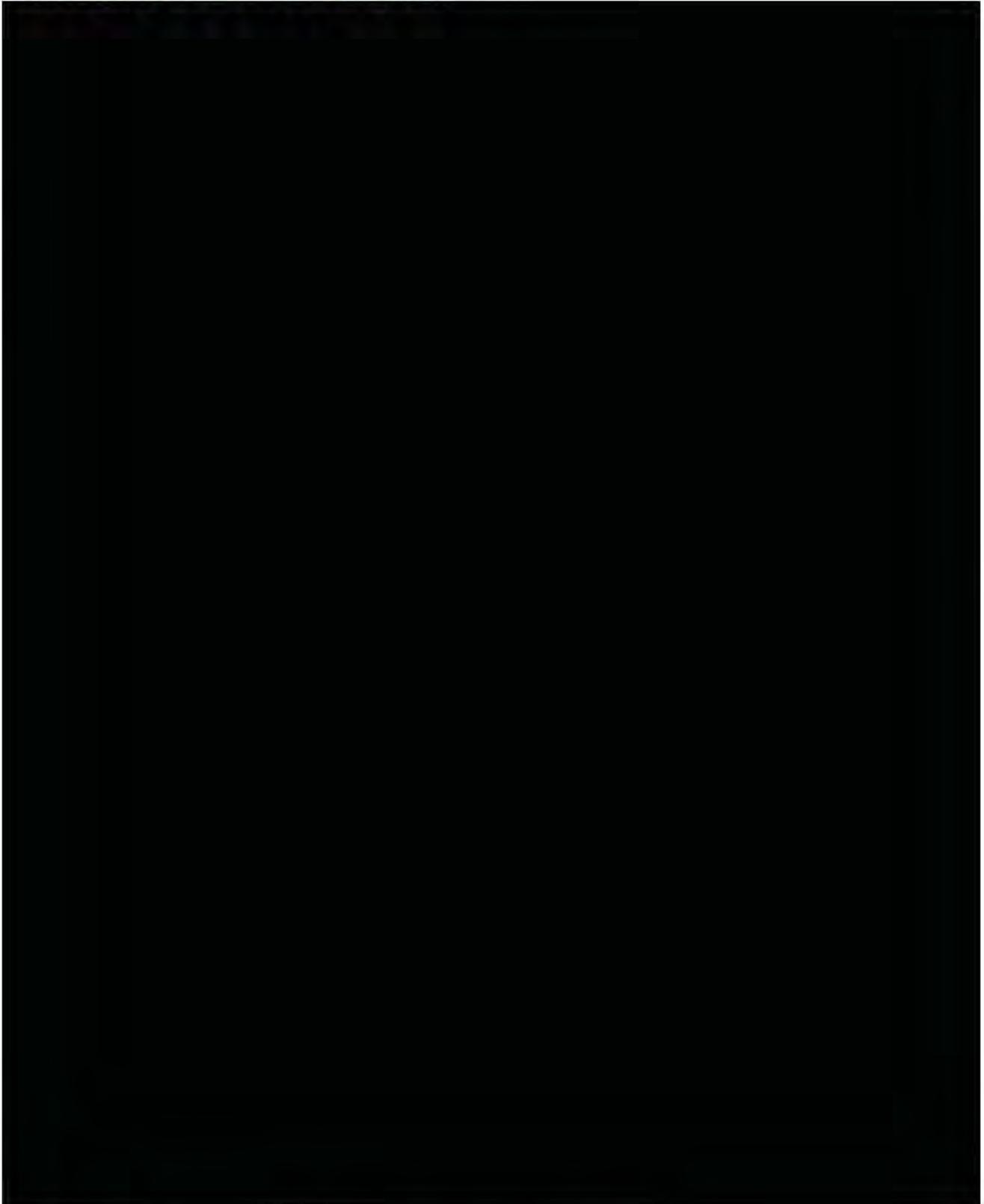
McKinsey consultants are professionals dedicated to delivering on our clients' needs. Their work is supported by a broad and deep network of expertise that is truly global in its reach, including knowledge centers, dedicated researchers, analytics teams, and access to top internal and external experts in a wide range of fields. We have cutting-edge expertise in more than [REDACTED] industry sectors and [REDACTED] functional areas, supported by substantial research and knowledge development efforts. We invest over [REDACTED] annually in knowledge development projects, and the McKinsey Global Institute, an economics think tank fully funded by McKinsey's partners, produces and publishes world-class research that often results from collaborations between our consultants and leading academic and multilateral institutions.

6 ASSUMPTIONS

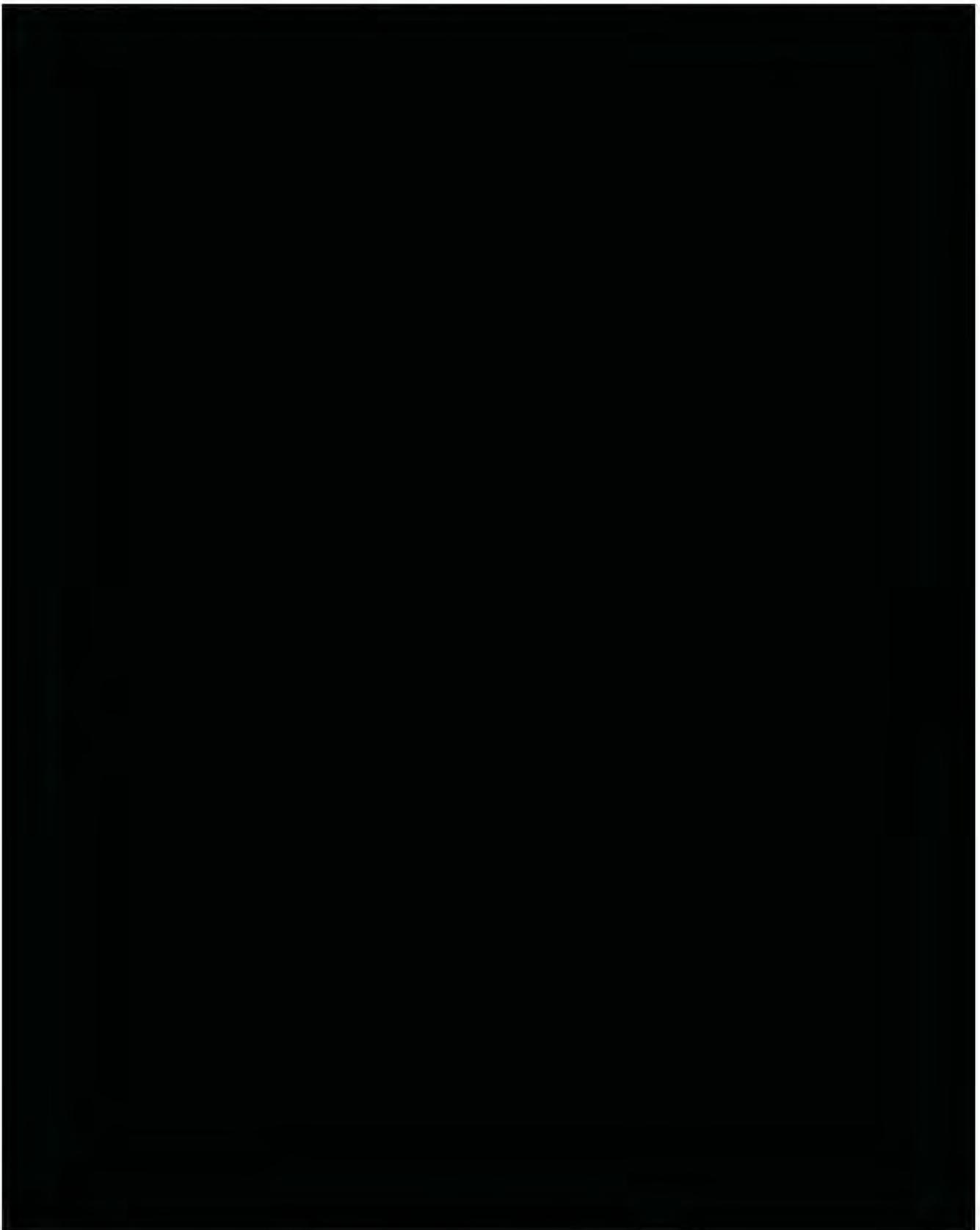
McKinsey's work for the City is confidential and intended for the City's internal use only. McKinsey does not make public client names, client materials or reports prepared for clients without their prior written permission. Similarly, McKinsey requests that, for this effort, the City agree not to use McKinsey's name, refer to McKinsey's work product, or make the Deliverables or the existence or terms of this Task Order available outside its organization without McKinsey's prior written permission, except as required by law.

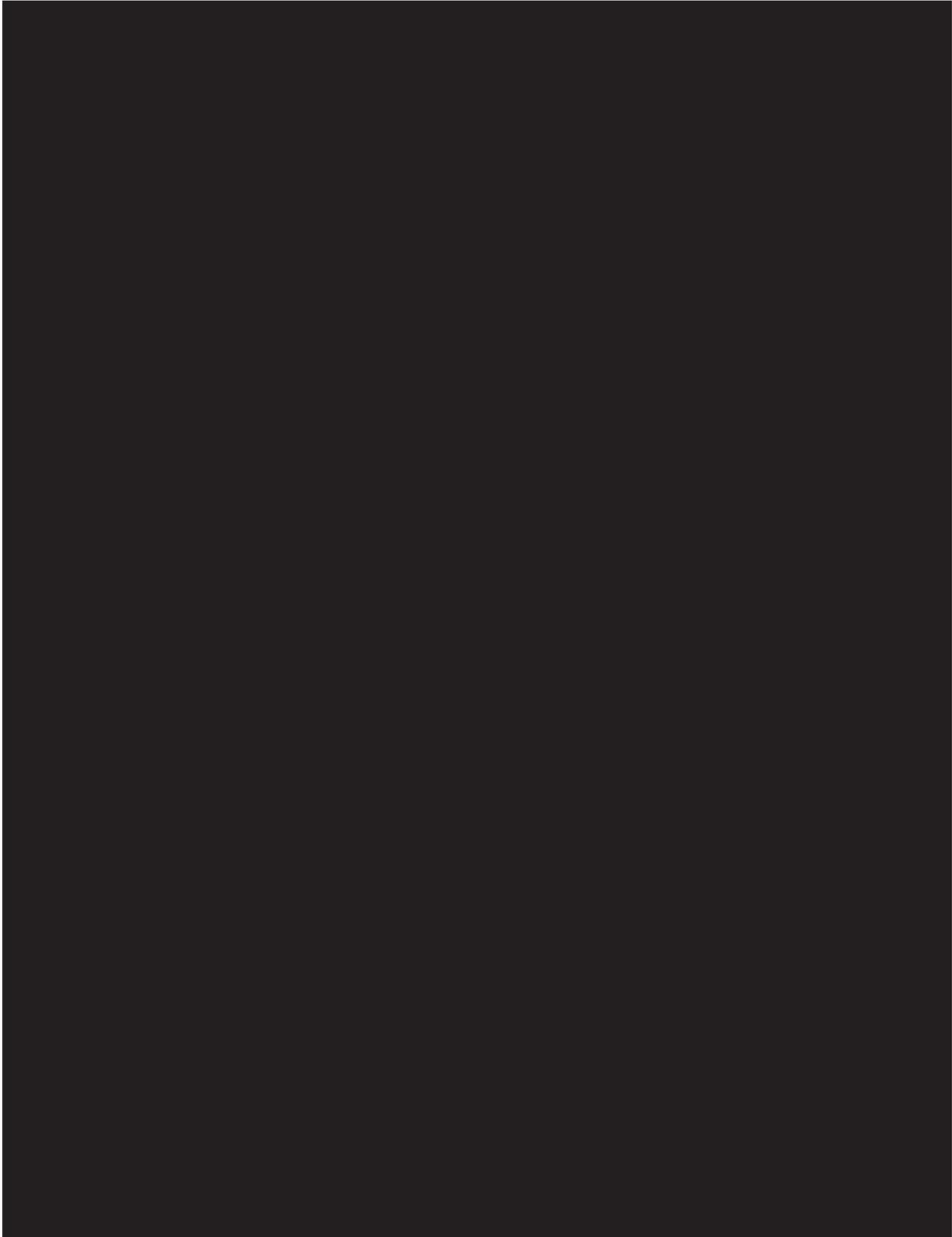
Within the Services, McKinsey will provide the City with options for its consideration, and a fact-based analysis of the potential impact of the options on relevant considerations. The City can use these options and the fact-base for its consideration in implementing the recommendations, and the City remains solely responsible for any resultant policy decisions.

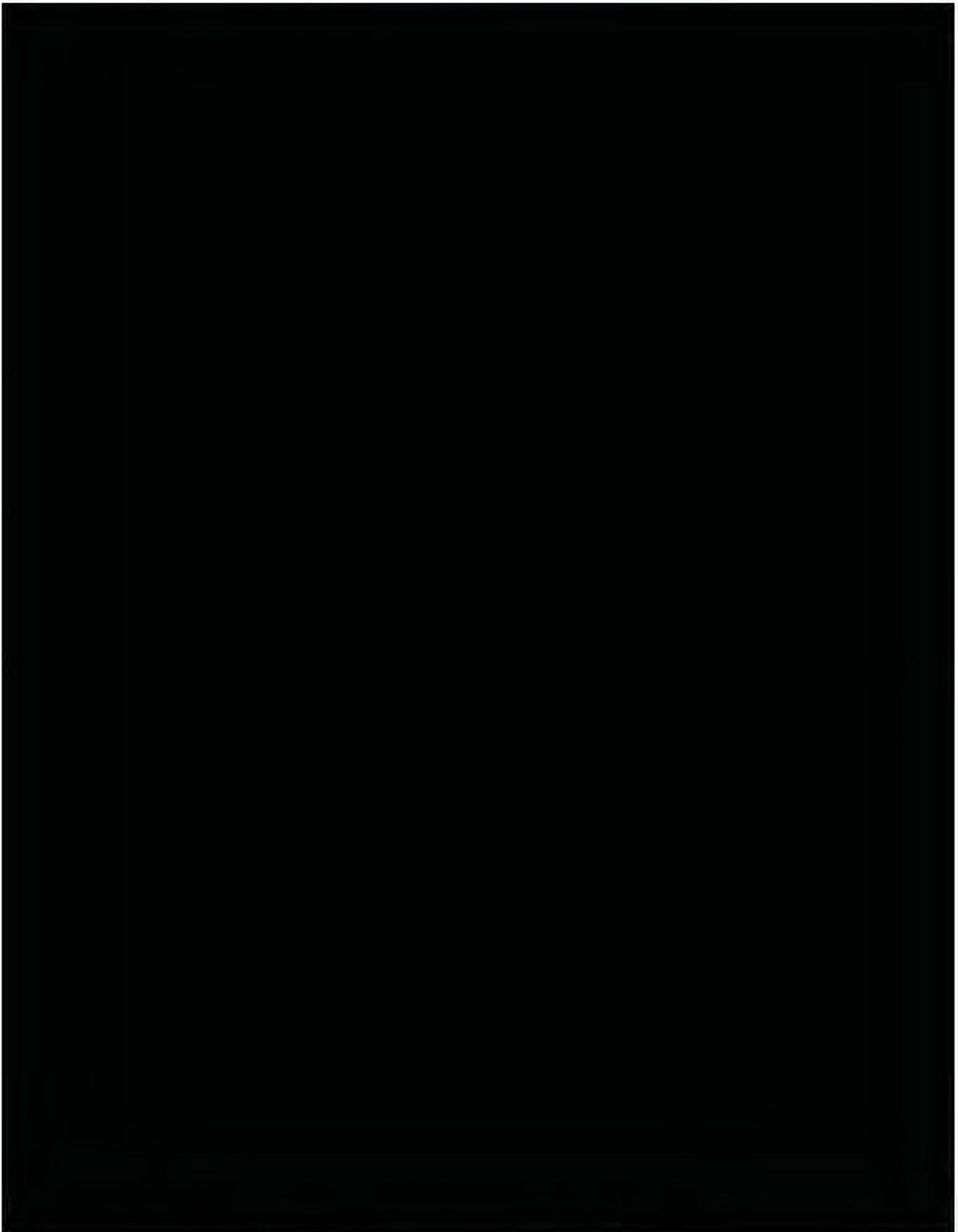
APPENDIX: STAFF RESUMES

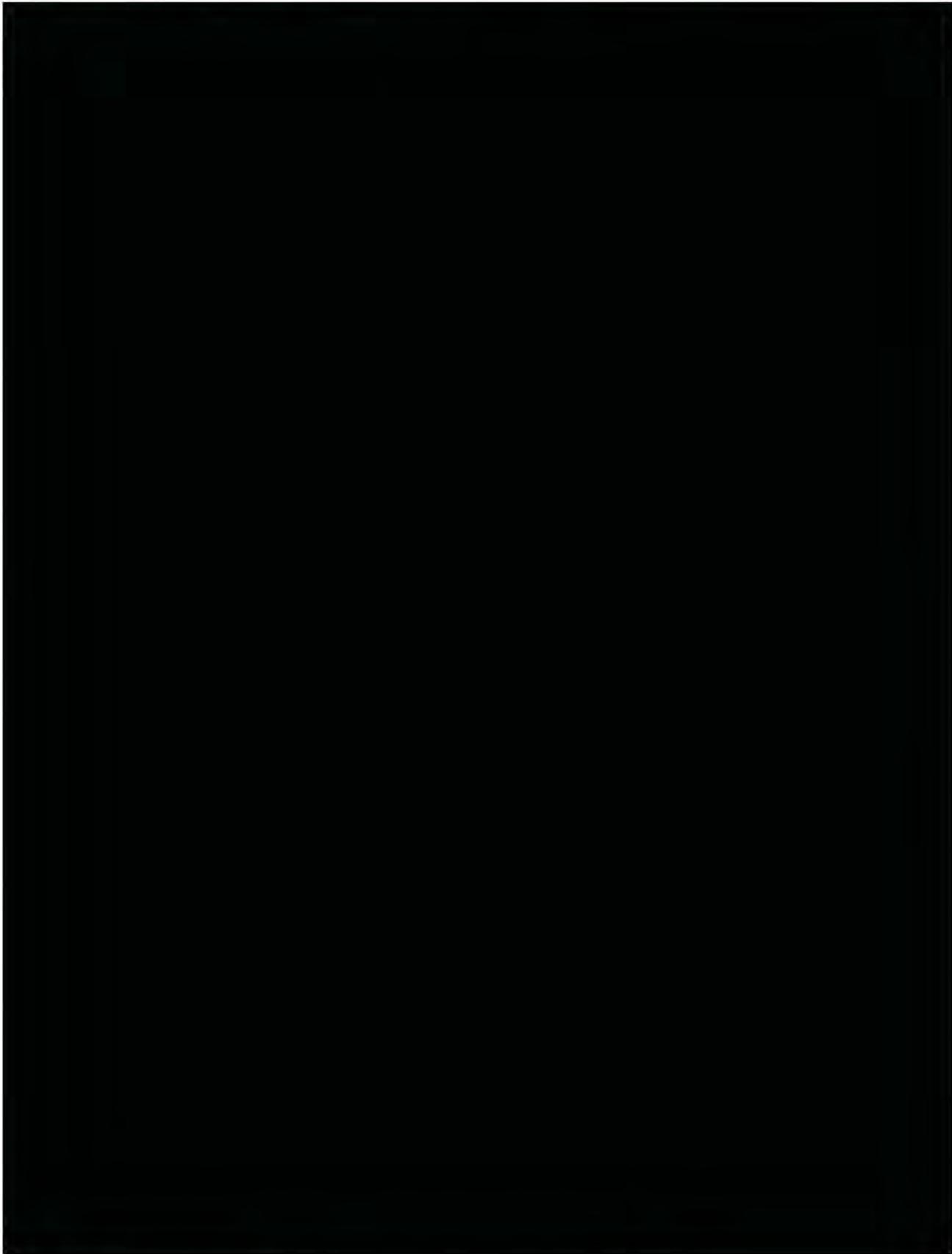




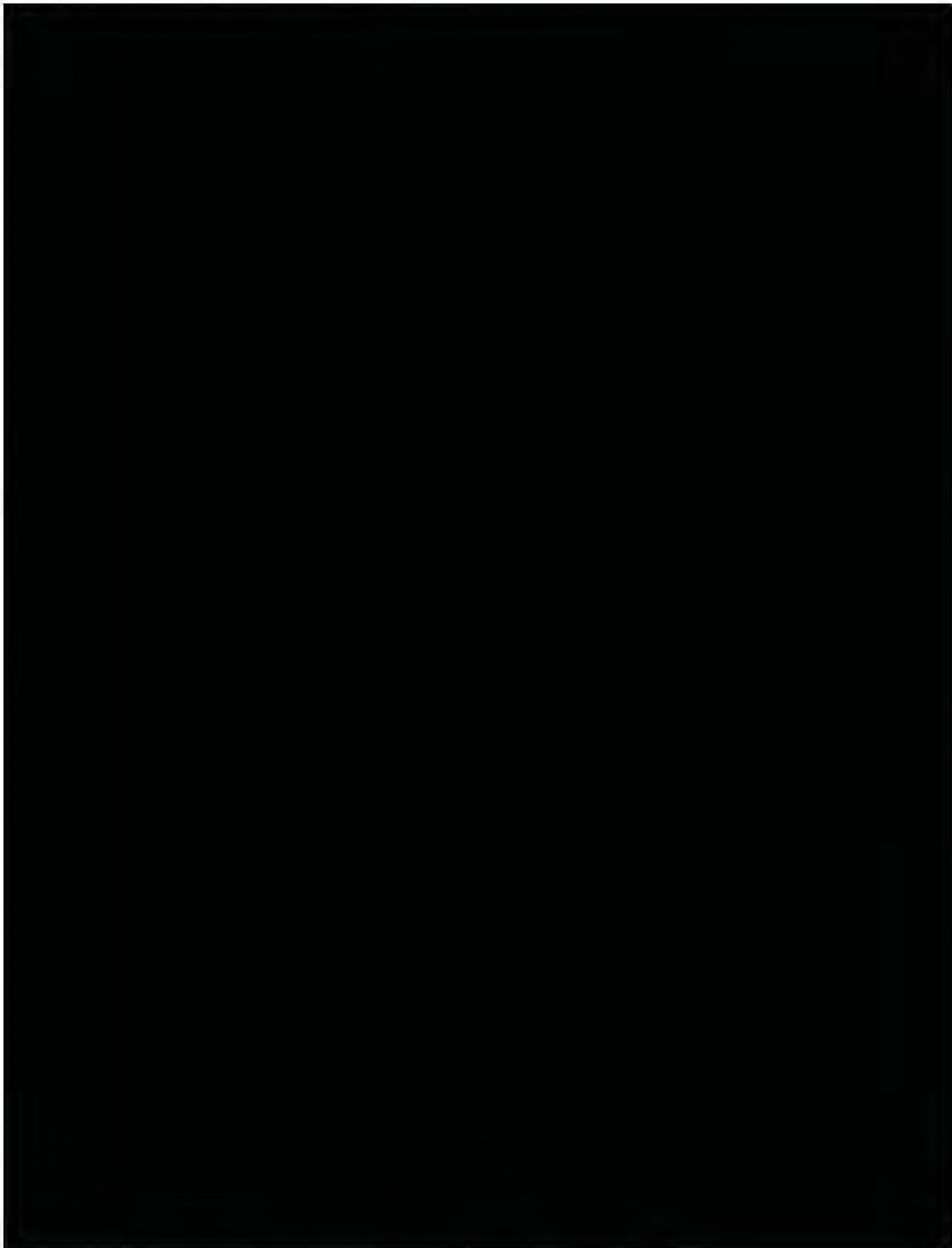




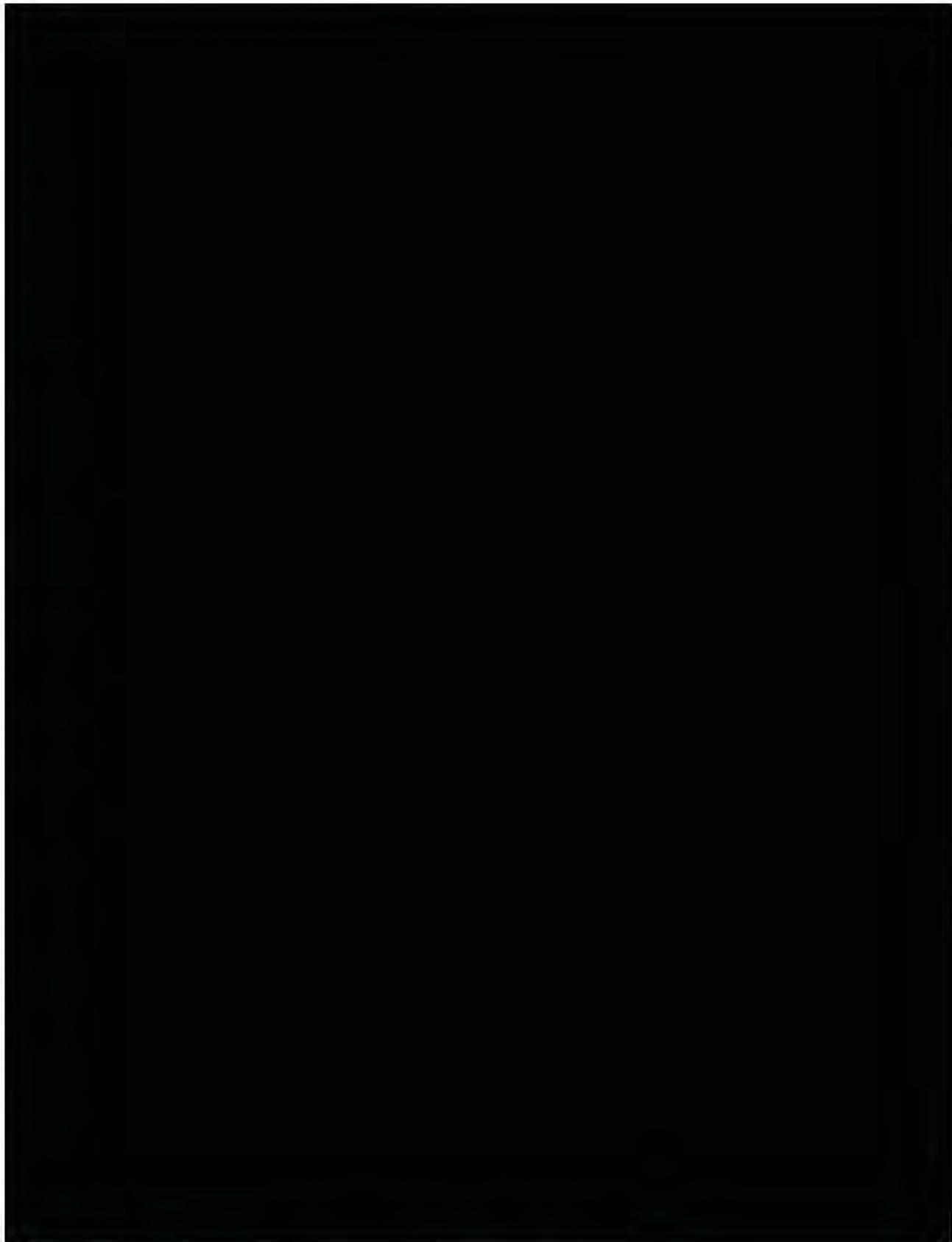


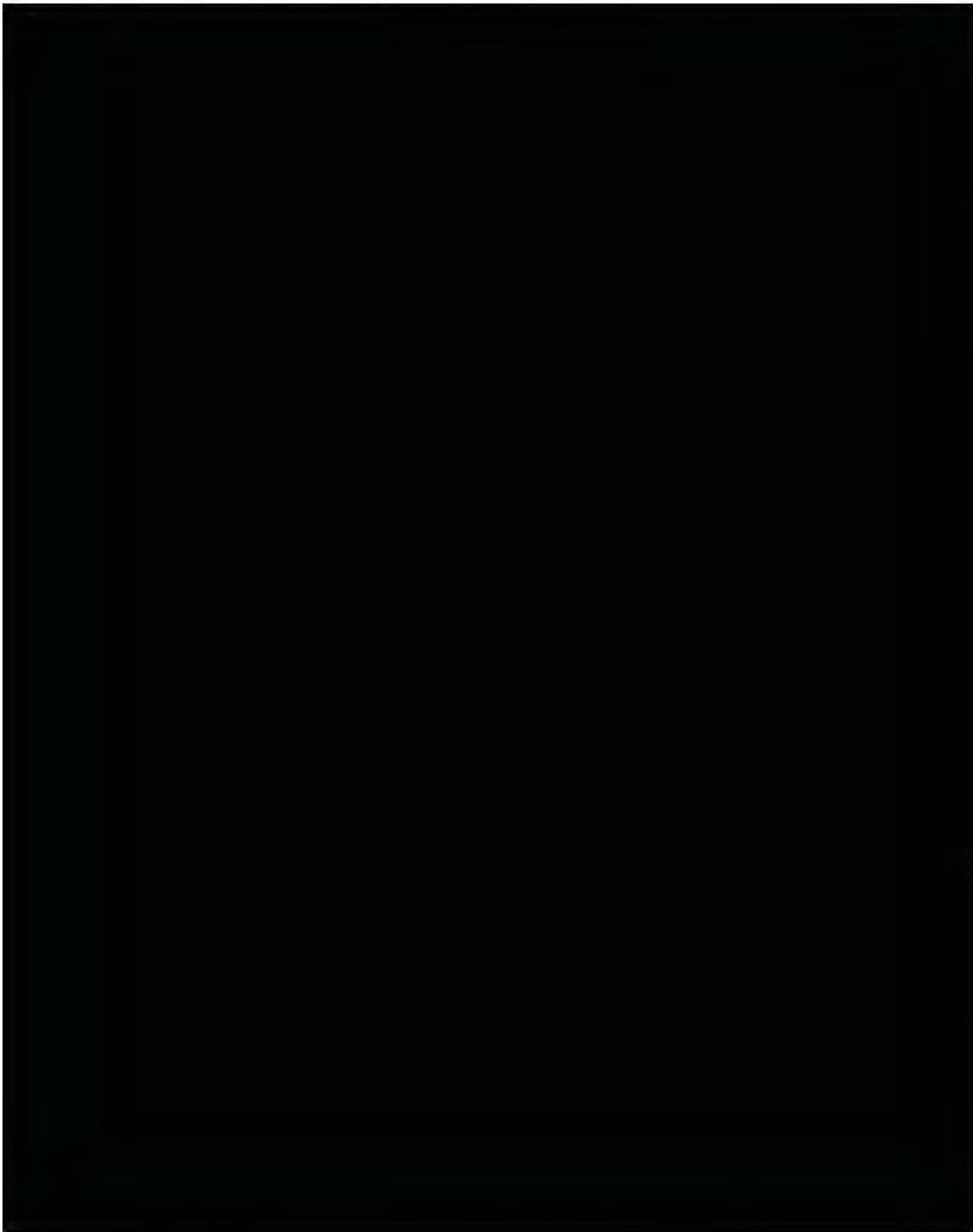




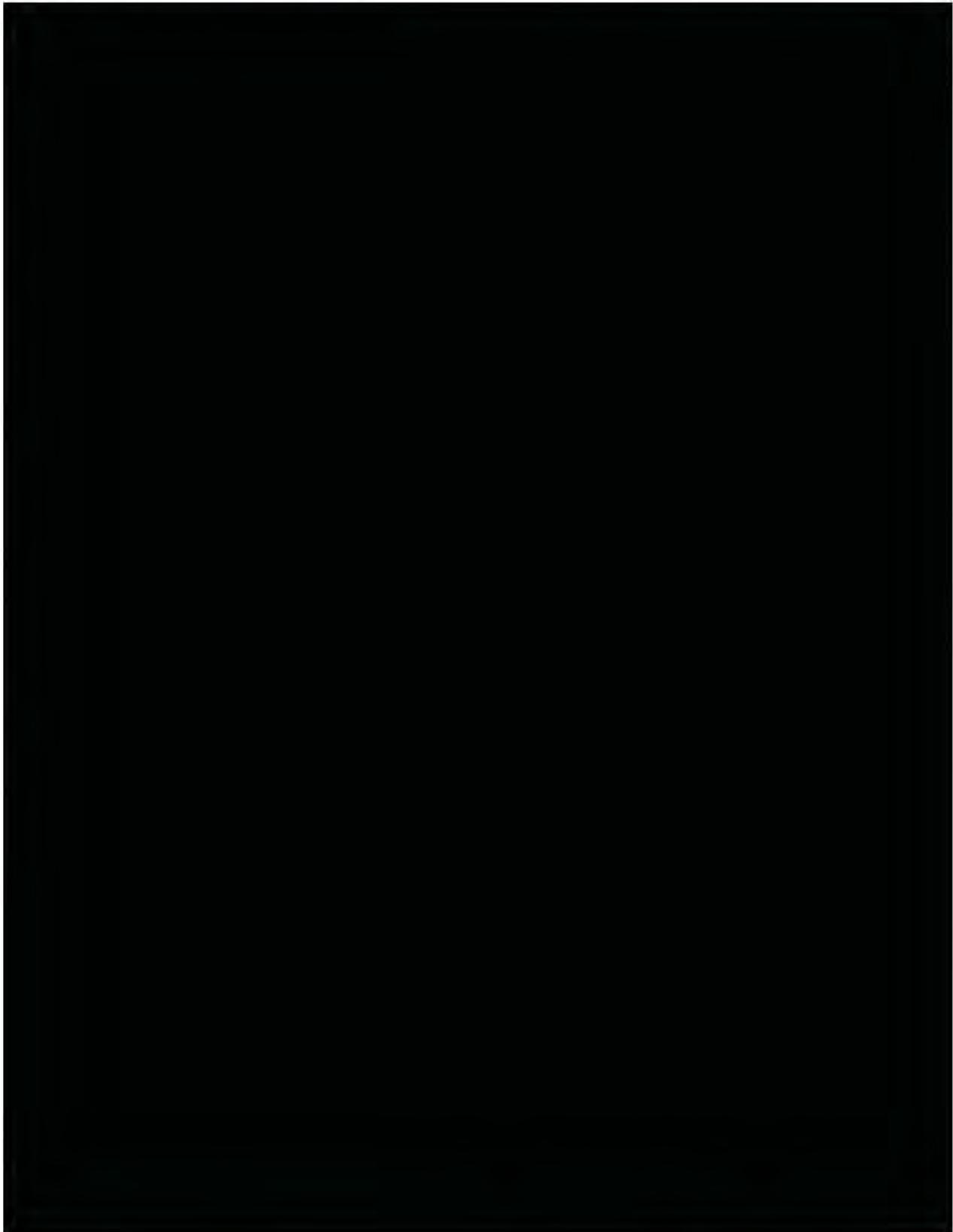




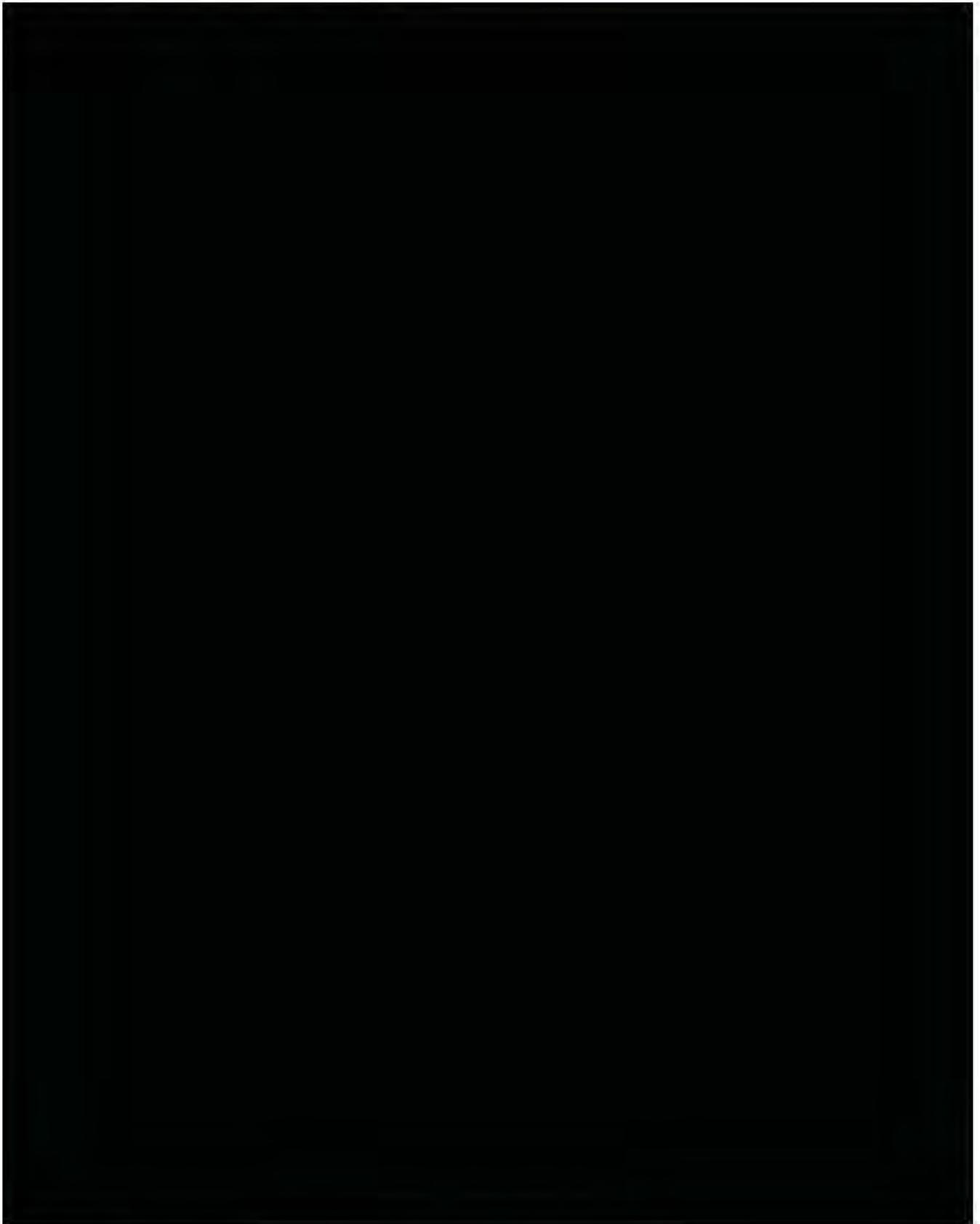














From: [Singleton, Jessica](#)
To: [REDACTED]@mckinsey.com; [Velani, Sonam](#); [Sidis, Joshua](#)
Subject: FW: Follow up memo
Date: Tuesday, September 15, 2015 9:55:49 PM
Attachments: [FHV memo from D.King and E.Sclar.docx](#)

From: Elliott Sclar [eds2@columbia.edu]
Sent: Tuesday, September 15, 2015 9:00 PM
To: Singleton, Jessica; Joseph Kurien, Sarah
Cc: David Andrew King
Subject: Follow up memo

Dear Jessica and [REDACTED]

Please find attached a memo from my colleague David King and I. This is a follow up to the 1 September meeting that I attended. Our concern as you will see is more with the questions framing the consultant studies than with the data. While more data will be helpful, we believe that much can be done with the data that is now available from city sources and industry sources. The challenge we see is framing the questions and analysis correctly. We would be pleased to assist,

Best

--

Elliott Sclar
Professor of Urban Planning
Graduate School of Architecture, Planning and Preservation

Director, Center for Sustainable Urban Development
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Columbia University

URBAN PLANNING PROGRAM

Graduate School of Architecture Planning and Preservation

To: Jessica Singleton and Sarah Joseph Kurien

From: David King, Assistant Professor of Urban Planning
Elliott Sclar, Professor of Urban Planning

Re: Some substantive concerns with the For Hire
Vehicle Study

Date: 15 September, 2015

This memo is a follow up response to the TAG meeting on 1 September. One of us (Elliott Sclar) was in attendance but this is an issue on which we often work in collaboration. We want to share our larger concerns about what we regard as the crucial public policy issues that the FHV study needs to address. While we strongly support your outreach to those of us in the New York based research community, we want to share with you some of our concerns about the questions that the data need to address. We believe that many of the data needs could be addressed by data already in the City's possession or in the possession of FHV industry participants.

The Public Policy Concern: The City needs to manage an evolving citywide FHV industry in the context of ICT that when applied to transport is rapidly redefining the boundaries of that industry. This management challenge is further exacerbated by an ongoing reconceptualization of the proper allocation of public ways to pedestrians, cyclists and motor vehicles in addition to heightened concerns for pedestrian safety and growing mandates to decrease the city's carbon footprint. Put simply the overarching question that this study must answer is how does the City maintain vital its public assets (in the case streets, roads and curb space) for the greatest social good.

Some implications of this challenge: Decisions that the City government will soon be making about the FHV industry will have broad long-term implications for its ability to implement future road pricing schemes, transportation demand management, install or expand the use of bike lanes, manage traffic, install bus rapid transit, etc. How will proposals such as toll reforms being floated in the MoveNY plan be impacted by the results of decisions taken with regard to FHV policy? The MoveNY plan as written calls for yellow cabs to have a once per day toll, but they do not address loosely regulated or unregulated services such as Uber. Should riders in these app-based services pay something more than just a general sales tax to help more directly support the costs of maintaining the infrastructure they use now as a more or less "free" good?

Congestion: While concerns about overall congestion caused by firms such as Uber and Lyft is something of a canard, it is still the case that these services can have

serious local congestion impacts. If an Acela drops 500 people at Penn Station, if each calls an Uber, then 500 drivers are searching for 500 individual passengers in the most inefficient way possible. This will cause congestion and degrade pedestrian safety in an important mid town area. The problem can be solved with a decidedly low-tech taxi queue. But this is at odds with the business model of this new FHV industry. This needs to be considered. From the City's vantage point it might be useful to require an observational study such as we often do with graduate students to evaluate traffic on the streets surrounded Penn Station in order to assess what external effects are directly related to these new type of pick-ups.

Market Segmentation: There is little known about the market segmentation practices of the for-hire vehicle industry. While technology enabled taxi services are capturing the attention of the popular press, including misleading stories that argue Uber serves outer boroughs better than yellow taxis (<http://fivethirtyeight.com/features/uber-is-serving-new-yorks-outer-boroughs-more-than-taxis-are/>), in truth we know very little about how a changed taxi industry will serve all people. It is well established that the highest taxi usage is by people in the highest and lowest income quintiles. Taxis are a critical part of access for low-income families. Yet tech enabled taxi services completely exclude these low-income people, as they are also most likely to not have access to a bank account yet alone a credit card required to use Uber. In New York approximately one in ten households falls into this category of unbanked. Much more research is needed to learn how taxis and for hire vehicles serve low-income communities. It is likely that a contraction of the yellow taxi medallion system will result in an increase in unlicensed "gypsy" taxis cruising the outer boroughs, and not where Uber et al. fill this critical access need.

Pricing Models: If FHVs are part of New York's public transport system, and the providers are licensed users of the public streets, should the providers be able to vary the charges based on company needs to maximize their profits? That is a question that needs more scrutiny.

From: [Singleton, Jessica](#)
To: [Velani, Sonam](#); [REDACTED]@mckinsey.com; [Sidis, Joshua](#); [Williams, Dominic](#); [Furnas, Benjamin](#)
Subject: FW: privacy & FHV data
Date: Wednesday, September 16, 2015 5:33:34 PM

[REDACTED]

Also, on this note the TLC may already have the data that the city needs. If someone can find a source of GPS data we could build the city a historical traffic speed model in a couple hours using the OpenTraffic framework. I've been trying to figure out if this is already collected by the metering company's but they're pretty opaque.

One of my goals for this trip was to find someone at Arro (the new Yellow Cab haling app) but weren't able to find a name of anyone that works there. If they're still on the short list of folks that return calls from the Mayor's office someone should reach out to them and loop me in.

From: Nick Grossman [mailto:nick@usv.com]
Sent: Wednesday, September 16, 2015 1:05 PM
To: Singleton, Jessica
Subject: Fwd: privacy & FHV data

Hey Jessica--

See below for some thoughts from my friend Kevin, who among other things, works on an open, global traffic data project called <http://opentraffic.io>

I asked him for some thoughts on how to address questions around traffic data and privacy. OpenTraffic.io's model protects individual privacy while collecting aggregated, anonymized trip data.

They are the kind of open, nonprofit project that the city could partner with when exploring ways to manage traffic data for regulatory purposes.

Nick

----- Forwarded message -----
From: **Kevin Webb** <kwebb@conveyal.com>
Date: Wednesday, September 16, 2015
Subject: privacy & FHV data
To: Nick Grossman <nick@usv.com>

Nick,

Great chat as always!

So quick thoughts re framing of a counter for Uber privacy messaging:

The data in question is data crated by all of us as users and as citizens of NYC and given to Uber -- it's not Uber's data. If the public wants the data back to make the city work better it should be able to ask for it.

The perspective that this is about personal privacy is a smokescreen created by private company that wants privileged access to data created by its users. The public can benefit from this data being shared with the city, and even made public as aggregated traffic speeds/flows without anyone's personal trip history being shared or privacy being compromised.

Finally, not part of the the messaging that the city should release, but something you should be aware of in the conversation with folks at the Mayor's office: Uber's competitors outside of the US already are looking for ways to to this (and we're exploring this via our relationship with OpenTraffic.io).

Also, on this note the TLC may already have the data that the city needs. If someone can find a source of GPS data we could build the city a historical traffic speed model in a couple hours using the OpenTraffic framework. I've been trying to figure out if this is already collected by the metering company's but they're pretty opaque.

One of my goals for this trip was to find someone at Arro (the new Yellow Cab haling app) but weren't able to find a name of anyone that works there. If they're still on the short list of folks that return calls from the Mayor's office someone should reach out to them and loop me in.

kpw

--

Kevin Webb
p: +1.202.480.9322
e: kwebb@conveyal.com

--

<http://nickgrossman.is> | [@nickgrossman](#)

From: [REDACTED]@mckinsey.com
To: Tarlow, Mindy
Subject: Text of WSJ article below
Date: Thursday, September 17, 2015 9:10:20 AM

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]@mckinsey.com>
Date: September 16, 2015 at 11:29:42 PM EDT
To: [REDACTED]@mckinsey.com>
Cc: [REDACTED]@mckinsey.com>, [REDACTED]@mckinsey.com>, [REDACTED]@mckinsey.com>, [REDACTED]@mckinsey.com>
Subject: RE: Public Commitments

Sure, here it is:

Uber Technologies Inc. is raising doubts about a city traffic study targeted at the app-driven car service by commissioning its own study of the issue. The move may signal another collision between the company and New York City Mayor [Bill de Blasio's](#) administration. Uber hired a firm to make recommendations about how a study should be done and said the city was moving too quickly with its study, which the company agreed to participate in. The city's study is due to be completed in November.

Meanwhile, the company plans to expand upstate as soon as next month, launching an effort to build business and political support outside the city, according to people familiar with the matter.

City Hall is paying McKinsey & Co. about \$2 million for its congestion study, which is designed to look at the effect of for-hire vehicles on traffic, air quality and other factors.

Mr. de Blasio has said the car service has caused traffic problems. His administration tried to cap Uber's expansion earlier this year but lost in a bruising political fight. As part of an agreement, the car service said it would turn over data for the congestion study. When asked if Uber had provided the required data, a spokeswoman for the mayor declined to comment. Uber said a study should take longer than four months. It expects to release a report on its findings at a hearing scheduled for Thursday by Manhattan Borough President Gale Brewer. "We want to make sure that it be comprehensive, that it be with best practices and that it be not political," Josh Mohrer, the general manager of Uber in New York City, said of the city study.

Karen Hinton, a spokeswoman for Mr. de Blasio, said the city's traffic study involved existing data along with new surveys and focus groups. "We hope that our agreement with Uber will continue in a productive fashion to ensure the city obtains the data it needs to complete a robust study," Ms. Hinton said. The Uber battle this summer marked a messy chapter for the administration. The company managed to overwhelm City Hall with a strategy that included top political advisers, digital weapons that included an app lampooning Mr. de Blasio and attack mailers sent to districts of some City Council members. Ultimately, in mid-July, City Council Speaker Melissa Mark-Viverito decided there wouldn't be a vote on the bill to cap the service. Since then, both sides have quieted down, at least publicly. Now signs are emerging that the truce may soon be over. Uber has hired additional talent, including Josh Gold, a labor consultant the company brought on board earlier this month who helped Mr. de Blasio roll out his universal prekindergarten initiative. Mr. Gold is the former director of the The New York Hotel and Trades Council, the union of hotel workers in New York City, the Albany area and New Jersey.

City Hall officials privately have spoken with lawmakers and others about next steps after the study is done in November. A cap on Uber, along with industrywide regulations, is still on the table.

City Councilman Ydanis Rodriguez, a Manhattan Democrat who is chairman of the council's transportation committee, said Uber agreed to the study and that "a good corporation needs to follow agreements it has made." He said congestion in the city was a "serious concern," something Ms. Brewer echoed. Yet, many city lawmakers said their focus was elsewhere and they didn't want another showdown with Uber. "It's not a big priority for me," said Councilman Corey Johnson, a Manhattan Democrat.

Lucius Riccio, who served as the city's transportation commissioner under former Mayor David Dinkins, said the city's worst congestion was at its bridges and tunnels, a phenomenon he said wasn't related to the rise in for-hire car services like Uber.

"The real fight is not about congestion," said Mr. Riccio, now a senior lecturer at Columbia University. "It's about who's going to have access to the lucrative Midtown transportation market."

From: [REDACTED]@mckinsey.com]
Sent: Wednesday, September 16, 2015 11:26 PM
To: [REDACTED]

Cc: [REDACTED]
Subject: Re: Public Commitments

Can you paste in the text? I can't get behind the paywall. Thanks!

Sent from my iPhone

On Sep 16, 2015, at 11:22 PM, [REDACTED]@mckinsey.com wrote:

FYI, tonight's WSJ article on Uber's criticism of the City's study (naming McKinsey on the congestion piece):

<http://www.wsj.com/articles/uber-vs-city-hall-round-two-1442451813>

From: [REDACTED]@mckinsey.com]
Sent: Wednesday, September 16, 2015 6:42 PM
To: NYC FHV Working Team
Cc: [REDACTED]
Subject: Re: Fw: Public Commitments

Looping [REDACTED] as well -- see attached for city's public statements relevant to our study. The IGA team will use this as a tracker to help in comms / stakeholder management

[REDACTED] | McKinsey & Company | +1 [REDACTED]

[REDACTED] ---09/16/2015 06:41:31 PM---FYI these are the things the city said publicly relevant to the study [REDACTED] | McKinsey & Compa

From: [REDACTED]/NorthAmerica/MCKINSEY
To: [REDACTED]@MCKINSEY
Cc: [REDACTED]/NorthAmerica/MCKINSEY@MCKINSEY, [REDACTED]/NorthAmerica/MCKINSEY@MCKINSEY
Date: 09/16/2015 06:41 PM
Subject: Fw: Public Commitments

FYI these are the things the city said publicly relevant to the study

[REDACTED] McKinsey & Company | +1 [REDACTED]

----- Forwarded by [REDACTED] NorthAmerica/MCKINSEY on 09/16/2015 06:41 PM -----

From: "Sidis, Joshua" <JSidis@cityhall.nyc.gov>
To: [REDACTED]@mckinsey.com, [REDACTED]@mckinsey.com, [REDACTED]@mckinsey.com, [REDACTED]@mckinsey.com, "Tarlow, Mindy" <mtarlow@cityhall.nyc.gov>
Date: 09/16/2015 05:35 PM
Subject: Public Commitments

Please see the public commitments the Mayor and Tony made at the end of July. (enjoy the colors)

Joshua Sidis
Mayor's Office of Operations
212-788-4881

253 Broadway, 10 flr.
(See attached file: *Uber Commitments.xlsx*)

+=====+

This email is confidential and may be privileged. If you have received it
in error, please notify us immediately and then delete it. Please do not
copy it, disclose its contents or use it for any purpose.

+=====+

From: [Michael Allegretti](#)
To: [Williams, Dominic](#)
Subject: Re: FW: Crain's Op-Ed
Date: Thursday, September 24, 2015 3:12:49 PM

Every Uber trip has a fare estimate and our fares are calculated on time and distance.

Since we run black car bases (verses livery bases like Avik) we are not required to have a binding fare quote.

With that in mind, our uberPOOL product DOES have a completely binding quote. This product requires the user to input the destination.

On Thu, Sep 24, 2015 at 2:59 PM, Williams, Dominic <DWilliams@cityhall.nyc.gov> wrote:

IGNORING THE REST OF THIS OP-ED FOR A SECOND, CAN YOU CHECK MY FACTS? IS MY RECOLLECTION CORRECT THAT THERE IS CURRENTLY AN UBER PRODUCT THAT DOES OFFER BINDING FARE QUOTE? WHICH ONE?

"Fare quotation. Consumers have the right to know how much a trip will cost before stepping into a vehicle, and should have the ability to compare prices. Uber does not provide a binding fare quote, and when surge pricing is thrown into its formula to calculate the cost of the trip, people often don't know how much they are actually paying."

September 23, 2015

Another chance to check Uber's growth

The city's study of the fast-evolving for-hire vehicle industry should pave the way for fairer competition.

By Avik Kabessa

<http://www.crainsnewyork.com/article/20150923/OPINION/150919861/another-chance-to-check-ubers-growth>

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--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Michael Allegretti](#)
To: [Williams, Dominic](#)
Subject: Re: Crain's Op-Ed
Date: Thursday, September 24, 2015 3:24:49 PM

Yup. It is POOL.

On Sep 24, 2015, at 3:15 PM, Williams, Dominic <DWilliams@cityhall.nyc.gov> wrote:

K – must have been uberpool I was thinking about. I definitely remember something that gave a set price. Thanks.

From: Michael Allegretti <allegretti@uber.com>
Date: Thursday, September 24, 2015 at 3:12 PM
To: Dominic Williams <dwilliams@cityhall.nyc.gov>
Subject: Re: FW: Crain's Op-Ed

Every Uber trip has a fare estimate and our fares are calculated on time and distance.

Since we run black car bases (verses livery bases like Avik) we are not required to have a binding fare quote.

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--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Velani, Sonam](#)
To: [Sidis, Joshua](#); [Singleton, Jessica](#); [Sarah Ray](#)
Subject: FW: study
Date: Friday, October 02, 2015 11:37:18 AM

-----Original Message-----

From: Eric Goldwyn [<mailto:>]

Sent: Friday, October 02, 2015 10:24 AM

To: Velani, Sonam

Subject: study

Sonam,

I hope all is well. Just wanted to see how the study is progressing. Haven't heard anything about it in a while.

Eric

From: [Sam Schwartz](#)
To: [Sidis, Joshua](#)
Cc: [Trottenberg, Polly \(DOT\)](#); mreplogle@dot.nyc.gov; [Sam Schwartz](#)
Subject: NY Post: Need a medic? Hold on
Date: Sunday, October 04, 2015 11:47:53 AM

Hi Josh,

Looks like Manhattan had the largest percent increase in emergency response time of 9.6% (12:08/(12:08-1:04)) or 64secs/(728-64)secs. I used the data from the graphic. Could be from increased traffic congestion. Do you guys know if that's the case? Could be helpful in the FHV study.

Best wishes, Sam

Need a medic? Hold on
If you're really sick, avoid The Bronx.

City EMTs and paramedics took almost 15 minutes to get to Bronx patients who called 911 this year — four minutes longer than it took in Staten Island, according to city data analyzed by The Post.

And despite 21,764 fewer medical emergencies in the city — and the de Blasio administration's pledge in February to speed up response times — the citywide average so far this year has been 12 minutes, 23 seconds, or 37 seconds slower than it was in the first eight months of 2014.

In The Bronx, ambulances arrived at emergencies in an average of 14 minutes, 29 seconds, according to city 911 data. Staten Islanders, by comparison, waited 10 minutes, 26 seconds for an ambulance.

"The lack of EMS services is dangerous and puts countless lives at risk," said Councilwoman Elizabeth Crowley (D-Queens), who demanded more ambulance tours. "If you live in The Bronx, these numbers say your life is just not as important, which is unacceptable."

The average response times so far this year were 11 minutes, 36 seconds in Brooklyn; 11 minutes, 38 seconds in Queens; and 12 minutes, 8 seconds in Manhattan.

Last winter, Fire Commissioner Daniel Nigro, who oversees the Emergency Medical Service, blamed frequent snow and ice for sluggish response times and promised the City Council in February that he would speed up the average response by 20 seconds in 2015.

In the same month, Mayor de Blasio pledged to spend \$18 million to hire 149 new EMS dispatchers and add 54 ambulance tours with an emphasis on improving Bronx medical care.

But response times have only gotten slower.

Bronx EMS workers arrived an average of 40 seconds slower in the first eight months of the year compared with the same period in 2014, even though medics and EMTs handled 2 percent fewer cases.

EMS took 1 minute, 4 seconds longer to get to emergencies in Manhattan, even though there were 2,818 fewer incidents to treat.

FDNY officials would not address the slower response times but said an additional 45 ambulances tours will help.

They noted that for life-threatening emergencies, the average response time in The Bronx was 7 minutes, 51 seconds.

But that figure comes with a caveat, because the FDNY measures the time from when an EMS dispatcher receives a call to when a unit arrives on the scene.

City 911 records calculate response times differently — from the moment the 911 call is made to when a unit arrives. By that measure, life-threatening emergencies in The Bronx took much longer to get to — 9 minutes, 53 seconds.

By either calculation method, the average response time in The Bronx for life-threatening calls was slower this year than last, a Post analysis of the data found.

A rapid EMS response significantly increases a patient's chance of survival. Brain death can occur in four to six minutes in respiratory arrest, cardiac arrest and overdose cases.

“When you overdose, you stop breathing,” an EMS source said. “What makes a world of difference whether you live or die is how quickly I can get to you.”

For more on the New York Post and to download our apps, visit NYPPost.com

Sent from my iPad

From: ██████████@mckinsey.com
To: [Sidis, Joshua](#)
Subject: FW: Council transportation chair to endorse a version of congestion pricing
Date: Monday, October 05, 2015 6:56:48 AM

----- Message from ██████████/NorthAmerica/MCKINSEY on Mon, 05 Oct 2015 10:26:46 GMT -----

From: ██████████/NorthAmerica/MCKINSEY
To: "NYC FHV Working Team"
Subject: FW: Council transportation chair to endorse a version of congestion pricing

----- Message from "POLITICO Pro" <states-alert@politico.com> on Mon, 05 Oct 2015 09:33:59 GMT -----

From: "POLITICO Pro" <states-alert@politico.com>
To: ██████████@mckinsey.com
Subject: Council transportation chair to endorse a version of congestion pricing

[Council transportation chair to endorse a version of congestion pricing](#)

By Dana Rubinstein

5:33 a.m. | Oct. 5, 2015

When City Council transportation Chairman Ydanis Rodriguez unveils his transportation agenda on Monday morning, he will call upon his colleagues to pass a resolution in favor of a congestion pricing proposal called Move NY.

"I will play an active role speaking to my colleagues in the Council [for a] resolution in support of Move NY," Rodriguez told POLITICO New York.

That support will come with one condition.

"I support Move NY with the caveat that we need to create a mechanism where the local community will decide how to reinvest some of the money to be raised with the plan," he said.

Partly developed by traffic engineer "Gridlock" Sam Schwartz, [Move NY is a plan](#) that would levy tolls on the East River bridges and along 60th Street, and lower them on inter-borough crossings like the Verrazano Narrows Bridge and the crossings connecting the Rockaway peninsula to Brooklyn and Queens.

The plan is popular with advocates because the region's mass transit system has a yawning funding gap no one quite knows how to fill. Move NY, as the name connotes, would also help reduce street congestion, its advocates contend.

According to those who proselytize for it, Move NY [would raise](#) \$1.5 billion a year. Most of it (\$1.125 billion) would go to mass transit, with the rest going to roads and bridges.

Rodriguez said he would like at least some part of the revenue to go toward community-driven transportation projects.

"What I will be calling for is a percentage of that funding to be used to establish a community transit fund that will enable communities to work with the elected officials, MTA and DOT to address local transit needs," he said, referring to the Metropolitan Transportation Authority and the city transportation department.

Two spokesmen for Move NY did not respond to requests for comment.

But any sort of Council resolution in support of Move NY could only help a cause that's won praise from experts but appears politically moribund.

Mayor Bill de Blasio [has said](#) all options should be on the table, but Gov. Andrew Cuomo has expressed [no interest](#) in congestion pricing.

"There are challenging political dynamics," said Councilman Brad Lander, a Move NY supporter. "It would be easier to advance congestion pricing when there's a governor and a mayor that can work closely together. And it is a proposal ever-ripe for populist, sometimes demagogic opposition."

But considering the state of mass transit in this, the nation's economic capital, he said, "We're going to have to find some way to do it. That's challenging. And therefore I give Ydanis real praise and credit for speaking up strongly."

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+ =====+

From: [Schnake Mahl, Gabriel](#)
To: "Michael Allegretti"
Cc: [Wolfe, Emma](#); [Matt Wing](#); [Josh Gold](#)
Subject: RE: Hey guys
Date: Friday, October 09, 2015 12:34:05 PM

Great. Confirmed for Monday at 5PM at Smyth Hotel – 85 W Broadway.

From: Michael Allegretti [<mailto:allegretti@uber.com>]
Sent: Friday, October 09, 2015 12:08 PM
To: Schnake Mahl, Gabriel
Cc: Wolfe, Emma; Matt Wing; Josh Gold
Subject: Re: Hey guys

For sure. Whichever time is best for Emma we can make work...

On Oct 9, 2015, at 12:05 PM, Schnake Mahl, Gabriel <GSchnakeMahl@cityhall.nyc.gov> wrote:

able to do a little earlier then – 5PM or 6PM?

From: Michael Allegretti [<mailto:allegretti@uber.com>]
Sent: Friday, October 09, 2015 11:47 AM
To: Schnake Mahl, Gabriel
Cc: Wolfe, Emma; Matt Wing; Josh Gold
Subject: Re: Hey guys

Regrettably, Monday is the only day that works for me...

On Oct 9, 2015, at 11:45 AM, Schnake Mahl, Gabriel <GSchnakeMahl@cityhall.nyc.gov> wrote:

Columbus day so not great (govt employees here grabbing whatever time we can). Would Wed, 10/14 work instead?

From: Michael Allegretti [<mailto:allegretti@uber.com>]
Sent: Friday, October 09, 2015 11:43 AM
To: Wolfe, Emma
Cc: Matt Wing; Josh Gold; Schnake Mahl, Gabriel
Subject: Re: Hey guys

Great. We're looking forward to it!

On Oct 8, 2015, at 7:19 PM, Wolfe, Emma <EWolfe@cityhall.nyc.gov> wrote:

I hope to make it work!

From: Michael Allegretti [<mailto:allegretti@uber.com>]

Sent: Thursday, October 08, 2015 11:45 AM
To: Wolfe, Emma
Cc: Matt Wing; Josh Gold; Schnake Mahl, Gabriel
Subject: Re: Hey guys

Hope you're feeling better Emma. The three of us can do next Monday evening. Does that work for you to reschedule? Same time and place...

On Oct 7, 2015, at 2:49 PM, Wolfe, Emma
<EWolfe@cityhall.nyc.gov> wrote:

Thanks Mike for sure

From: Michael Allegretti
Sent: Wednesday, October 7, 2015 2:38 PM
To: Matthew Wing
Cc: Wolfe, Emma; josh@uber.com;
jgold@uber.com; Schnake Mahl, Gabriel
Subject: Re: Hey guys

Really appreciate the heads-up Emma. Feel better and let's get drinks back on the books soon...

On Oct 7, 2015, at 2:35 PM, Matthew Wing
<wing@uber.com> wrote:

Feel better!

Really appreciate the heads up on the WSJ. If for any reason they call I will let you know and will through cold water on it as well. Hope we can re-schedule for sometime soon.

On Wed, Oct 7, 2015 at 2:27 PM, Wolfe, Emma
<EWolfe@cityhall.nyc.gov>
wrote:

Thanks much. I had to go home...but fyi dawsey and tangel from wsj reached out to say they have sources saying our mta funding proposal included a FHV tax. We're telling them that's false, hasn't been a part of any negotiations, and will do on record if he goes there. We don't know who

they're talking to, but it's not anyone with direct knowledge of mta talks.

Wanted to make sure you're aware so you don't get surprised by a call from them. Feel free to say exactly what I told you as well; it's simply not true. We wdnt engage in negotiations about FHV without real discussions with you guys not to mention our own tlc etc etc.

Original Message

From: Michael Allegretti
Sent: Wednesday, October 7, 2015 11:36 AM
To: Wolfe, Emma
Cc: josh@uber.com;
wing@uber.com;
jgold@uber.com; Schnake
Mahl, Gabriel
Subject: Re: Hey guys

So sorry to hear it Emma. [REDACTED]
[REDACTED] Let us know,
and if tonight doesn't work, we
will find another date...

> On Oct 7, 2015, at 10:54
AM, Wolfe, Emma
<EWolfe@cityhall.nyc.gov>
wrote:

>
> [REDACTED] If
things improve in the next hour
or two (a girl can dream) then
I'll let you know --- I'll send a
note around noon up or down.
And I'm really sorry - know
how busy y'all are - and if we
can schedule another time for
real soon that would be great.

From: [REDACTED]@mckinsey.com
To: [Sidis, Joshua](#)
Subject: Fw: Additional reading
Date: Thursday, October 29, 2015 7:41:11 PM
Attachments: [Wallsten_the Competitive Effects of Uber on Taxi Service Quality in NYC & Chicago.pdf](#)
[FTC to Chicago City Council \(April 2014\).pdf](#)
[FTC to Colorado PUC \(March 2013\).pdf](#)
[OECD Competition Committee Disruptive Innovation Staff Paper.pdf](#)
[FTC Anchorage Letter re Taxi rules \(1\).pdf](#)
[FTC to DC Taxicab Commission \(June 2013\).pdf](#)
[Ohlhausen ___Brother, May 1_ - The Challenge of Competitor Control over Market Entry__.pdf](#)
[Op Ed By Josh Wright -- Has the D C cab commiss - The Washington Post.pdf](#)
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Josh -

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Cc: Michael Allegretti <allegretti@uber.com>
Date: 10/20/2015 09:21 AM
Subject: Additional reading

Hi [REDACTED]:

I hope you are having a good week. I wanted to follow up with some additional documents for your review.

Please let me know if you have questions!

All the best,
Nicole



(See attached file: Wallsten_the Competitive Effects of Uber on Taxi Service Quality in NYC & Chicago.pdf)(See attached file: FTC to Chicago City Council (April 2014).pdf)(See attached file: FTC to Colorado PUC (March 2013).pdf)(See attached file: OECD Competition Committee Disruptive Innovation Staff Paper.pdf)(See attached file: FTC Anchorage Letter re Taxi rules (1).pdf)(See attached file: FTC to DC Taxicab Commission (June 2013).pdf)(See attached file: Ohlhausen ___Brother, May 1_ - The Challenge of Competitor Control over Market Entry__.pdf)(See attached file: Op Ed By Josh Wright -- Has the D C cab commiss - The Washington Post.pdf)(See attached file: Uber FTC Comment FINAL June 9 2015.pdf)

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**The Competitive Effects of the Sharing Economy:
How is Uber Changing Taxis?**

June 2015

Scott Wallsten

The Competitive Effects of the Sharing Economy: How is Uber Changing Taxis?

Scott Wallsten^{*}

June 1, 2015

Abstract

The rise of the so-called “sharing economy” has created new competition across a number of industries, most notably hotels, through Airbnb, and taxis, through ride-sharing services like Uber, Lyft, and Sidecar. This paper explores the competitive effects of ride-sharing on the taxi industry using a detailed dataset from the New York City Taxi and Limousine Commission of over a billion NYC taxi rides, taxi complaints from New York and Chicago, and information from Google Trends on the popularity of the largest ride-sharing service, Uber. I find that controlling for underlying trends and weather conditions that might affect taxi service, Uber’s increasing popularity is associated with a decline in consumer complaints per trip about taxis in New York. In Chicago, Uber’s growth is associated with a decline in particular types of complaints about taxis, including broken credit card machines, air conditioning and heating, rudeness, and talking on cell phones.

While the data do not make it possible to derive the magnitude of the effects or calculate changes in consumer surplus, the results provide evidence that Uber has created an alternative for consumers who would have otherwise complained to the regulator and encouraged taxis to improve their own service in response to the new competition.

^{*} I am grateful to Bob Hahn, Tom Lenard, Jeffrey Macher, Greg Rosston, Amy Smorodin, and Olga Ukhaneva for helpful comments and to Nathan Kliewer for excellent research assistance. I am responsible for any mistakes.

Introduction

Seemingly overnight, the so-called “sharing economy” has turned traditionally underused assets into competitors to established industries. Some believe this business model will threaten incumbents across the economy.¹ How widespread the sharing economy will be remains to be seen, but to date it has had unquestionably large effects on the hotel industry through Airbnb and the taxi industry through ride-sharing services like Uber, Lyft, and Sidecar.² The development of new services that did not previously exist almost by definition make consumers better off.³ The benefits to consumers, however, are likely to extend beyond those who use these new services if incumbents are forced to respond to new competition by improving service and/or reducing price.

The rapid growth of ride-sharing has upended the taxicab industry, which is traditionally heavily regulated. Incumbents’ most prominent reactions have been to lobby regulators to slow the growth of ride-sharing.⁴ They might, however, also try to retain customers by competing for them in the market. However, regulations limit incumbents’ set of potential competitive responses. Prices are regulated and change infrequently while taxi drivers cannot, on their own, reduce prices or offer the frictionless payment systems ride-sharing services use. Even so, drivers might respond by trying to offer higher quality rides than they used to provide. Improved quality might take the form of, for example, being more courteous to passengers by turning off the radio, not talking on a cell phone while driving, and so on. The difficulty of signalling this quality to a potential passenger and lack of repeat business blunts this incentive, but with less business taxi drivers may behave better in the hopes of bigger tips or to reduce the chances that a passenger will complain.⁵ If ride-sharing has generated this kind of competitive response by taxis then even consumers who do not use ride-sharing may benefit.

In this paper I assemble data from New York City and Chicago to test that hypothesis empirically. In particular, I test whether the growth in ride-sharing has led to a decrease in consumer complaints about taxis. One benefit of regulation is that regulators often collect lots of data. The New York City Taxi and Limousine Commission (TLC) provided me with data on every taxi ride in the city from 2010 through 2014 (more than 1 billion observations). NYC’s Open Data Project provides data on taxi complaints. Chicago does not routinely collect data on taxi rides, but collects detailed complaint data. Ride-sharing companies are private and make

¹ Or “Uber for everything,” as some seem to call it. <http://techcrunch.com/2015/02/08/will-there-really-be-an-uber-for-everything/>

² “Ride sharing” in this context does not mean multiple people sharing a cab. Instead, it means individual transportation services where a passenger calls for a car using a mobile app and a driver responds and comes to pick up the passenger. They are called “ride sharing” services because many of the cars are personal vehicles driven by their owners rather than dedicated taxis.

³ See Bresnahan and Gordon (1997) for a collection of excellent essays on how economic analysis and statistics treat new products and services. Timothy F Bresnahan and Robert J Gordon, *The Economics of New Goods* (Chicago: University of Chicago Press, 1997), <http://site.ebrary.com/id/10230044>.

⁴ See Cannon and Summers (2014) for a discussion of Uber and regulators. Sarah Cannon and Lawrence Summers, “How Uber and the Sharing Economy Can Win Over Regulators,” *Harvard Business Review*, October 13, 2014, <https://hbr.org/2014/10/how-uber-and-the-sharing-economy-can-win-over-regulators/>.

⁵ Read one commentator’s view of taxis versus Uber: http://www.nytimes.com/2015/05/24/your-money/hey-driver-hang-up-the-phone-turn-off-the-tv-and-step-on-it.html?rref=collection%2Fcolumn%2Fthe-haggler&_r=0

little data available publicly.⁶ Nevertheless, data from Google Trends on the largest of the ride-sharing companies, Uber, makes it possible to generate an index of ride-sharing's growing popularity in NYC and Chicago.

The data reveal that the number of complaints per taxi trip in NYC has declined along with the growth of Uber, even when controlling for underlying trends and seasonal events that may affect taxi use. The results suggest that customers who used to complain now take their business elsewhere and that taxi drivers are responding to competition from Uber by increasing the quality of their own service. Data from Chicago also provide some evidence that cab drivers respond to competition. In particular, in Chicago the growth of Uber was correlated with fewer complaints by taxi riders about heating and air conditioning, broken credit card machines, and rude drivers.

To be clear, specific data on prices and quantity are necessary to estimate changes in consumer welfare. Nevertheless, this paper is, to my knowledge, one of the first to begin to evaluate the competitive effects of the sharing economy empirically. Hopefully future research will be able to identify the ways in which the sharing economy affects the economy more precisely.

The “Sharing Economy” and Ride-Sharing Services

The so-called “sharing economy” generally refers to the phenomenon of turning unused or under-used assets owned by individuals into productive resources. For example, homes and cars represent significant investments but are underused relative to their potential. Homes are empty much of the day or have empty rooms even when occupied by owners. Airbnb makes it possible to rent those spaces. Cars mostly sit parked while their value depreciates. Uber, Lyft, and others make it possible for anyone to use their cars to offer taxi-like services. Unemployed and underemployed people, too, represent wasted productive assets. TaskRabbit and Mechanical Turk allows anyone to offer a host of particular services.

The sharing economy generates value by matching these assets with consumers willing to pay for the services those assets could provide. Those services, of course, have existed for ages—hotels provide short-term accommodations, taxis provide flexible transportation for anyone, and temp services provide jobs on short notice. The genius of the sharing economy, however, was to harness new technologies—smartphones, GPS, payment systems, identification, feedback mechanisms—to allow almost *anyone* with the right assets to make those services available outside of the formal hotel and taxi industry. In other words, new technologies significantly reduce the transaction costs of matching under-used assets to those willing to pay to employ those assets. These new services are becoming ubiquitous. In a February 2015 survey, PricewaterhouseCoopers (2015) found that 19 percent of US adults had “engaged in a sharing economy transaction.”

Airbnb, for example, allows people to rent rooms, apartments, or houses. The services launched in 2008, and by 2015 had more than 1 million listings in over 190 countries.⁷ In October 2014

⁶ I contacted Uber in hopes of obtaining data, but in exchange for data the company wanted editorial input into the paper. I appreciate Uber's willingness to consider a data request and its concerns, but I chose not to pursue my request as the conditions were not consistent with unbiased research.

⁷ <https://www.airbnb.com/about/about-us>

the company was valued at more than \$13 billion. By comparison, the Intercontinental Hotel Group, the largest hotel chain in the world, had 674,000 rooms in over 100 countries had a market cap of about \$10 billion in March 2015.⁸

Ride-sharing services turn vehicles that would otherwise sit unused into on-demand taxis. The inputs have real costs, of course. While cars depreciate even when not in use, when in use they consume gas and are subject to wear and tear—all incremental costs relative to sitting unused in a parking space. Additionally, drivers face an opportunity cost of their time, although an analysis from Uber, discussed below, finds that drivers tend to work for Uber during times they would not otherwise have worked, suggesting that the opportunity cost of time may be relatively low.

A consumer has a smartphone app that allows him to indicate he needs a pickup, and drivers on the other side of the platform respond to the request. The app already has the consumer's payment information and a GPS device tracks the trip distance so the rider can enter and exit the car while payment is charged automatically to his credit card. Neither the rider nor the driver deal with payments. The ride-share company takes a percentage of the fare, and the rest goes to the driver.

Lyft, Sidecar, and Uber are the most prominent ride-sharing services, with Uber by far the largest of those. Uber was launched in 2009, and by mid-2014 had eight million users and 160,000 drivers in 250 cities across 50 countries.⁹ In December 2014 venture capitalists valued Uber at about \$40 billion.¹⁰

One reason for this remarkable success was undoubtedly the ability of technology to break down artificial regulatory entry barriers. Most cities, for example, restrict the number of taxis allowed to operate. As a result, either prices were higher than they would have been otherwise or there were not enough cabs to meet demand.¹¹ In NYC, the lack of supply relative to demand caused taxi medallions (permits) to sell for over \$1 million by 2013.¹² By 2015, however, the price of a medallion had fallen by about 25 percent in response to competition from ride-sharing services.

While consumers flocked to these new services, traditional hotel and taxi companies flocked to their regulators and politicians, hoping to block these new competitors.¹³ Many regulators have been sympathetic to their claims, and some cities and countries have even banned these

⁸ <http://www.bloomberg.com/quote/IHG:LN>

⁹ <http://expandedramblings.com/index.php/uber-statistics/>

¹⁰ <https://hbr.org/2014/12/making-sense-of-ubers-40-billion-valuation>

¹¹ The Federal Trade Commission has documented this effect of taxi regulation throughout the years. For an early study, see, for example, Mark W. Frankena and Paul A. Pautler, *An Economic Analysis of Taxicab Regulation*, Bureau of Economics Staff Report (Federal Trade Commission, May 1984),

<https://www.ftc.gov/sites/default/files/documents/reports/economic-analysis-taxicab-regulation/233832.pdf>.

¹² http://www.nytimes.com/2015/01/08/upshot/new-york-city-taxi-medallion-prices-keep-falling-now-down-about-25-percent.html?_r=0&abt=0002&abg=1

¹³ For some reporting on the regulatory response by the traditional taxi industry, see

<http://www.bloomberg.com/news/articles/2015-03-11/inside-big-taxi-s-dirty-war-with-uber> and

<http://www.forbes.com/sites/larrydownes/2013/02/06/lessons-from-uber-why-innovation-and-regulation-dont-mix/>.

Uber has apparently responded with its own lobbying, and employs more than 160 lobbyists, according to one report. <http://www.theverge.com/2014/12/14/7390395/uber-lobbying-steamroller>

services,¹⁴ but demand for these services has been so strong that they have been able to overcome much of this hostility (with exceptions, of course, like France and Las Vegas).¹⁵

At least part of Uber's response to regulatory threats has been to release studies highlighting benefits to the drivers. Uber has claimed that a full-time driver can make \$75,000 - \$90,000 annually, compared to the \$30,000 typical of a taxi driver,¹⁶ although some have questioned those numbers.¹⁷ Hall and Krueger (2015) note in a study done for Uber that in the first three months of 2014 Uber distributed \$657 million to drivers in the United States.¹⁸ They also found that drivers tend to sign up because of the flexibility of the work and that many use Uber as a way to smooth income, either between jobs or as a complement to other jobs.¹⁹

The appeal among consumers is self-evident from the rapid growth of the service. And price may not be the primary reason consumers use the service. Salnikov et al (2015) find that UberX—the less expensive of the Uber options—is not always cheaper than a taxi for a given ride.²⁰ To be sure, Uber appears to recognize that price matters, having cut prices in January 2015.²¹ Even so, the Salnikov et al (2015) results imply that consumers also value other aspects of the service, such as frictionless payments or nicer cars.

Taxis have long faced imperfect competition—from public transportation like buses and subways to car services that pick up passengers who request a ride (generally via telephone) and so-called “gypsy cabs.” But Uber and other ride-sharing services appear to compete more directly with taxis if for no other reason than their increasing ubiquity as a convenient, on-demand, means of transportation.

As competition increases, consumers have new options and incumbents may be forced to respond. The sharing economy is unambiguously increasing competition. Zervas et al (2015) study the effects of Airbnb on the hotel industry in Texas, finding more rentals on Airbnb associated with lower hotel revenues and prices.²²

In the traditional taxi world, dissatisfied consumers had few options. They could incur extra costs to avoid taxis—in terms of convenience if switching to the bus or subway or in terms of money if switching to car services or using one's own car instead of taking cabs. Alternatively, they could

¹⁴ <http://www.engadget.com/2015/03/18/germany-bans-uber-once-again-over-permit-issues/>

¹⁵ <http://www.reuters.com/article/2015/05/22/us-france-taxis-idUSKBN0O70TV20150522> ;

<http://www.forbes.com/sites/harrycampbell/2015/04/17/uber-cant-get-to-las-vegas-soon-enough/>

¹⁶ <http://www.washingtonpost.com/blogs/innovations/wp/2014/05/27/ubers-remarkable-growth-could-end-the-era-of-poorly-paid-cab-drivers/>

¹⁷ <http://www.businessinsider.com/uber-drivers-say-theyre-making-less-than-minimum-wage-2014-10>

¹⁸ Jonathan V. Hall and Alan B. Krueger, “An Analysis of the Labor Market for Uber's Driver-Partners in the United States” (Uber, January 22, 2015), https://s3.amazonaws.com/uber-static/comms/PDF/Uber_Driver-Partners_Hall_Krueger_2015.pdf.

¹⁹ Ibid.

²⁰ Vsevolod Salnikov et al., “OpenStreetCab: Exploiting Taxi Mobility Patterns in New York City to Reduce Commuter Costs” March 10, 2015.

²¹ <http://blog.uber.com/PriceCut2015>

²² Georgios Zervas, Davide Proserpio, and John Byers, “The Rise of the Sharing Economy: Estimating the Impact of Airbnb on the Hotel Industry” February 12, 2015, <http://ssrn.com/abstract=2366898>.

complain about the poor service to the taxi regulator. Either way, taxi cabs had little incentive to improve service.

In the new world of taxi competition, consumers can switch providers at low cost. As a result, traditional taxis may face a new incentive to compete. Competing on price in the short run is difficult—prices are typically regulated and change infrequently. They might also compete on quality—making sure their cars are clean and features like credit card readers operable, running the air conditioner in the summer, not talking on cell phones, and so on.

Of course, the incentive to improve quality is blunted by the problems of signaling and lack of repeated interactions. In particular, how is a driver cruising for fares able to demonstrate to potential riders that he offers a high-quality ride? One way to generate that signal might be through newer cars, so perhaps we might expect to see the average age of taxi fleets drop over time.²³

Taxi Complaints

Other than the age and type of vehicle (in some cities), it is not generally possible to directly observe taxi or driver quality. However, as in most regulated industries, consumers can complain to the regulator about service. Complaints appear to both serve as a proxy for quality and reveal when consumers begin to have the option to exit the market rather than file complaints. In particular, Forbes (2008) uses data from the Department of Transportation on airline complaints to explore the relationship between complaints and quality.²⁴ She finds that complaints decrease as quality increases, but also that consumers are more likely to complain when they expect high quality.

One problem with complaints as an indicator of quality is that complaining to a regulator requires non-trivial effort by the consumer, who has to remember the cab's ID for the complaint to have any meaning.²⁵ And in exchange for having undertaken that effort the consumer gets nothing other than, perhaps, the satisfaction of venting their anger. While the effort required and expected response differs by city, complaints are likely a combination of reports from people who experienced truly egregious taxi-related problems, do not place an especially high value on their time, and people who enjoy kvetching.

Beard, Macher, and Mayo (2015) confirm Forbes's (2008) result, finding that competition increases service quality by the incumbent. However, consistent with the point that complaining

²³ Some evidence suggests that the taxi fleet may, in fact, be getting younger. The NYC TLC reported that in 2013 the average age of a taxi was 3.3 years (http://www.nyc.gov/html/tlc/downloads/pdf/2014_taxicab_fact_book.pdf). Meanwhile, a current dataset of the more than NYC 13,000 taxis on the road shows the average taxi to be a 2013 model, implying an age of about 2 years (<https://data.cityofnewyork.us/Transportation/Yellow-Medallion-Taxicabs-Vehicles/g8fi-we5z>). Without more data, however, it is not possible to know whether that change reflects a competitive response or is merely following a pre-existing trend, due to routine and regular fleet turnover, or otherwise unrelated to Uber.

²⁴ Silke J. Forbes, "The Effect of Service Quality and Expectations on Customer Complaints," *The Journal of Industrial Economics* 56, no. 1 (March 1, 2008): 190–213, doi:10.2307/25483403.

²⁵ It is not always straightforward how to file a complaint. NYC's website seems to lead the consumer in an endless loop of clicks to complain. http://www.nyc.gov/html/tlc/html/passenger/sub_consumer_compl.shtml

entails a cost with few benefits to the complainer, they note that voice and exit can be substitutes and construct a model of how consumers might decide between complaining and switching firms.²⁶ They use data on complaints about telecommunications providers from the US Federal Communications Commission to test their theory and find that consumers are more likely to switch providers the more competition exists in the market.

Like those two papers, I evaluate complaint data in the presence of competition. The key insights from Forbes (2008) and Beard, Macher, and Mayo (2009) are that a relationship between complaints about the incumbent may indicate something about how complainers behave or how the incumbents respond to competition. The interpretation of any results must be cognizant of these effects.

The next section describes the datasets I use to explore the relationship between taxi complaints and Uber.

Data and Empirical Analysis

I assembled datasets for two cities: New York and Chicago. Unfortunately, each city collects different statistics, making it necessary to analyze the datasets separate rather than pooling them. The key difference is that NYC has more detailed data on taxi rides while Chicago has more detailed data on complaints.

As ride-sharing firms are private, largely-unregulated companies, data are not as easily obtainable. New data tools, however make it possible to create an index of the popularity of ride-sharing. In particular, Google Trends has been shown to track economic activity and can generate an index of the popularity of ride-sharing over time.

Perhaps the first use of Google searches as an indicator was Google Flu, launched in 2008 as a tool using searches to predict the prevalence of flu before official data could be compiled. Varian and Choi (2009) extended this approach by demonstrating that Google search trends (now called “Google Trends”) can be used to track economic activity in real time.²⁷ They show the accuracy of Google Trends in tracking retail sales, automotive sales, home sales, and travel. Wu and Brynjolfsson (2015) show that Google Trends make better predictors of housing sales and prices than more traditional indicators.²⁸ Because Uber is by far the largest ride-sharing company,²⁹ I obtained from Google Trends indices of searches for “Uber” in New York City and Chicago.

²⁶ Randolph T. Beard, Jeffrey T. Macher, and John W. Mayo, “‘Can You Hear Me Now?’ Exit, Voice and Loyalty under Increasing Competition” February 2015.

²⁷ Hyunyoung Choi and Hal R. Varian, “Predicting the Present with Google Trends” April 10, 2009, http://static.googleusercontent.com/media/www.google.com/en/us/googleblogs/pdfs/google_predicting_the_present.pdf.

²⁸ Lyn Wu and Erik Brynjolfsson, “The Future of Prediction: How Google Searches Foreshadow Housing Prices and Sales,” in *Economic Analysis of the Digital Economy*, ed. Avi Goldfarb, Shane Greenstein, and Catherine Tucker, 2015.

²⁹ A report of credit card charges by FutureAdvisor in 2014 found that Uber had more than ten times Lyft’s revenues and seven times the number of rides as Lyft. <http://fortune.com/2014/09/11/uber-vs-lyft-the-credit-cards-dont-lie/>. When comparing Uber and Lyft on Google Trends, the Uber index is, on average over time, 13 times larger than the Lyft index.

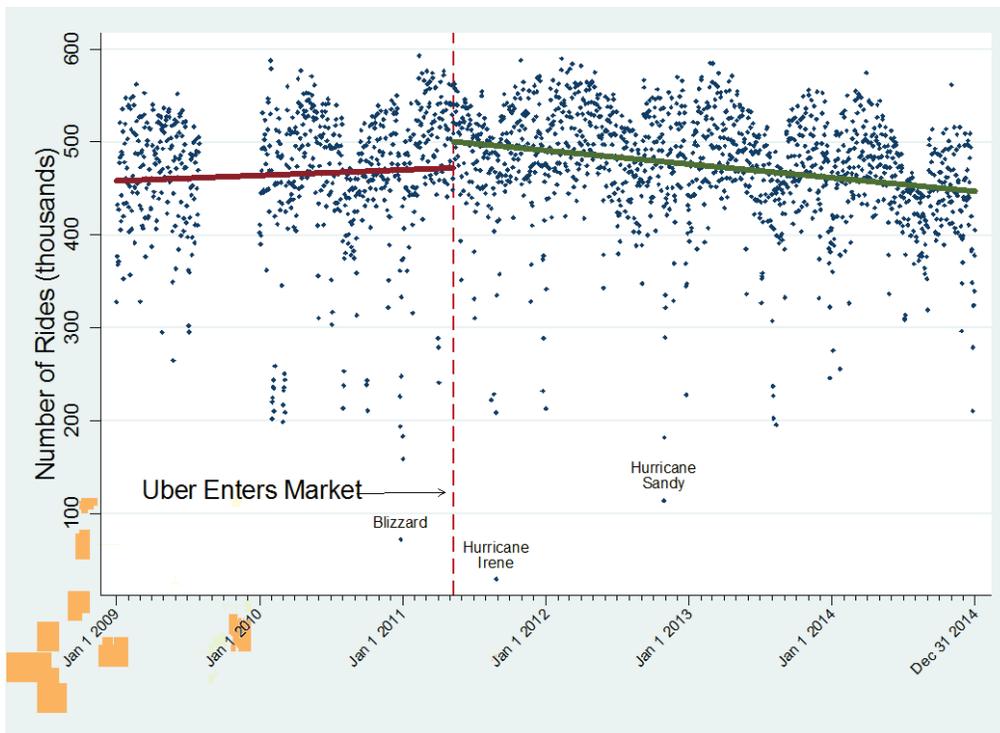
While the index should provide us with a meaningful indicator of Uber’s growth, it has certain disadvantages. Most importantly, as an index it will not be possible to estimate useful magnitudes of any effects. In particular, the index makes it possible to determine whether the two are correlated, but not by how much Uber’s growth affects complaints. Nevertheless, it provides a starting point to begin empirically exploring the competitive effects of Uber.

New York City

The NYC Taxi and Limousine Commission (NYCTLC) collects detailed data on taxi rides from cab meters and provided those data under New York State’s Freedom of Information Law.³⁰ In particular, the Commission provided data on every taxi ride from 2009 through 2014, including information on distance traveled and fare paid. The entire dataset is over 150 Gb and included information on over one billion rides.³¹

The data show the decline in the traditional taxi industry since Uber’s entry. Figure 1 shows the number of daily taxi trips in NYC from 2009 through 2014. Uber entered NYC in May 2011,³² apparently leading to a generally downward trend in the number of trips.

Figure 1: Daily Taxi Trips (Thousands)



Note: Data for the second half of 2009 is missing from the dataset; I am trying to obtain it from NYC. The trend line on the left is obtained from regressing the number of rides on a constant and time until Uber’s entry. The trend line on the right is the same regression estimated from Uber’s entry to the present.

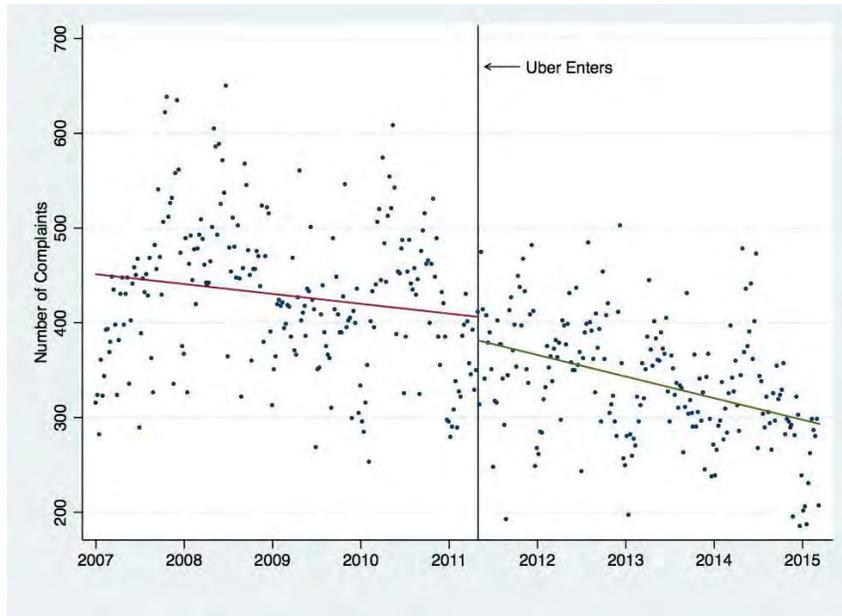
³⁰ I am grateful to the staff of the TLC for providing us with this data.

³¹ The data actually go back to 2008, but do not appear to have been consistently reported until sometime in 2009. Unfortunately, about six months of data from 2009 were missing, making it best to start the analysis in 2010.

³² <http://sanfrancisco.cbslocal.com/2015/03/18/more-uber-cars-new-york-city-streets-traditional-taxicabs-ridesharing/>

Just as consumers can complain to DOT or the FCC about problems with services regulated by those agencies, so, too, can taxi riders complain to the NYCTLC. Data on taxi complaints is readily available for download via NYC’s Open Data platform.³³ Figure 2 shows weekly complaint data. The figure shows that the number of complaints was already trending downward before Uber entered the market, with the downward trend increasing somewhat after entry.

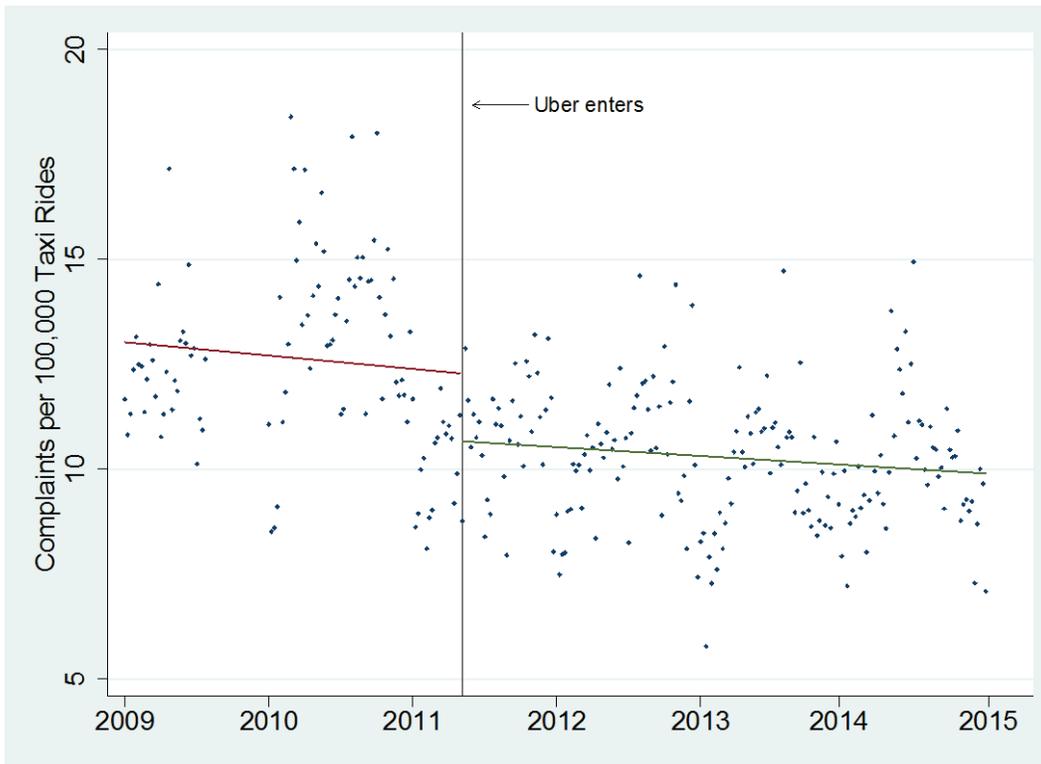
Figure 2: Number of Taxi Complaints Submitted to NYCTLC



Of course, if Uber is affecting the number of taxi rides then it will be important to normalize complaints—obviously if the number of rides is decreasing then the number of complaints is also likely to decrease. The normalized figure is different. Figure 3 shows the number of complaints per ride, which was decreasing prior to Uber’s entry and continued to decrease after entry, but at a slower rate.

³³ Many cities participate in the Open Data project, but New York seems to have the most detailed data available. <https://nycopendata.socrata.com/>

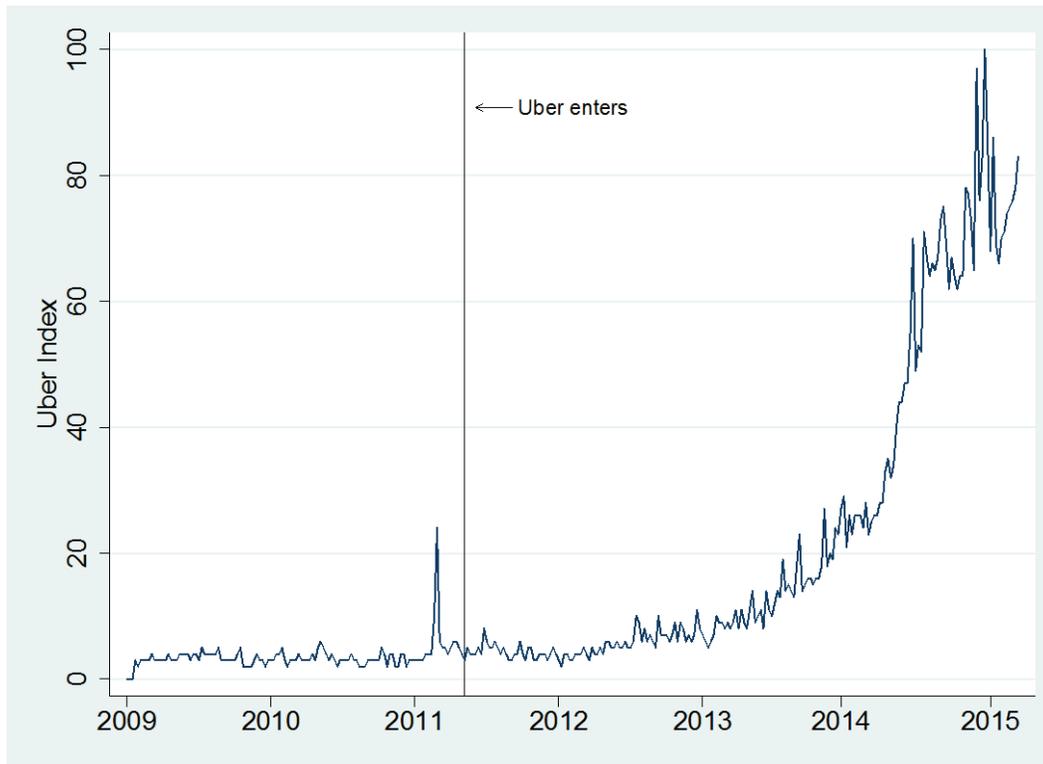
Figure 3: Taxi Complaints per Hundred Thousand Rides



Of course, just as with the earlier data, a number of factors unrelated to Uber could affect these trends, and the econometric analysis will have to control for them.

The Google Trend index for Uber's search popularity in New York City shows a steady increase beginning in around 2012 (Figure 4). The spike just before entry reflects Uber's March 2011 announcement of its intended entry into NYC.

Figure 4: Google Trend for "Uber" Search in NYC



To examine the data econometrically I aggregate to the lowest common unit of measurement, which is that provided by Google Trends: weeks. In other words, an observation in the econometric analysis is a week-year (to account for seasonality).

As a first step, it may be instructive to examine the relationship between the Google Uber index and the number of taxi rides. All else equal, does Uber's rise correspond to a decrease in the number of taxi rides? To examine this relationship, I estimate the following regression:

$$y_t = f(\text{Uber}_t, W_t, \text{week}, \text{year})$$

where y_t is the natural log of taxi trips, W_t includes the natural log of variables measuring temperature and precipitation, $week$ is week fixed effects (i.e., indicator variables for weeks 1 – 52), $year$ is year fixed effects, and t indexes the week-year of the observation.

The fixed effects are especially important for two reasons. First, as Figure 1 showed, the number of trips is cyclical. Second, overall trends in taxi ridership might change for reasons other than entry. For example, taxi fares increased by 17 percent on September 4, 2012.³⁴ Weather data, from NOAA, controls for weather, which may affect demand for taxi rides.³⁵

³⁴ Without the fixed effects one might add a dummy variable to indicate when the fare increase took effect, but the fixed effects already control for the effects of the fare increase since the dummy variable indicating the fare increase is in effect is a linear combination of certain month and year dummy variables.

³⁵ NOAA provided daily measurements precipitation and high and low temperature readings from a weather monitoring station in Central Park.

Table 1 shows the results of this regression. The results show fewer taxi rides when it snows, fewer with colder temperatures, and more with warmer temperatures. The Uber index, as expected, consistently shows fewer taxi trips as Uber grows.

Table 1: Regression Results of Number of Taxi Trips on Uber Index, NYC

Uber index	-0.001*
	(0.074)
ln (precipitation)	-0.025
	(0.205)
ln (snow depth)	-0.051***
	(0.000)
ln (max temp)	0.092*
	(0.074)
ln (min temp)	-0.046**
	(0.010)
Constant	0.759***
	(0.000)
Week and year fixed effects included	
Observations	227
R-squared	0.626
<hr/>	
pval in parentheses	
<hr/>	
*** p<0.01, ** p<0.05, * p<0.1	

To explore the relationship between complaints and Uber’s market presence, I follow Beard, Macher, and Mayo (2015), who worked with complaints data, and Choi and Varian (2012), who discuss how to use Google Trends data.³⁶ I estimate the above regression, substituting complaints per taxi trip for number of taxi trips.

Table 2 shows the results of the regression, which I estimated with different versions of the dependent variable: natural log of complaints per trip, complaints per mile, and complaints (i.e., not normalized).

The results show the Google Trends Uber index negatively and statistically significantly correlated with complaints, regardless of how they are measured. These results are consistent with the Beard, Mayo, and Macher (2015) results, which found that complaints decrease as competition increases. And if we believe that complaints are also correlated to service quality, then the results also suggest that taxi drivers in NYC have made some effort to improve their quality.

³⁶ Beard, Macher, and Mayo, “‘Can You Hear Me Now?’ Exit, Voice and Loyalty under Increasing Competition”; Hyunyoung Choi and Hal Varian, “Predicting the Present with Google Trends,” *Economic Record* 88 (June 2012): 2–9, doi:10.1111/j.1475-4932.2012.00809.x.

Table 2: New York City Regression Results

VARIABLES	Complaints per Trip			Complaints per Mile			Complaints			
uberindex	-0.002** (0.041)	-0.002* (0.068)	-0.001* (0.097)	-0.002** (0.008)	-0.002** (0.013)	-0.002** (0.033)	-0.003*** (0.001)	-0.003*** (0.001)	-0.003*** (0.001)	-0.003*** (0.001)
precipitation			0.024 (0.458)	0.038 (0.237)	0.041 (0.196)			-0.005 (0.872)	-0.001 (0.986)	
snow			0.068*** (0.007)	0.061** (0.018)	0.090*** (0.003)			-0.010 (0.672)	-0.003 (0.909)	
max temp		-0.006 (0.741)		0.003 (0.879)	0.034* (0.079)		0.009 (0.590)		0.008 (0.663)	
Constant	-9.005*** (0.000)	-8.997*** (0.000)	-9.032*** (0.000)	-10.030*** (0.000)	-10.256*** (0.000)	-10.049*** (0.000)	5.830*** (0.000)	5.578*** (0.000)	5.833*** (0.000)	5.581*** (0.000)
Observations	260	258	260	245	243	245	271	268	271	268
R-squared	0.689	0.686	0.703	0.714	0.712	0.727	0.761	0.763	0.762	0.763

pval in parentheses
 *** p<0.01, ** p<0.05, * p<0.1

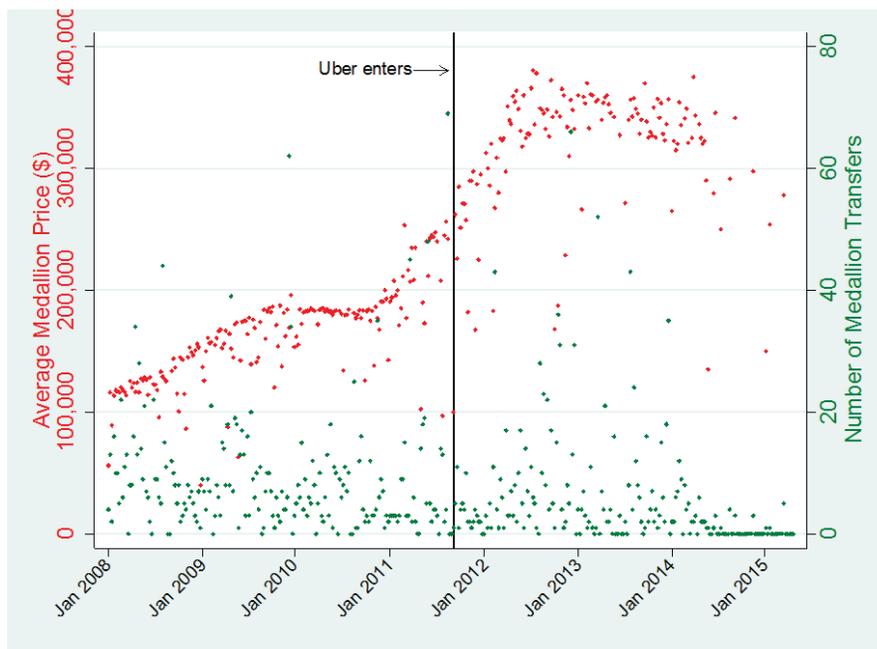
Week and year fixed effects included but not shown.

Chicago

The city of Chicago does not make detailed taxi trip data available. According to the city's response to a Freedom of Information Act Request, those data cannot be made public because it would be too resource-intensive to produce them³⁷ and because the city believes existing reports contain personal information not subject to disclosure rules. Chicago does, however, make public a different measure of taxi supply: medallion prices and number of trades over time.

Figure 5 shows the average weekly medallion prices and number of transfers from 2008 through March 2015. Prices peaked at about \$400,000 in July 2012 and have trended downward slightly since then, in contrast to the upward trend from the beginning of the data in 2008. The market has become thinner over time, as well, with the number of transfers peaking at 538 in 2012 and decreasing to 91 in 2014 and only seven from January through April 2015.

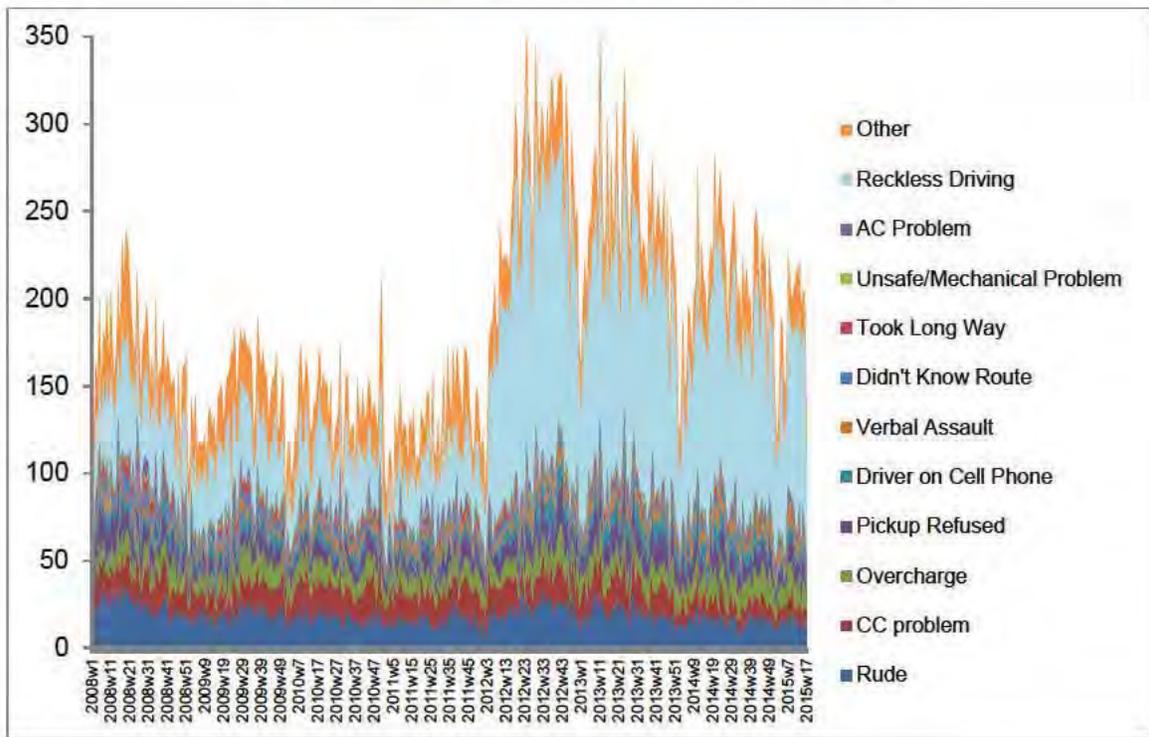
Figure 5: Taxi Medallion Prices and Transfers in Chicago



Chicago also tracks and makes available taxi complaints over time. Unlike NYC, Chicago records the type of complaint. Figure 6 shows weekly counts of each type of complaint over time. Table 3 shows the average weekly counts by year.

³⁷ “Any need for reports would span more than one day or more than one taxicab, [sic] would require the Department of Business Affairs and Consumer Protection to request a report from the external company that maintains the data.” Response to Freedom of Information request, April 28, 2015. See Appendix.

Figure 6: Taxi Complaints by Complaint Subject, Chicago



The figure and table show that the most common complaint is regarding reckless driving and, moreover, complaints about reckless driving spiked in early 2012. This increase was apparently due to a new rule requiring taxis to display a bumper sticker that read, “How’s my driving? Compliments or Concerns, Call 311 Report Taxi Number _____” and a related publicity campaign. After reckless driving the most common complaints, in order of frequency, are about rude drivers, credit card problems, being overcharged, not being picked up, drivers being on their cell phones.

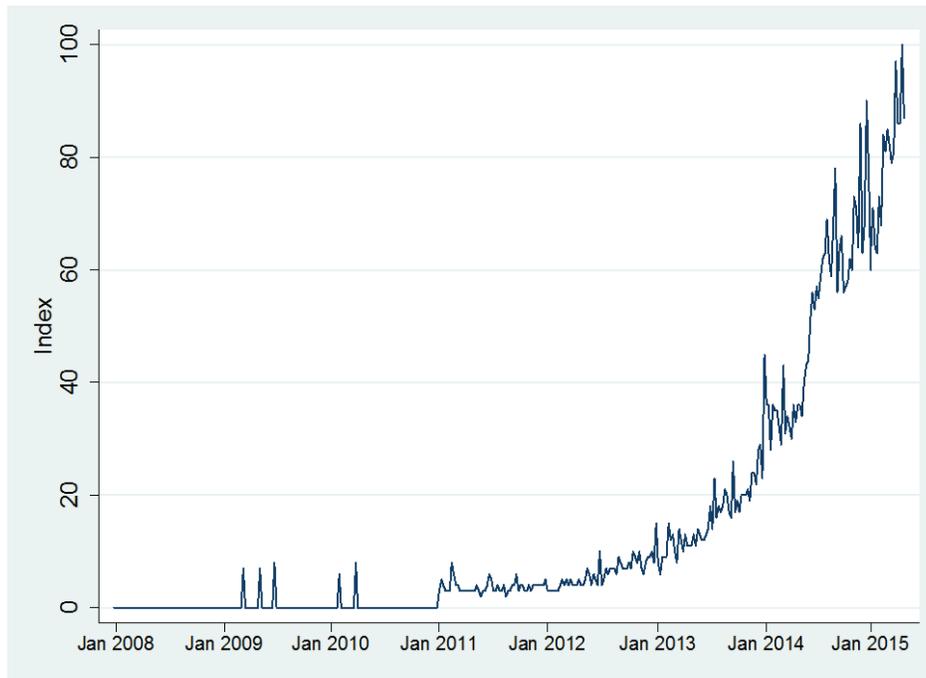
Table 3: Chicago Taxi Complaints by Type

Year	TOTAL	Rude	CC problem	Overcharge	Pckup Refused	Driver on Cell Phone	Verbal Assault	Didn't Know Route	Took Long Way	Unsafe/Mechanical Problem	AC Problem	Reckless Driving	Other
2008	172.1	24.5	17.5	11.8	14.2	7.4	4.4	7.4	6.0	2.3	1.5	46.5	28.8
2009	146.6	19.4	15.6	12.1	9.4	6.8	3.5	5.1	4.4	2.2	0.7	40.3	27.1
2010	139.7	17.4	18.5	11.7	8.9	5.2	4.7	4.2	4.2	1.9	1.0	37.7	24.3
2011	130.8	16.3	16.7	11.2	9.5	5.0	5.2	3.7	3.5	1.7	1.0	34.2	23.0
2012	268.9	22.2	17.2	12.8	13.7	6.6	5.3	4.1	3.8	3.0	1.1	138.0	29.1
2013	250.3	20.3	17.3	12.7	15.5	9.8	6.5	4.1	3.3	2.0	0.4	129.0	29.2
2014	210.6	16.0	10.9	13.7	12.8	8.7	7.0	3.6	3.1	1.9	0.4	106.4	26.2
2015	186.2	15.4	9.3	13.0	10.6	7.1	6.7	2.9	3.3	0.9	0.0	93.4	23.6

Figure 7 shows the Uber index for Chicago, which Uber officially entered on September 11, 2011.³⁸ The index looks similar to the index for New York, which is not surprising given that Uber entered the Chicago market only four months after it entered the New York market.

³⁸ <http://blog.uber.com/chicagotaxicrime>

Figure 7: Chicago Google Trends Uber Index



Consistent with the results from NYC data suggesting Uber’s growth being correlated with reduced demand for traditional taxis, a similar analysis reveals a negative correlation between the Uber index and the value of a taxi medallion in Chicago. However, although Figure 5 suggested otherwise, the regression analysis finds no statistically significant correlation between the Uber index and the number of medallion transactions when controlling for fixed effects.

Table 4: Regression of Medallion Prices and Transfers on Uber Index

	ln(average weekly medallion price)	weekly average medallion price	ln(num of weekly medallion transfers)	(num of weekly medallion transfers)
Uber index	-0.006** (0.034)	-1,576*** (0.004)	0.013 (0.416)	-0.053 (0.524)
Constant	11.483*** (0.000)	93,064*** (0.000)	1.717*** (0.000)	5.667 (0.122)
Week fixed effects	YES	YES	YES	YES
Year fixed effects	YES	YES	YES	YES
Observations	308	308	308	381
R-squared	0.853	0.888	0.258	0.221

pval in parentheses

*** p<0.01, ** p<0.05, * p<0.1

Because I do not have the number of taxi trips for Chicago, I cannot normalize the complaint data as above. I estimate two different specification types to mitigate the effects of this problem. First, I use medallion prices and number of transfers as a proxy for taxi ride quantity and include

those as a control variable in log-level regressions. That is, in the first instance I regress the number of different types of complaints on the medallion variables as well as the other variables discussed above.

Second, I use as the dependent variable the complaint type as a share of all complaints.³⁹ If taxi drivers are trying to offer a higher quality service we might expect to see a decrease in the share of complaints about things the driver can control and the passenger likely to notice, like rudeness, cell phone usage, and air conditioning and heating problems. We might also expect to see a decrease in complaints regarding broken credit card machines, both because the cab company invests more effort into maintaining the equipment and because the driver is less likely to claim the reader is broken because he prefers cash.

I therefore estimate several regressions, each with a different complaint (either log-share or level) as the dependent variable. Table 2 shows the results of the levels regressions and Table 3 shows the results of the share regressions.

The most robust result is a statistically significant negative correlation between the Uber index and complaints about a cab's air conditioning and heating. The regressions also show a statistically significant negative correlation between the Uber index and complaints about non-working credit card readers and drivers on cell phones in specifications that do not control for medallions. Complaints about rude drivers are negatively correlated with the Uber index when controlling for the number of medallion transfers, but not when including only the other controls. Oddly, in one of eight specifications, complaints about dirty cabs was positively correlated with the Uber index. No other complaint types were statistically correlated with the Uber index.

³⁹ More accurately, it is the share of complaints not including reckless driving, since that measure was affected so strongly by the bumper sticker campaign.

Table 5: Regression of Complaint Type on Uber Index, Chicago, Log-shares

	AC/Heat		Credit Card Reader		Rude Driver		Driver on Phone		Dirty Cab						
Uber index	-0.000	-0.000**	-0.000**	-0.000**	-0.000	-0.001	-0.000	-0.000	0.000*	0.000	0.000	0.000	0.000	0.000	0.000
	(0.122)	(0.023)	(0.032)	(0.021)	(0.819)	(0.318)	(0.434)	(0.414)	(0.085)	(0.150)	(0.274)	(0.162)	(0.085)	(0.150)	(0.274)
In max temp	0.001	0.000	0.001	0.000	-0.002	-0.003	-0.002	-0.003	0.001	0.002	0.002	0.002	0.001	0.002	0.002
	(0.722)	(0.882)	(0.735)	(0.813)	(0.717)	(0.574)	(0.627)	(0.476)	(0.205)	(0.169)	(0.189)	(0.137)	(0.205)	(0.169)	(0.189)
In precipitation	0.005	0.006*	0.005*	0.005*	0.008	0.007	0.006	-0.009	0.002	0.001	0.001	0.001	0.002	0.001	0.001
	(0.104)	(0.056)	(0.077)	(0.065)	(0.338)	(0.451)	(0.489)	(0.168)	(0.386)	(0.537)	(0.506)	(0.595)	(0.386)	(0.537)	(0.506)
In medallion price	-0.005	-0.005	-0.005	-0.005	0.008	0.011	0.011	0.001	0.006**	0.006**	0.006**	0.006**	0.006**	0.006**	0.006**
	(0.210)	(0.210)	(0.207)	(0.207)	(0.483)	(0.346)	(0.353)	(0.876)	(0.035)	(0.035)	(0.035)	(0.036)	(0.035)	(0.035)	(0.036)
In number medallion transfers	0.000	0.000	0.000	0.000	-0.000	0.002	0.002	-0.000	0.001	0.001	0.001	0.001	0.001	0.001	0.001
	(0.508)	(0.508)	(0.497)	(0.497)	(0.981)	(0.313)	(0.319)	(0.848)	(0.334)	(0.334)	(0.334)	(0.344)	(0.334)	(0.334)	(0.344)
Week and year fixed effects included															
Constant	0.005	0.059	0.002	0.059	0.132***	0.030	0.126***	0.030	0.185***	0.070	0.196***	0.067	0.051***	0.037	0.053***
	(0.328)	(0.188)	(0.710)	(0.194)	(0.000)	(0.828)	(0.000)	(0.828)	(0.000)	(0.617)	(0.000)	(0.633)	(0.000)	(0.718)	(0.000)
Observations	364	305	305	305	364	305	305	305	364	305	305	305	364	305	305
R-squared	0.456	0.507	0.505	0.508	0.412	0.382	0.381	0.382	0.235	0.300	0.300	0.302	0.303	0.338	0.338

pval in parentheses

*** p<0.01, ** p<0.05, * p<0.1

Table 6: Regression of Complaint Type on Uber Index, Chicago, Log-Levels

	AC/Heat		Credit Card Reader		Rude Driver		Driver on Phone		Dirty Cab						
Uber index	-0.008**	-0.052**	-0.053**	-0.053**	-0.003	-0.007	-0.008*	-0.008	0.005	0.008	0.005	0.008	0.005	0.008	0.008
	(0.048)	(0.022)	(0.027)	(0.027)	(0.518)	(0.106)	(0.260)	(0.218)	(0.242)	(0.270)	(0.474)	(0.296)	(0.242)	(0.270)	(0.474)
In(average medallion price)	-0.394	-0.399	-0.399	-0.399	0.078	0.102	0.101	0.087	0.369**	0.369**	0.369**	0.369**	0.369**	0.369**	0.369**
	(0.414)	(0.408)	(0.408)	(0.408)	(0.444)	(0.274)	(0.279)	(0.544)	(0.024)	(0.024)	(0.024)	(0.025)	(0.024)	(0.024)	(0.025)
In(number of medallion transfers)	0.052	0.054	0.054	0.054	0.003	0.015	0.015	-0.010	0.042	0.042	0.042	0.042	0.042	0.042	0.042
	(0.567)	(0.567)	(0.567)	(0.567)	(0.882)	(0.380)	(0.387)	(0.719)	(0.164)	(0.164)	(0.164)	(0.169)	(0.164)	(0.164)	(0.169)
In(average high temperature)	0.020	0.039	0.065	0.053	-0.033	-0.063*	-0.062*	-0.069	0.056	0.072	0.072	0.084	0.056	0.072	0.084
	(0.745)	(0.838)	(0.735)	(0.783)	(0.385)	(0.090)	(0.116)	(0.234)	(0.346)	(0.268)	(0.274)	(0.201)	(0.346)	(0.268)	(0.274)
In(average precipitation)	0.052	0.038	0.041	0.037	0.052	0.013	0.008	-0.151	0.112	0.077	0.081	0.083	0.112	0.077	0.081
	(0.474)	(0.620)	(0.595)	(0.631)	(0.879)	(0.847)	(0.907)	(0.143)	(0.325)	(0.529)	(0.516)	(0.611)	(0.325)	(0.529)	(0.516)
Week and year fixed effects included in all f															
Constant	0.336	5.204	0.540	5.146	2.624***	1.742	2.638***	1.738	3.005***	2.014*	3.152***	1.992*	1.759***	0.829	1.855***
	(0.131)	(0.354)	(0.454)	(0.360)	(0.000)	(0.141)	(0.000)	(0.143)	(0.000)	(0.063)	(0.000)	(0.066)	(0.000)	(0.620)	(0.000)
Observations	364	305	305	305	364	305	305	305	364	305	305	305	364	305	305
R-squared	0.495	0.496	0.485	0.487	0.402	0.309	0.307	0.309	0.362	0.410	0.409	0.412	0.385	0.407	0.406

pval in parentheses

*** p<0.01, ** p<0.05, * p<0.1

Discussion and Conclusion

The results from New York City and Chicago are consistent with the idea that taxis respond to new competition by improving quality. In New York, Uber's rise is associated with decreases in per-trip complaints to the city. We know from Beard, et al (2015) that competition causes some people to switch companies instead of complain.⁴⁰ Some of the decrease in complaints, then, is surely because people who would have complained without a taxi competitor chose to switch rather than bother filing a complaint. But we also know from Beard, et al and Forbes (2008) that complaints are correlated with quality,⁴¹ implying that the results are not inconsistent with an increase in taxi quality.

The analysis of Chicago data adds evidence that Uber has caused cabs to improve quality. In particular, in Chicago the data suggest that complaints about things a driver might do to affect quality—use of air conditioning, “broken” credit card machines, rudeness, and talking on cell phones—all seem to have decreased along with Uber's rise. Sometimes credit card machines are “broken” (i.e., the driver refuses to use it) and sometimes they are really broken. A decrease in complaints about credit card machines could reflect better maintenance, better behavior, or both. At the same time, complaints about cabs cutting in line, overcharging, and taking long routes do not appear correlated with Uber's rise.

To be sure, this analysis has shortcomings. As discussed above, the data on Uber are not actual measurements of Uber use. They are data on the prevalence of Google searches for “Uber” in New York and Chicago. Because it is a search index rather than a measure of the number of Uber trips, it is impossible to move the analysis beyond “asterisk economics.”⁴²

In other words, do these correlations translate into economically meaningful effects? News reports suggest that taxi drivers want to compete with Uber. Long Beach, CA, for example, decided to allow cabs to offer variable fares to compete with Uber.⁴³ If drivers are willing to reduce prices to compete, it seems possible that they would also make changes that are relatively costless. While the lack of repeat business in the same taxi might reduce the benefits to a driver of better behavior, he might still benefit from higher tips and lower likelihood of complaints.

Even with its limitations, this analysis begins to shed empirical light on the competitive effects of the sharing economy, demonstrating that benefit may accrue not just to those who avail themselves of new options, like ride-sharing, but also to those who stick with traditional providers. Hopefully future research can move beyond these correlations and begin to quantify the effects.

⁴⁰ Beard, Macher, and Mayo, “‘Can You Hear Me Now?’ Exit, Voice and Loyalty under Increasing Competition.”

⁴¹ Forbes, “The Effect of Service Quality and Expectations on Customer Complaints.”

⁴² The phrase “asterisk economics” was coined by Ziliak and McCloskey (2004) to indicate research that focuses on statistical significance at the expense of economic significance. Stephen T. Ziliak and Deirdre N. McCloskey, “Size Matters: The Standard Error of Regressions in the American Economic Review,” *The Journal of Socio-Economics* 33, no. 5 (November 2004): 527–46, doi:10.1016/j.socec.2004.09.024.

⁴³ Laura J. Nelson, “Long Beach Allows Taxis to Lower Fares as They Compete with Uber, Lyft,” *The Los Angeles Times*, May 14, 2015, <http://www.latimes.com/local/california/la-me-long-beach-uber-20150514-story.html>.

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UNITED STATES OF AMERICA
FEDERAL TRADE COMMISSION
WASHINGTON, D.C. 20580

Office of Policy Planning
Bureau of Competition
Bureau of Economics

April 15, 2014

Mr. Brendan Reilly
Alderman – 42nd Ward
City Council
City of Chicago
City Hall – Room 200
121 North LaSalle Street
Chicago, IL 60602

Re: Proposed Ordinance O2014-1367

Dear Alderman Reilly:

The staffs of the Federal Trade Commission’s Office of Policy Planning, Bureau of Competition, and Bureau of Economics¹ appreciate this opportunity to provide comments to you regarding proposed Ordinance O2014-1367 (“the ordinance”), in response to your request for an assessment of the ordinance’s possible effects on competition.

Proposed Ordinance O2014-1367 would amend Title 9 of the Municipal Code of Chicago by adding a new Chapter 9-115 to establish a regulatory framework that would provide for the licensing and operation of transportation network providers (“TNPs”), particularly new software applications (“applications”) that are used by consumers to arrange for passenger motor vehicle transportation services using personal vehicles. Staff appreciates that these updates to Title 9 appear designed to facilitate these new forms of competition that are likely to benefit consumers. We are concerned, however, that certain provisions of the ordinance may unnecessarily impede competition from these services, limiting the consumer benefits that such services might otherwise generate. These provisions are discussed in greater detail, below.

I. Interest and Experience of the FTC

The FTC is an independent federal agency that enforces laws prohibiting unfair methods of competition and unfair and deceptive acts or practices in or affecting commerce.² The Commission has wide-ranging responsibilities concerning nearly all segments of the economy. Pursuant to this responsibility, the Commission seeks to identify business practices and regulations that impede competition without offering

countervailing benefits to consumers, and advocates for policies that promote competition and consumer protection.³

Consumers benefit from market competition in a variety of ways. As the U.S. Supreme Court has recognized, the benefits of competition not only include lower prices, but go beyond as well: “The assumption that competition is the best method of allocating resources in a free market recognizes that all elements of a bargain—quality, service, safety, and durability—and not just the immediate cost, are favorably affected by the free opportunity to select among alternative offers.”⁴ The competitive process also creates incentives for producers to be innovative and responsive to consumer preferences with respect to the design and characteristics of products and services, and the business models used to deliver them.

In carrying out its mission, the Commission has developed considerable expertise in analyzing passenger motor vehicle transportation services. FTC staff previously has submitted a number of advocacy filings related to taxicabs with various local and state authorities, including recent comments regarding the regulation of new applications for obtaining passenger vehicle transportation services in the District of Columbia, Anchorage, Alaska, and Colorado.⁵ In addition, the FTC has brought antitrust enforcement actions against two cities relating to taxicab regulation,⁶ and has issued two significant reports on taxi regulation.⁷ The Commission is also knowledgeable in various aspects of competition and consumer protection that are relevant to new passenger motor vehicle transportation applications. For example, the Commission has developed considerable expertise relating to the emergence of new technologies and innovation as a form of competition.⁸ Staff has recently updated guidance on how to make effective disclosures in the online context.⁹ The Commission has also developed consumer protection expertise in data security, privacy, and identity theft issues that applications may raise.¹⁰

II. The Passenger Motor Vehicle Transportation Marketplace

The marketplace for commercial passenger motor vehicle transportation services in the United States remained largely unchanged for decades until the arrival of the smartphone in 2007.¹¹ Historically, commercial services included: cruising taxis that respond to street hails, taxis that wait for riders at taxi stands, radio-dispatched taxis, prearranged limousine and sedan-type vehicle service, and jitney-type service. These services were regulated at the state and local level under a framework that also remained largely unchanged. Common regulatory features included: licensing requirements, formal classifications for various vehicle and service types; entry restrictions such as taxi medallion systems or requirements that new entrants demonstrate a need for service; fare regulation; prescribed methods of calculating fares and fare information; minimum fares and prearrangement requirements for limousines and sedans; safety and liability issues; and handicapped access, universal service, and non-discrimination requirements.

More recently, in response to the introduction of smartphones around 2007, both incumbent passenger motor vehicle transportation service providers and other

entrepreneurs have introduced software applications, sometimes also called digital dispatch services, which allow consumers to arrange and pay for passenger motor vehicle transportation services in a variety of ways.¹² These software applications may make use of technologies such as mobile smartphone applications, Internet web pages, email messages, and text messages.

These innovative software applications can spur competition by providing consumers with new ways to more easily locate, arrange, and pay for passenger motor vehicle transportation services, as compared to traditional methods such as street hails or prearrangement by telephone through traditional service dispatchers.¹³ For example, some applications use the Global Positioning System (“GPS”) technology incorporated into smartphones to enable consumers to locate nearby vehicles and track their arrival on an electronic map, thus facilitating matching between customers and service.¹⁴ Some applications also utilize the GPS and computing capabilities of smartphones to enable new methods of fare calculation based on one or more factors, such as distance, time, per trip fees, real-time demand conditions, additional services, or gratuities, which the application can then charge to a credit card on file with the application.¹⁵ Such applications may also use third-party credit card processing and electronic receipts, in lieu of non-electronic payment methods and paper receipts.¹⁶

These technologies and new methods appear to be responsive to consumer demand, and also may promote a more efficient allocation of resources (e.g., vehicles and drivers) to consumers, help to meet unmet demand for passenger motor vehicle transportation services, and improve service in traditionally underserved areas.¹⁷ They also may reduce consumers’ transaction costs in arranging and paying for such services. At the very least, these technologies and methods provide consumers new alternatives to street hailing or telephoning for service.¹⁸

In addition to applications that facilitate the arrangement of passenger motor vehicle transportation services using commercially licensed vehicles and drivers, another model has emerged that allows consumers to arrange, and in some instances pay for or otherwise provide money in connection with, transportation provided by drivers operating their own personal vehicles. This model is sometimes referred to as being an application-based variant of traditional “ridesharing” arrangements or as being a “peer-to-peer” (“P2P”) form of transportation.¹⁹

Software applications that facilitate using personal automobiles to provide transportation services to the public may provide consumers with expanded transportation options, at potentially lower prices, thereby better satisfying consumer demand, and potentially increasing competition and promoting a more economically efficient use of personal vehicles. Staff understands, however, that such applications may raise issues for policymakers not previously addressed in connection with applications that facilitate the use of commercial passenger motor vehicle transportation service. While these concerns may provide grounds for some regulations to protect consumers, as we discuss below, we encourage the City Council to carefully consider the potential competitive effects of such regulations as well as the justifications being urged to support them.

III. General Principles for Regulating Evolving Industries

Transportation services facilitated by software applications and provided by individuals using their personal vehicles appear to be a new phenomenon that lies outside most existing regulatory schemes. The initial question for regulators, therefore, is whether there is a public policy justification for regulating them at all, either through entirely new regulatory mechanisms or expansion of current systems for regulating commercial passenger motor vehicle transportation services. Unregulated markets can be adept at accommodating new and innovative forms of competition, whereas traditional regulatory frameworks may lack the flexibility to do so precisely because they tend to mirror, and even entrench, the business models that have developed in the past.

Regulatory frameworks, when needed, should be flexible enough to allow new and innovative forms of competition. Unless regulation is necessary to achieve some legitimate public interest, markets should be left unfettered to permit competition to flourish. Consumers benefit from competition between traditional and new products and services, and from new business models and methods of delivering services. It is advisable, therefore, that laws and regulations be reviewed and revised periodically to facilitate and encourage the emergence of new forms of competition, sometimes through deregulation and other times through the development of new and adaptive regulations.

As with software applications that facilitate commercial passenger motor vehicle transportation services, any regulations directed at TNP services should focus primarily on ensuring the safety of customers and drivers, deterring deceptive practices relating to fares, safety and liability, and other terms of use, and addressing other consumer protection issues, especially data security and the prevention of identity theft. These might include provisions that relate to ensuring qualified drivers, safe and clean vehicles, sufficient liability insurance, transparency of fare information, and compliance with other applicable laws. Regulations should not in purpose or effect favor one group of competitors over another or impose unnecessary burdens on applications or drivers that impede their ability to compete without any justification that benefits the public interest.

Staff notes that the ordinance, in principle, provides a pathway to facilitate and promote transportation services using personal vehicles that consumers appear to be demanding and therefore will promote competition. We respectfully suggest, however, that the Chicago City Council carefully consider the potential direct and indirect impacts on competition of some of the proposed ordinance's provisions. Unwarranted restrictions on competition will undermine the potential benefits of the ordinance and should be avoided. Any restrictions on competition that are implemented should be no broader than necessary to address legitimate subjects of regulation, such as safety and consumer protection, and narrowly crafted to minimize any potential anticompetitive impact.

IV. The Proposed Ordinance

Proposed Ordinance O2014-1367 would amend Title 9 by adding a new Chapter 9-115 to establish a license for transportation network providers. Among other things, the ordinance would: require that TNPs meet certain qualifications and maintain certain insurance; set out certain standards for drivers, vehicles, and operation; establish certain pricing parameters and recordkeeping and reporting requirements; and limit transportation network service to prearranged service. It would also prohibit pick-ups and drop-offs in certain airport and convention center areas.

Staff appreciates that by providing for the legal recognition of new software applications to arrange and pay for passenger motor vehicle transportation services using personal vehicles, some of the proposed updates to Title 9 are likely to benefit consumers.²⁰ However, certain provisions, highlighted and analyzed below, may unnecessarily impede competition in these services without providing any apparent consumer protection benefits.²¹

A. TNP License Fee

Proposed Chapter 9-115-030 would require an annual fee for a non-transferable TNP license of \$25,000, plus \$25 for each affiliated driver. These fees would impose an additional cost not currently borne by the TNPs. Although the annual fee may not be substantial enough to inhibit or deter well-established and successful TNPs, it will still raise their costs of operation, and may prove to be a barrier to the entry or expansion of new TNPs. If TNPs, especially smaller start-up TNPs having relatively fewer affiliated drivers, such as a potential local area-only start-up, are forced to incur higher costs than other business models, such costs may put them at a competitive disadvantage. By contrast, an annual taxicab affiliation license fee is only \$500, plus \$15 for each affiliated licensee, and an annual taxicab two-way dispatch license fee is an additional \$500.²² In either event, these costs may also be passed on to consumers. In addition, because the TNPs typically seek to operate in many jurisdictions—a characteristic that can make them attractive to some consumers—the fees could, if replicated elsewhere, collectively become a substantial barrier to entry and operation, even for more well-established and successful TNPs.

Staff, therefore, recommends that the Chicago City Council carefully consider the justification for and effect of these fees on TNPs and competition. If some fee is deemed necessary to cover the costs of administering a regulatory framework for TNPs or for some other public purpose, staff recommends that such fees should be no greater than necessary to cover such costs; staff recommends that any fees should be structured in a way that avoids unnecessarily inhibiting or deterring new entry or further expansion into the marketplace.

B. Pricing

Variation in pricing models has been one of the most innovative and defining characteristics of software-based applications for arranging transportation services. Instead of leaving the method of calculating fees to the TNPs, however, proposed Chapter 9-115-170 would permit TNPs to calculate fees for transportation network services in only three ways: (1) distance travelled or time elapsed during service, (2) a flat prearranged fare, or (3) a suggested donation. This specification of fee structures seems overbroad and likely to restrict one of the most important competitive tools of the applications. It would also specifically prohibit fares using a combination of distance and time, which might potentially benefit consumers and competition. More broadly, it locks in specific fee structures, precluding future evolution of new or different methods of calculating value for services using personal vehicles.

In addition, proposed Chapter 9-115-170 does not expressly recognize or permit demand-based pricing. Demand pricing is a mechanism by which resources are allocated to their most highly valued consumer uses. Demand pricing directly responds to the level of consumer demand: when demand increases, prices increase and when demand falls, prices fall. It can be an efficient way to allocate resources (e.g., vehicles and drivers) to consumers, particularly during times of peak demand (e.g., during particular times of day, periods of traffic congestion, around the time of special events), because it provides incentives for increased supply to serve increased demand.²³ Demand pricing also may result in lower fares during off-peak times, which may potentially result in an overall increase in the quantity of service utilized by consumers. Demand based pricing, therefore, can be more responsive to consumer preferences than fixed pricing models.

Staff recommends that, absent some specific evidence that a particular pricing model will harm consumers, the ordinance should clearly allow for greater flexibility and experimentation in structuring fees in order to facilitate innovative forms of pricing that may benefit consumers.²⁴ To the extent that evidence of such harm is received, any restriction designed to address that harm should be narrowly crafted to minimize its anticompetitive impact.²⁵

C. Insurance Requirements

Proposed Chapter 9-115-080 would require each TNP to have commercial general liability insurance with coverage of at least \$1,000,000 per occurrence for bodily injury, personal injury, and property damage, and also commercial automobile liability insurance with a combined single limit for bodily injury and property damage of at least \$1,000,000 per occurrence. By contrast, current Chapter 9-112-330 only requires taxicab licensees to have public liability insurance with at least \$350,000 combined single limit coverage per occurrence. Current Chapter 9-114-170 requires that public passenger vehicles, other than taxicabs, have public liability insurance with combined single limit per occurrence coverage of at least \$100,000 for jitney car service vehicles with up to eight seats, and at least \$350,000 for other vehicles with up to ten seats.

Requiring TNPs to incur the likely higher costs associated with increased levels of insurance coverage may put them at a competitive disadvantage versus other business models.²⁶ This differential in the requirements for insurance coverage might be appropriate if there is evidence that TNP services involve a higher degree of risk for consumers. Absent such evidence, however, requiring TNPs to carry greater and likely more expensive levels of insurance coverage than other service providers will likely harm competition, increase costs for consumers, and provide no public benefit. If the risks associated with similar types of passenger motor vehicle service are comparable, then, from a competition perspective, insurance requirements should also be comparable across those types of service.

D. Airport and Convention Center Pick-ups and Drop-offs

Proposed Chapter 9-115-160(b) would prohibit transportation network drivers from picking up or dropping off a passenger at O'Hare International Airport, Midway International Airport, or McCormick Place convention center, areas where consumers may frequently demand service. Such a blanket prohibition eliminates even the possibility that TNP services can compete with other types of passenger transportation services at these locations. As with the ordinance's restrictions on pricing and insurance, absent some specific evidence that the presence of transportation network vehicles in proximity to these areas will harm consumers, this change should not be adopted. To the extent that there may be concerns about potential queue problems or congestion issues in certain areas, staff recommend considering a less restrictive means to deal with these problems.²⁷

Staff is aware that issues have sometimes arisen regarding the regulation of commercial passenger motor vehicle transportation services at these kinds of locations, as in the case of first-in first-out taxicab queues at airport, rail station, or downtown taxicab stand areas.²⁸ But these problems alone do not appear to support the proposed restrictions. Generally, there are likely to be more passenger transportation vehicles in particular areas only if there is demand for such vehicles in those areas, especially if service has been specifically prearranged by consumers. Staff also notes that similar restrictions do not appear to be in place for other types of prearranged services (e.g., livery service). Also, passenger motor vehicle transportation services can potentially reduce traffic congestion because increased use of those services can mean reduced use of automobiles, especially in downtown and other densely populated areas. Consequently, absent evidence of queue problems or congestion issues unique to TNPs, unnecessarily restricting the ways that consumers can receive TNP services at these locations does not appear to be warranted.

E. Records and Data Collection

Proposed Chapter 9-115-180 would require TNPs to maintain operations records for at least three years and make them available to the city's commissioner of business affairs and consumer protection. It would also require them to provide certain customer, driver, and trip data, including real-time trip data (e.g., driver identity, GPS location data,

and whether the driver is engaged with a passenger), to the commissioner at such times and in a format and manner prescribed by regulation.

As a preliminary matter, the City Council might consider whether this information is needed and, if so, for what purposes. In particular, the City Council should consider if there is any justification for establishing different data collection requirements for TNPs and other types of passenger motor vehicle transportation services.²⁹ Data collection and reporting requirements can impose significant costs on TNPs and the commissioner should carefully evaluate the costs and benefits of specific requirements, as well as the availability of less burdensome means of serving any public purpose.

Staff recognizes that the city may want to collect and make available to consumers certain information relating to safety and availability of service. But staff cautions against otherwise publicly disclosing or sharing other operational information, such as real-time trip data, among competitors involved in facilitating or supplying passenger vehicle transportation services, including TNPs and drivers, and other types of vehicle operators and vehicle fleets or associations. If shared, this sort of data might compromise proprietary business strategies and facilitate tacit or explicit collusion among competing service providers. Such collusion would harm consumers through, for example, higher prices, decreased output, decreased quality, or reduced innovation.³⁰ Any such information, therefore, should be treated as confidential business information.

F. TNP Business Relationships Related to Vehicles

Proposed Chapter 9-115-090(a) would prohibit TNPs from owning transportation network vehicles, providing financing for the obtaining, leasing, or ownership of such vehicles, or having a beneficial interest in such vehicles. There does not appear to be any pro-competitive or pro-consumer rationale to support this sweeping prohibition. To the contrary, the logical and predictable consequence of it will be to constrain the development of TNP service to the detriment of competition and consumers.

Although staff is unaware of any TNPs that currently have these types of relationships relating to personal vehicles, it is conceivable that such business models might develop in the future (e.g., to facilitate the ability of drivers to get access to vehicles that can be used in passenger motor vehicle transportation service). Staff, therefore, strongly cautions against unnecessarily inhibiting new methods or models of doing business, such as those involving integration or other business relationships between TNPs, vehicles, and drivers.

G. Vehicle Advertising

Proposed 9-115-120 would prohibit transportation network vehicles from displaying commercial advertisements on either the exterior or interior of the vehicle. As with the blanket prohibition on various kinds of integrative relationships between TNPs and vehicles, there does not appear to be any pro-competitive or pro-consumer rationale to support this sweeping prohibition. To the contrary, the logical and predictable

consequence of it will be to limit the sources of income to TNPs and TNP drivers and constrain the development of TNPs to the detriment of competition and consumers. Staff notes that advertising is presently permitted for taxis and charter-sightseeing vehicles, subject to approval by the commissioner based on certain criteria and a one-year permit fee, under Chapters 9-112-410 and 9-114-330. Staff, therefore, cautions against unnecessarily inhibiting new methods or models of doing business, such as those involving external advertising (e.g., magnetic signage or other exterior advertising) or interior advertising (e.g., interior signage or audio-visual equipment). Any restrictions on advertising should be narrowly drawn.³¹

V. Conclusion

FTC staff appreciates this opportunity to provide views in regard to this matter and would be happy to address any questions you may have regarding competition policy in the passenger motor vehicle transportation marketplace.

Respectfully submitted,

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¹ This staff letter expresses the views of the Federal Trade Commission’s Office of Policy Planning, Bureau of Competition, and Bureau of Economics. The letter does not necessarily represent the views of the Federal Trade Commission (“FTC” or “Commission”) or of any individual Commissioner. The Commission has, however, voted to authorize staff to submit these comments.

² Federal Trade Commission Act, 15 U.S.C. § 45.

³ Specific statutory authority for the FTC’s competition advocacy program is found in Sections 6(a) and (f) of the FTC Act, under which Congress authorized the FTC “[t]o gather and compile information concerning, and to investigate from time to time the organization, business, conduct, practices, and management of any person, partnership, or corporation engaged in or whose business affects commerce,” and “[t]o make public from time to time such portions of the information obtained by it hereunder as are in the public interest . . .” 15 U.S.C. § 46(a), (f).

⁴ Nat’l Soc’y of Prof’l Eng’rs v. United States, 435 U.S. 679, 695 (1978); *accord* FTC v. Superior Court Trial Lawyers Ass’n, 493 U.S. 411, 423 (1990).

⁵ FTC Staff Comments Before the District of Columbia Taxicab Commission Regarding Second Proposed Rulemakings Regarding Chs. 12, 14, and 16 of Title 31 (June 7, 2013) (“D.C. Letter”), *available at* <http://www.ftc.gov/policy/policy-actions/advocacy-filings/2013/06/ftc-staff-comments-district-columbia-taxicab>; FTC Staff Comments to the Honorable Debbie Ossiander Concerning AO NO. 2013-36 Regarding the Regulatory Framework for the Licensing and Permitting of Taxicabs, Limousines, and Other Vehicles for Hire in Anchorage, Alaska (Apr. 19, 2013), *available at* <http://www.ftc.gov/policy/policy-actions/advocacy-filings/2013/04/ftc-staff-comment-anchorage-assembly-member-debbie>; FTC Staff Comments Before the Colorado Public Utilities Commission *In The Matter of The Proposed Rules Regulating Transportation By Motor Vehicle*, 4 Code of Colorado Regulations 723-6 (Mar. 6, 2013) (“Colorado Letter”), *available at* <http://www.ftc.gov/policy/policy-actions/advocacy-filings/2013/03/ftc-staff-comment-colorado-public-utilities>.

⁶ The FTC sued the cities of New Orleans and Minneapolis in 1984, charging both cities with unfair competition by combining with taxicab operators to impose regulations that limited the number of taxicab licenses, increased fares, and eliminated competition in violation of the federal antitrust laws. The complaint against Minneapolis was withdrawn after the city revised its ordinance to permit more competition. The complaint against New Orleans also was withdrawn after the state authorized the conduct in question by a new law. *See generally* FTC, 1985 ANNUAL REPORT 5 (1985), *available at* <http://www.ftc.gov/reports/annual-report-1985>.

⁷ ORGANISATION FOR ECONOMIC CO-OPERATION AND DEVELOPMENT (“OECD”), DIRECTORATE FOR FINANCIAL AND ENTERPRISE AFFAIRS, COMPETITION COMMITTEE WORKING PARTY NO. 2 ON COMPETITION AND REGULATION, TAXI SERVICES REGULATION AND COMPETITION 199-210 (Sept. 11, 2008) (submission of the United States), *available at* <http://www.oecd.org/regreform/sectors/41472612.pdf>; MARK W. FRANKENA & PAUL A. PAUTLER, AN ECONOMIC ANALYSIS OF TAXICAB REGULATION (1984) (FTC Bureau of Economics Staff Report), *available at* <http://www.ftc.gov/sites/default/files/documents/reports/economic-analysis-taxicab-regulation/233832.pdf>.

⁸ *See generally* U.S. DEP’T OF JUSTICE & FTC, ANTITRUST ENFORCEMENT AND INTELLECTUAL PROPERTY RIGHTS: PROMOTING INNOVATION AND COMPETITION (2007),

available at <http://www.ftc.gov/reports/antitrust-enforcement-intellectual-property-rights-promoting-innovation-competition-report>; FTC, TO PROMOTE INNOVATION: THE PROPER BALANCE OF COMPETITION AND PATENT LAW AND POL'Y (2003), available at <http://www.ftc.gov/sites/default/files/documents/reports/promote-innovation-proper-balance-competition-and-patent-law-and-policy/innovationrpt.pdf>; FTC STAFF, ANTICIPATING THE 21st CENTURY: COMPETITION POL'Y IN THE NEW HIGH-TECH, GLOBAL MARKETPLACE (1996), available at http://www.ftc.gov/system/files/documents/reports/anticipating-21st-century-competition-policy-new-high-tech-global-marketplace/gc_v1.pdf; and FTC STAFF, ANTICIPATING THE 21st CENTURY: CONSUMER PROTECTION POL'Y IN THE NEW HIGH-TECH, GLOBAL MARKETPLACE (1996), available at http://www.ftc.gov/system/files/documents/reports/anticipating-21st-century-competition-policy-new-high-tech-global-marketplace/gc_v2.pdf.

⁹ FTC STAFF, .COM DISCLOSURES: HOW TO MAKE EFFECTIVE DISCLOSURES IN DIGITAL ADVERTISING (2013), available at http://ftc.gov/os/2013/03/130312_dotcomdisclosures.pdf.

¹⁰ See FTC STAFF, MOBILE PRIVACY DISCLOSURES: BUILDING TRUST THROUGH TRANSPARENCY (2013), available at http://www.ftc.gov/os/2013/02/130201_mobileprivacyreport.pdf.

¹¹ OECD Submission, *supra* note 7, at 200 (“As of 2007, the general description of the taxicab industry and taxicab regulation in the United States remains much as it was when Frankena and Pautler described it in 1984. That is, nothing dramatic has happened to alter the U.S. industry in the interim.”).

¹² See generally Lauren Goode, *Worth It? An App to Get a Cab*, WALL STREET J., June 17, 2011, available at <http://blogs.wsj.com/digits/2011/06/17/worth-it-an-app-to-get-a-cab/>.

¹³ See generally *id.*

¹⁴ See generally *id.*

¹⁵ See generally Michael B. Farrell, *Taxi app Hailo to expand service*, BOSTON GLOBE, Feb. 5, 2013, available at <http://www.bostonglobe.com> (discussing booking fees, service fees, and gratuities); Brian X. Chen, *Uber, an App That Summons a Car, Plans a Cheaper Service Using Hybrids*, N.Y. TIMES, July 1, 2012, available at <http://www.nytimes.com> (discussing charging by time, distance, consumer demand, and gratuities).

¹⁶ See generally Goode, *supra* note 12.

¹⁷ See generally NEW YORK CITY TAXI & LIMOUSINE COMM'N, PRESENTATION, E-HAIL PILOT PROGRAM (Dec. 31, 2013) (second quarter assessment of the city's e-hail pilot program for regulated yellow taxicabs), available at http://www.nyc.gov/html/tlc/downloads/pdf/ehail_q2_report_final.pdf.

¹⁸ See generally *id.* at 8-9.

¹⁹ This model is one example of the larger recent phenomena of the still developing “sharing economy” in which individuals may exchange or “share” goods and services using

Internet-enabled communications technologies in ways that were previously impractical. Other examples include: car-sharing, parking space rentals, boat rentals, rentals of personal homes and apartments, dog kennel services, and the rental of personal goods. *See generally* ECONOMIST, *All eyes on the sharing economy*, Mar. 9, 2013 (Technology Quarterly: Q1 2013), available at <http://www.economist.com/news/technology-quarterly/21572914-collaborative-consumption-technology-makes-it-easier-people-rent-items>.

²⁰ Proposed 9-115-090(c) states that “No vehicle licensed as a taxi or public transportation vehicle in any jurisdiction shall be operated as a transportation network vehicle.”

²¹ In addition to the provisions discussed in the body of this letter, staff also notes that under proposed amended Chapter 3-46-050 A.-B., TNPs, transportation network drivers, and transportation network vehicles would not be exempt from Chicago’s Motor Vehicle Lessor Tax and Personal Property Lease Transaction Tax, as are, respectively, other lessors or lessees of a ground transportation vehicle and persons leasing a ground transportation vehicle from a license holder. This differential tax treatment may put TNPs at a competitive disadvantage, versus other vehicle types. *See generally infra* note 26 and related text.

Likewise, under proposed amended Chapter 3-46-065 C., transportation network vehicle owners could not claim a tax credit for providing service to or from designated underserved areas, as can other ground transportation vehicle license holders. Such an exclusion may put TNPs at a competitive disadvantage in serving underserved areas. *See generally id.* Such an exclusion could also reduce the economic incentives of TNPs to provide service in underserved areas, generally. As noted above, applications may promote passenger motor vehicle transportation service to traditionally underserved areas. *See* NEW YORK CITY TAXI & LIMOUSINE COMM’N, *supra* note 17, at 10 (“E-Hail Apps are having the greatest effect on passengers and drivers in places that tend to be underserved by taxis.”). Staff, therefore, recommends that the Chicago City Council carefully consider the implications of excluding TNPs from receiving a tax credit for the provision of passenger motor vehicle transportation service in underserved areas.

²² Municipal Code of Chicago Ch. 9-112-340(l) and Ch. 9-112-550(b). In addition, a one-year taxicab medallion license issuance or renewal fee for taxicabs that are not wheelchair accessible is \$600 and a one-year taxicab medallion license issuance or renewal fee for wheelchair accessible taxicabs is \$500. *Id.* at Ch. 9-112-150(a)(i)-(ii). The annual fees for passenger vehicles other than taxicabs are \$500 for a livery vehicle; \$500 for a charter/sightseeing vehicle; \$500 for a medical earner; and \$250 for jitney car service. *Id.* at Ch. 9-114-070.

²³ *See generally* ROBERT H. FRANK, MICROECONOMICS AND BEHAVIOR 37 (8th ed. 2010).

²⁴ Pricing practices should be truthful and non-deceptive, in order for the passenger motor vehicle transportation marketplace to function efficiently. *See generally* D.C. Letter, *supra* note 5, at 7-8 & nn.28-29 and Colorado Letter, *supra* note 5, at 4 & nn.17-18.

²⁵ For example, if there is evidence that consumers do not understand or are confused by alternative methods of calculating payments, the City Council could consider requiring better disclosures in lieu of fixing and limiting the range of permissible payment methods.

²⁶ *See generally* Steven C. Salop & David T. Scheffman, *Cost-Raising Strategies*, 36 J. INDUS. ECON. 19 (1987); Thomas G. Krattenmaker & Steven C. Salop, *Anticompetitive*

Exclusion: Raising Rivals' Costs to Achieve Power over Price, 96 YALE L. J. 209 (1986); Steven C. Salop & David T. Scheffman, *Raising Rivals' Costs*, 73 AM. ECON. REV. 267 (1983).

²⁷ Consumers appear to be better off when regulators pursue alternatives for such locations that are less restrictive, such as redesigning taxicab stands, increasing taxicab line user fees, or entering into contracts with operators. OECD Submission, *supra* note 7, at 204-05; Staff Report, *supra* note 7, at 1, 50-51, 123-24, 156.

²⁸ It appears that in some cases first-in first-out taxicab queues have inhibited price competition, that drivers sometimes bickered over their places in line as queues of waiting cabs lengthened, and that drivers also sometimes refused service to passengers wanting only a short trip. OECD Submission, *supra* note 7, at 200; Staff Report, *supra* note 7, at 1, 50-51, 123-24, 156.

²⁹ Compare Proposed Chapter 9-115-180, with current Municipal Code of Chicago Chapter 9-112-210 (“Duty to maintain real time records as to a chauffeur operating a taxicab”) (requiring licensees to maintain real-time chauffeur identity data, and produce to the commissioner upon request information and data regarding which chauffeur is operating a particular taxicab on any given date and time, and that taxicab medallion holders implement processes to enable the commissioner to access real-time data on chauffeur identity and the taxicab’s location).

³⁰ See generally D.C. Letter, *supra* note 5, at 6-7. See also FTC Comments Before the Environmental Protection Agency Concerning Proposed Confidentiality Determinations for Data Required Under the Mandatory Greenhouse Gas Reporting Rule and Proposed Amendment to Special Rules Governing Certain Information Obtained Under the Clean Air Act (Sept. 30, 2010), available at <http://www.ftc.gov/policy/policy-actions/advocacy-filings/2010/09/ftc-comment-environmental-protection-agency> (discussing a proposed EPA rule concerning the confidentiality of data submitted under EPA’s Greenhouse Gas Reporting Rule).

³¹ Because Proposed 9-115-120 would implement certain restrictions on commercial speech, it may also raise First Amendment issues. See generally *Central Hudson Gas & Elec. Corp. v. Pub. Serv. Comm’n of New York*, 447 U.S. 557 (1980) (articulating four-part test for evaluating whether government restrictions on commercial speech are constitutional).



Office of Policy Planning
Bureau of Competition
Bureau of Consumer Protection
Bureau of Economics

UNITED STATES OF AMERICA
FEDERAL TRADE COMMISSION
WASHINGTON, D.C. 20580

March 6, 2013

State of Colorado
Public Utilities Commission
1560 Broadway Suite 250
Denver, CO 80202

Re: Docket No. 13R-0009TR

The staffs of the Federal Trade Commission's Office of Policy Planning, Bureau of Competition, Bureau of Consumer Protection, and Bureau of Economics¹ appreciate this opportunity to provide comments to the Colorado Public Utilities Commission ("CPUC") on three proposed changes to the Code of Colorado Regulations, contained in its Notice of Proposed Rulemaking *In The Matter of The Proposed Rules Regulating Transportation By Motor Vehicle*, 4 Code of Colorado Regulations 723-6.² Proposed Rule 6001(ff) would equate the advertisement or offering of the provision of transportation with being a "motor carrier." Proposed Rule 6301(a) would require charter contract transportation, which includes transportation provided by luxury limousines, including stretched limousines and executive cars and vans, to operate using a specific fixed price. Proposed Rule 6309(d) would prohibit luxury limousines from stationing within 200 feet of a hotel, motel, restaurant, bar, taxicab stand, or airport passenger pickup point without the service having been prearranged and the completed charter order being in the vehicle.

FTC staff is concerned that these three proposed changes may significantly impair competition in passenger vehicle transportation services, including innovative methods of competition enabled by new software applications ("applications") that allow consumers to arrange and pay for services in new ways that they might prefer, and thus harm consumers. In evaluating claims that the practices to be prohibited impose a genuine threat to consumer welfare, we recommend that CPUC be guided by the principle that any restriction on competition designed to address such potential harm should be narrowly crafted to minimize its anticompetitive impact.

Generally, staff recommends that a regulatory framework for passenger vehicle transportation should allow for flexibility and adaptation in response to new and innovative methods of competition, while still maintaining appropriate consumer protections. Given the recent introduction of new applications for arranging and paying

for passenger vehicle transportation services, CPUC may wish to consider whether there are ways to clarify or update existing rules on passenger vehicle transportation service to allow competition to flourish, while still maintaining appropriate, reasonably tailored consumer protections.

I. Interest and Experience of the Federal Trade Commission

The FTC is an independent federal agency that enforces laws prohibiting unfair methods of competition and unfair and deceptive acts or practices in or affecting commerce.³ The Commission has wide-ranging responsibilities concerning nearly all segments of the economy. Pursuant to this responsibility, the Commission seeks to identify business practices and regulations that impede competition without offering countervailing benefits to consumers.⁴

Competition and consumer protection enforcement naturally complement and mutually reinforce each other, to the benefit of consumers. Consumers benefit from market competition. The U.S. Supreme Court has recognized that the benefits of competition go beyond lower prices: “The assumption that competition is the best method of allocating resources in a free market recognizes that all elements of a bargain - quality, service, safety, and durability - and not just the immediate cost, are favorably affected by the free opportunity to select among alternative offers.”⁵ At the same time, consumer protections promote informed consumer decision-making by requiring sellers to make truthful and non-deceptive representations about their offerings. In other words, competition pressures producers to be innovative and responsive to consumer preferences with respect to price, quality, and other options, while consumer protection policies reinforce competition by facilitating informed consumer choices and prohibiting firms from engaging in unfair or deceptive acts or practices.

In carrying out its mission, the Commission has developed considerable expertise in analyzing issues relating to passenger vehicle service markets. FTC staff previously has submitted a number of advocacy filings related to taxicabs with various local and state authorities.⁶ The FTC has also brought enforcement actions against two cities relating to taxicab regulation.⁷ Another major contribution in this area is an FTC staff report on taxi regulation.⁸ The report’s conclusions are still generally applicable today.⁹

II. The Passenger Vehicle Transportation Marketplace

Until recently, the passenger vehicle transportation marketplace in the United States remained largely unchanged since at least the early 1980s.¹⁰ However, in response to the introduction of smartphones around 2007, both incumbent passenger vehicle transportation service providers and other entrepreneurs have introduced new software applications that allow consumers to arrange and pay for passenger vehicle transportation service.¹¹ These software applications, also sometimes called digital dispatch services, make use of technologies such as mobile smartphone applications, Internet web pages, email messages, and text messages.

These applications represent an innovative form of competition that may enable consumers to more easily arrange and pay for passenger vehicle transportation services, compared to traditional methods such as street hails or prearrangement by telephone through traditional service dispatchers.¹² For example, some applications use the Global Positioning System (“GPS”) technology incorporated into smartphones to enable consumers to locate nearby vehicles and track their arrival on an electronic map, thus facilitating matching between customers and service.¹³ Some applications also utilize the GPS and computing capabilities of smartphones to enable new fare calculation methods based on one or more factors such as distance, time, per trip fees, demand, additional services, or gratuities, which the application can then charge to a credit card.¹⁴ These technologies and methods may promote a more efficient allocation of resources (e.g., vehicles and drivers) to consumers seeking passenger vehicle transportation services. These technologies and methods may also raise novel consumer protection issues, for example, relating to consumers’ understanding of price information communicated via an application. Other potential areas of concern may include the collection, use, and retention of consumer trip data and the collection, use, and retention of consumer credit card data.

III. A Regulatory Framework Should be Responsive to New Methods of Competition

Staff recommends that a regulatory framework for passenger vehicle transportation should allow for flexibility and adaptation in response to new and innovative methods of competition, while still maintaining appropriate consumer protections. CPUC also should proceed with caution in responding to calls for change that may have the effect of impairing new forms or methods of competition that are desirable to consumers. Regulation of vehicle transportation should focus primarily on ensuring qualified drivers, safe and clean vehicles, sufficient liability insurance, transparency of fare information, and compliance with other applicable laws.¹⁵ Regulation of new computer and phone-based applications should focus primarily on ensuring the safety of customers and drivers, deterring deceptive pricing practices, and addressing other consumer protection issues.¹⁶

In general, competition should only be restricted when necessary to achieve some countervailing procompetitive virtue or other public benefit such as protecting the public from significant harm. This is because consumers benefit from competition among passenger vehicle transportation services, both new and traditional. In the case of passenger vehicle transportation services, competition takes place on a variety of dimensions, including price, availability, timeliness, convenience, quality, vehicle type, and other amenities. A regulatory framework should not restrict the introduction or use of new types of applications, or novel features they provide, absent some evidence of public harm. Generally, a regulatory framework should promote innovation and experimentation that benefit consumers. If CPUC receives evidence of harm from a particular act or practice, a restriction on competition should be narrowly crafted to minimize its anticompetitive impact.

Truthful, non-deceptive information about passenger vehicle transportation services is necessary for the passenger vehicle transportation marketplace to function efficiently.¹⁷ Software applications may provide a number of benefits to consumers, including helping them to compare passenger vehicle transportation services, but they also have the potential to confuse or mislead consumers if, for example, they fail to adequately disclose how fares are calculated or employ “drip pricing” practices.¹⁸ Nevertheless, to promote competition and consumer choice, CPUC should consider less restrictive alternatives to what may be *de facto* bans on new methods of competition facilitated by software applications.

IV. Notice of Proposed Rulemaking

The Notice of Proposed Rulemaking contains three proposed amendments to the Code of Colorado Regulations that may unnecessarily restrict competition in the passenger vehicle transportation marketplace.

A. Proposed Rule 6001(ff)

Proposed Rule 6001(ff) would amend the definition of a “motor carrier,” so that “Without limitation, providing transportation includes advertising or otherwise offering to provide transportation.” According to the Notice of Proposed Rulemaking, this amendment would equate the mere advertisement or offering of providing transportation with being a motor carrier that provides transportation in intrastate commerce.¹⁹ Such an expansive definition seems overbroad. Merely communicating an advertisement or offer to provide transportation is not the functional equivalent of actually providing transportation service. This change would create an unwarranted barrier to the entry and operation of applications that are not also motor carriers, and may inhibit, impair or preclude new and innovative ways in which independent applications can affiliate with transportation service providers.

To the extent that CPUC finds that software applications may harm consumers, it should craft any necessary regulations to minimize their anticompetitive impact. Otherwise, CPUC should allow for flexibility and experimentation in the ways that applications and motor carriers can affiliate with each other.

B. Proposed Rule 6301(a)

Proposed Rule 6301(a) would require that charter contract transportation, which includes transportation services provided by luxury limousines, including stretched limousines and executive cars and vans, be based on a “specific fixed price.”²⁰ This change seems overbroad, as it would effectively preclude variable pricing for charter transportation, including new types of application-based demand pricing, which might potentially benefit consumers and competition. Demand pricing can be an efficient way to allocate resources (e.g., vehicles and drivers) to consumers, particularly during times of peak demand (e.g., during particular times of day, periods of traffic congestion, around the time of special events). That is to say, price increases signal increased consumer

demand for goods and services, while price declines can signal the opposite.²¹ Demand-based pricing, therefore, can be more responsive to consumer preferences than some traditional flat-rate models.

FTC staff believes that, absent some specific compelling evidence that pricing models other than a “specific fixed price” will harm consumers, this change should not be adopted. To the extent that CPUC does receive evidence of such harm, any restriction designed to address that harm should be narrowly crafted to minimize its anticompetitive impact. For example, CPUC may wish to consider requiring applications to disclose certain price information to consumers before purchase,²² expressly allowing or requiring applications to provide an electronic receipt to customers for verification purposes, or requiring applications to maintain a trip log or manifest for verification purposes.²³ Otherwise, CPUC should allow for flexibility and experimentation in charter contract pricing in order to facilitate innovative forms of pricing that may benefit consumers.

C. Proposed Rule 6309(d)

Proposed Rule 6309(d) would prohibit luxury limousines from stationing within 200 feet of a hotel, motel, restaurant, bar, taxicab stand, or airport passenger pickup point without the service having been prearranged and the completed charter order in the vehicle. This proposed change also seems overbroad, as it would likely impede the ability of consumers to quickly obtain luxury limousine service using an application in many cases, particularly in areas having high concentrations of covered locations, such as downtown areas and other “urban village” areas that have a mixture of residential areas and businesses close to each other. This change would appear to require that luxury limousines depart such areas after dropping off passengers and before completing another order.

FTC staff believes that, absent some specific compelling evidence that the presence of luxury limousine vehicles in proximity to typical passenger pick-up areas will harm consumers, this change should not be adopted. To the extent that CPUC may be concerned about potential queue problems or congestion issues in certain areas, it could consider using a less restrictive means to deal with these problems.²⁴ Staff is aware that special issues have sometime arisen regarding the regulation of passenger vehicle transportation services, as in the case of first-in first-out taxicab queues at airport, rail station, or downtown taxicab stand areas.²⁵ But these problems alone do not support this proposed broad restriction. Generally, there are likely to be more passenger transportation vehicles stationing in particular areas only if there is demand for such vehicles in those areas. Also, passenger vehicle services can potentially reduce traffic congestion because increased use of those services can mean reduced use of private automobiles, especially in downtown and other densely populated areas. Consequently, absent evidence of queue problems or congestion issues, CPUC should avoid unnecessarily restricting the ways that consumers can be picked up by passenger vehicle transportation services.

V. Conclusion

FTC staff appreciates this opportunity to provide views in regard to this matter and would be happy to address any questions you may have regarding competition and consumer protection policy in the passenger vehicle transportation marketplace.

Respectfully submitted,

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¹ This staff letter expresses the views of the Federal Trade Commission’s Office of Policy Planning, Bureau of Competition, Bureau of Consumer Protection, and Bureau of Economics. The letter does not necessarily represent the views of the Federal Trade Commission or of any individual Commissioner. The Commission, however, has voted to authorize staff to submit these comments.

² CPUC Docket No. 13R-0009TR (Open Date Jan. 7, 2013), *available at* https://www.dora.state.co.us/pls/efi/EFI.Show_Docket?p_session_id=&p_docket_id=13R-0009TR.

³ Federal Trade Commission Act, 15 U.S.C. § 45.

⁴ Specific statutory authority for the FTC’s competition advocacy program is found in Sections 6(a) and (f) of the FTC Act, under which Congress authorized the FTC “[t]o gather and compile information concerning, and to investigate from time to time the organization, business, conduct, practices, and management of any person, partnership, or corporation engaged in or whose business affects commerce,” and “[t]o make public from time to time such portions of the information obtained by it hereunder as are in the public interest. . . .” 15 U.S.C. § 46(a), (f).

⁵ Nat’l Soc’y of Prof’l Eng’rs v. United States, 435 U.S. 679, 695 (1978); *accord*, FTC v. Superior Court Trial Lawyers Ass’n, 493 U.S. 411, 423 (1990).

⁶ *E.g.*, FTC Staff Comments Before the Colorado Public Utilities Commission Concerning Application of Union Taxi Cooperative for Permanent Authority to Operate a Taxi Service (Nov. 3, 2008), *available at* <http://www.ftc.gov/os/2008/11/V090000cotaxis.pdf>.

⁷ The FTC sued the cities of New Orleans and Minneapolis in 1984, charging both cities with unfair competition by combining with taxicab operators to impose regulations that limited the number of taxicab licenses, increased fares, and eliminated competition in violation of the federal antitrust laws. The complaint against Minneapolis was withdrawn after the city revised its ordinance to permit more competition. The complaint against New Orleans also was withdrawn after the state authorized the conduct in question by a new law. *See generally* FTC, 1985 ANNUAL REPORT 5 (1985), *available at* <http://www.ftc.gov/os/annualreports/ar1985.pdf>.

⁸ MARK W. FRANKENA & PAUL A. PAUTLER, AN ECONOMIC ANALYSIS OF TAXICAB REGULATION (1984) (FTC Bureau of Economics Staff Report), *available at* <http://www.ftc.gov/be/econrpt/233832.pdf> (“Staff Report”).

⁹ OECD, Directorate for Financial and Enterprise Affairs, Competition Committee Working Party No. 2 on Competition and Regulation, Taxi Services Regulation and Competition – United States (Oct. 15, 2007), *available at* <http://www.ftc.gov/bc/international/docs/ustaxis.pdf>.

¹⁰ *Id.* at 2 (“As of 2007, the general description of the taxicab industry and taxicab regulation in the United States remains much as it was when Frankena and Pautler described it in 1984. That is, nothing dramatic has happened to alter the U.S. industry in the interim.”).

¹¹ *See generally* Lauren Goode, *Worth It? An App to Get a Cab*, WALL STREET J. (June 17, 2011), *available at* <http://blogs.wsj.com/digits/2011/06/17/worth-it-an-app-to-get-a-cab/>.

¹² See generally *id.*

¹³ See generally *id.*

¹⁴ See generally Brian X. Chen, *Uber, an App That Summons a Car, Plans a Cheaper Service Using Hybrids*, N.Y. TIMES, July 1, 2012, available at <http://www.nytimes.com> (discussing charging by time, distance, consumer demand, and gratuities); Michael B. Farrell, *Taxi App Hailo to Expand Service*, BOSTON GLOBE, Feb. 5, 2013, available at <http://www.bostonglobe.com> (discussing booking fees, service fees, and gratuities).

¹⁵ See generally Staff Report, *supra* note 8, at 1-2.

¹⁶ For example, under the Washington, D.C. Public Vehicle-for-Hire Innovation Amendment Act of 2012 (D.C. Council B19-0892) (adopted Jan. 18, 2013) (amending D.C. Official Code § 50-329.02), “A digital dispatch service shall be exempt from regulation by the [District of Columbia Taxicab] Commission, other than rules and regulations that are necessary for the safety of customers and drivers or consumer protection.” See also generally Press Release, California Public Utilities Commission, CPUC Enters Into Operating Agreement With Uber (Jan. 31, 2013), available at <http://www.cpuc.ca.gov/NR/rdonlyres/F013B3B9-ED4E-4554-9C34-E468C9DAED88/0/CPUCEntersIntoOperatingAgreementwithUber.pdf> (describing an interim agreement allowing Uber Technologies, Inc. to operate pursuant to certain safety requirements, while a California Public Utilities Commission rulemaking on innovations in passenger vehicle transportation services is underway). The details of this agreement are contained in Term Sheet for Settlement Between the Safety and Enforcement Division of the California Public Utilities Commission and Uber Technologies, Inc. Re Case PSG-3018, Citation F-5195 (Jan. 2013) (available via the California Public Utilities Commission).

¹⁷ From the perspective of consumer protection, information relating to the provision of passenger transportation vehicle services communicated to consumers should be evaluated on a totality of the circumstances approach. FTC Policy Statement on Deception, Appended to Cliffdale Assoc., Inc., 103 F.T.C. 110, 174 (1984), available at <http://www.ftc.gov/bcp/policystmt/ad-decept.htm>. The FTC’s approach to deception consists of a three-part test. First, there must be a representation, omission, or practice that is likely to mislead the consumer. Practices that have been found to be misleading or deceptive in specific cases include false written representations, misleading price claims, use of bait and switch techniques, and failure to perform promised services. Second, the practice is examined from the perspective of a consumer acting reasonably in the circumstances. In evaluating a particular practice, the Commission considers the totality of the practice in determining how reasonable consumers are likely to respond. If the representation or practice affects or is directed primarily to a particular group, the FTC examines reasonableness from the perspective of that group. Third, the representation, omission, or practice must be a “material” one. The basic question is whether the act or practice is likely to affect the consumer’s conduct or decision with regard to a product or service. If so, the practice is material, and consumer injury is likely, because consumers are likely to have chosen differently but for the deception. In many instances, materiality, and hence injury, can be presumed from the nature of the practice. In other instances, evidence of materiality may be necessary. Thus, the FTC will find deception if there is a representation, omission or practice that is likely to mislead the consumer acting reasonably in the circumstances, to the consumer’s detriment.

¹⁸ Drip pricing is a pricing technique whereby firms advertise only part of a product's price and reveal other charges later as the customer goes through the buying process. The additional charges can be mandatory charges, such as hotel resort fees, or fees for optional upgrades and add-ons. Drip pricing is used by many types of firms, including internet sellers, automobile dealers, financial institutions, and rental car companies. *See generally* Fed. Trade Comm'n Conference on the Economics of Drip Pricing (May 21, 2012), available at <http://www.ftc.gov/be/workshops/drippricing/index.shtml>.

¹⁹ In addition, if Proposed Rule 6001(ff) were adopted, a software application would, apparently, then also be covered by Proposed Rule 6010(a), (c) (concerning motor carrier authority and permit applications and motor carrier use of trade names). CPUC may wish to consider whether, in this scenario, a software application might be unnecessarily restricted from using certain words, due to it being subjected to existing traditional motor carrier classifications. For example, CPUC may wish to consider whether, pursuant to Proposed Rule 6010(a), (c), a software application covered as a motor carrier might be unnecessarily restricted from using the phrase "limousine taxi" to describe a luxury limousine service. Staff further recommends that CPUC also more generally evaluate the use of such terms regarding motor carrier service based on a totality of the circumstances approach, as described above, and consider whether there is evidence of consumer confusion regarding different types of motor carrier services that warrants adopting Proposed Rule 6010(a), (c). CPUC may also wish to consider whether there are specific ways to clarify or update existing motor carrier classifications, so as to avoid unnecessarily inhibiting the use of applications that might facilitate passenger vehicle transportation service across different traditional classifications.

Because Proposed Rule 6010(a), (c) would implement certain restrictions on commercial speech, it may also raise First Amendment issues. *See generally* Central Hudson Gas & Elec. Corp. v. Public Service Comm'n of New York, 447 U.S. 557 (1980) (articulating four-part test for evaluating whether government restrictions on commercial speech are constitutional).

²⁰ 4 COLO. CODE REGS. 723-6 § 6001(ee) ("Luxury limousine service' means a specialized, luxurious transportation service provided on a prearranged, charter basis as defined in rule 6301(a)."); § 6001(dd) ("Luxury limousine' means a motor vehicle, for compensation to transport passengers in luxury limousine service."); § 6308(a) (I)-(III) (Luxury Limousine Categories).

²¹ *See generally* ROBERT H. FRANK, MICROECONOMICS AND BEHAVIOR 37 (2010).

²² *See generally, e.g.*, 4 COLO. CODE REGS. 723-6 § 6252 (requiring taxicabs to post certain information, including certain fare information).

²³ *See generally, e.g.*, 4 COLO. CODE REGS. 723-6 § 6256 (requiring taxicab carriers to maintain certain data for each trip, for a minimum of one year from the date a customer requested taxicab service).

²⁴ Consumers appear to be better off when regulators pursue alternatives for such locations that are less restrictive, such as redesigning taxicab stands, increasing taxicab line user fees, or entering into contracts with operators. Staff Report, *supra* note 8, at 1, 50-51, 123-24, 156; OECD, *supra* note 9, at 6-7.

²⁵ It appears that in some cases first-in first-out taxicab queues have inhibited price competition, that drivers sometimes bickered over their places in line as queues of waiting cabs lengthened, and that drivers also sometimes refused service to passengers wanting only a short trip. Staff Report, *supra* note 8, at 1, 50-51, 123-24, 156; OECD, *supra* note 9, at 2.

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Organisation de Coopération et de Développement Économiques
Organisation for Economic Co-operation and Development

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HEARING ON DISRUPTIVE INNOVATION

-- Issues paper by the Secretariat --

16-18 June 2015

This document was prepared by the OECD Secretariat to serve as an issues paper for Session 3 at the 123rd meeting of OECD Competition Committee on 16-18 June 2015.

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More documents related to this discussion can be found at www.oecd.org/daf/competition/disruptive-innovations-and-competition.htm

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English - Or. English

HEARING ON DISRUPTIVE INNOVATION

*Issues Paper by the Secretariat**

1. Introduction

1. The Competition Committee has held several roundtables on innovation¹ over the years, but it has not yet specifically addressed disruptive innovation. While disruptive innovations are very much in the news lately, they are not a new phenomenon; economic history contains many examples of disruptive innovation, such as assembly line manufacturing and the internal combustion engine. However, the speed and force with which some markets have been upended in recent years have drawn fresh attention to this subject. Underpinning disruptive innovation's current cachet is its enduring, powerful impact on productivity and growth. Economists have long understood that innovation in general is the main engine of economic growth, responsible for most of the increase in material standards of living that has taken place since the industrial revolution.² Disruptive innovation, then, which involves breakthrough ideas that restructure or create entire markets rather than incremental improvements that nudge the status quo, is especially valuable.

2. In light of those factors, the Committee decided to hold an introductory hearing to explore disruptive innovation and competition policy responses to rules and conduct that stand in its way. This paper provides the backdrop for that hearing by describing what disruptive innovation is, providing some examples, and using them to raise a number of questions for discussion. The paper, like the hearing, focuses on situations in which a potentially disruptive business encounters resistance, especially in the form of regulation.

2. Defining disruptive innovation

3. If “innovation” means “the successful development and application of new knowledge”³, then what is “disruptive innovation”?

4. First, disruptive innovations *disrupt*, which is to say they drastically alter markets. They are not incremental technological developments, like the introduction of a new pharmaceutical that is marginally more effective than current ones. They are not regular, predictable improvements, either, such as the gains in microprocessor speeds predicted by Moore's Law. Instead, they are breakthroughs that bring radical changes which were unforeseen by the market and occur irregularly. Furthermore, disruptive innovations typically reduce or even destroy the market shares of incumbent firms (e.g. the displacement of established mobile handset leader Nokia by Apple's iPhone and smartphones using Google's Android system) or

* This issues paper was written by Jeremy West of the OECD Directorate for Science, Technology and Innovation, Digital Economy Policy Division.

¹ See OECD, DAF/COMP(2002)20, [Merger Review in Emerging High Innovation Markets](#), OECD, DAF/COMP(2007)40, [Competition, Patents and Innovation](#), and OECD, DAF/COMP(2009)22, [Competition, Patents and Innovation II](#) (2009).

² OECD, *Going for Growth* (2006) at 56.

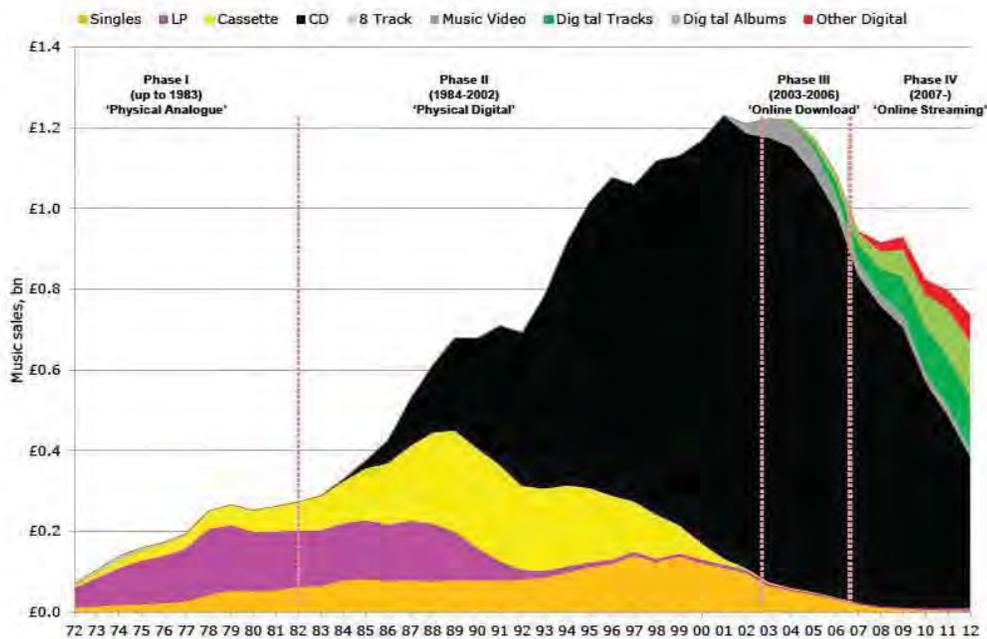
³ OECD, DAF/COMP(2007)40, [Competition, Patents and Innovation](#) at 17.

create new markets (e.g. television). Increases in digital cameras' pixel density are not disruptive; the introduction of digital photography itself was.

5. Second, disruptive innovations include not only new products and manufacturing processes, but new business models, as well. Disruptors in the sharing economy like Airbnb and Uber, for example, are not new technologies so much as they are new business models that leverage the Internet and smartphones to match excess capacity in private durable goods with demand.

6. What does disruption look like? Exhibit 1 provides an example from the United Kingdom's retail music sector, showing the waves of technological innovation that serially disrupted music formats and sales as the market shifted from LPs to cassettes, to CDs, then to digital downloads, and most recently, toward streaming:

Exhibit 1. Disruption Illustrated: The Evolution of Music Sales in the United Kingdom, by Format, 1972-2012



Source: International Federation of the Phonographic Industry (2013), Recording Industry in Numbers.

7. The arrival of CDs was especially disruptive. They not only wiped out LPs and cassettes but dramatically increased overall industry revenue. But what CDs did to LPs and cassettes, streaming is now doing to CDs.

8. In a famous article from business literature, Joseph Bower and Clayton Christensen divided innovations into two types, sustaining and disruptive.⁴ Sustaining innovations tend to maintain a rate of improvement, giving customers “something more or better in the attributes they already value.” Disruptive technologies “introduce a very different package of attributes from the one mainstream customers historically value, and they often perform worse along one or two dimensions that are particularly

⁴ Joseph Bower & Clayton Christensen, “Disruptive Technologies: Catching the Wave,” 73 *Harvard Business Review* 43 (1995).

important to those customers”.⁵ The regular improvements in the processing speeds of semiconductors are a good example of sustaining innovations. The authors mention Sony’s early transistor radios as a disruptive technology, noting that Sony sacrificed sound quality but created a market for portable radios by providing a set of new features (small size, light weight, and portability) that consumers grew to appreciate. The quality of the transistors then improved so much that they permeated and led the market for bigger, stationary radios, as well.

9. While transistor radios eventually caught up with vacuum tube radios’ sound quality in addition to surpassing them in convenience, the idea that disruptive innovations introduce a *new* set of features is central to the Bower/Christensen definition. Many disruptive technologies, they note, never exceed existing technologies in certain categories of performance. Instead, they succeed by offering new features plus enough of the old features that customers still want, perhaps at a lower price. Mainframe computer sales, Bower and Christensen point out, were not undermined by personal computers because the latter ever attained more computing power than mainframes, but because PCs were adequate to meet the needs of many organizations and individuals at a far lower cost.

Questions: The Bower and Christensen definition is narrow in that it focuses only on disruptive technologies to the exclusion of disruptive business models. Apart from that shortcoming, is their definition satisfactory? If not, what definition would be better?

3. Characteristics of disruptive businesses

10. When we think of disruptive innovators, we may tend to think of new businesses. While that may be the norm, incumbents sometimes disrupt their own market themselves. Nestlé disrupted the coffee market (which it already supplied with Nescafé and many other brands) with Nespresso, which spawned a host of other capsule-based coffee systems and changed the way millions of consumers prepare their daily coffee.

11. Moreover, established firms sometimes enter new markets and disrupt them. Apple, which previously had little to do with the music business, disrupted the music market when it introduced the iPod music player and the iTunes store, speeding the shift away from owning physical copies to downloading them. Likewise, Apple had never had anything to do with telephony before it premiered the iPhone, yet it seems like an understatement to say that the iPhone disrupted the handset market. Microsoft, already an established company at the time, disrupted the browser market almost immediately when it introduced Internet Explorer by integrating it in Windows. Nevertheless, it is undeniable that new firms are responsible for a substantial share – perhaps the great majority – of disruptive innovation.

12. Many disruptors take advantage of steep economies of scale or scope. Consider Airbnb, which is a prominent sharing economy business that provides a platform for short-term home rentals. While such rentals are not new, the speed and scale at which Airbnb has made commercial home sharing a common practice is unprecedented. Founded in 2008, Airbnb is now used by an average of 425,000 people every night. Reportedly valued at about US\$20 billion earlier this year, Airbnb is worth about two-thirds of the Hilton hotel chain.

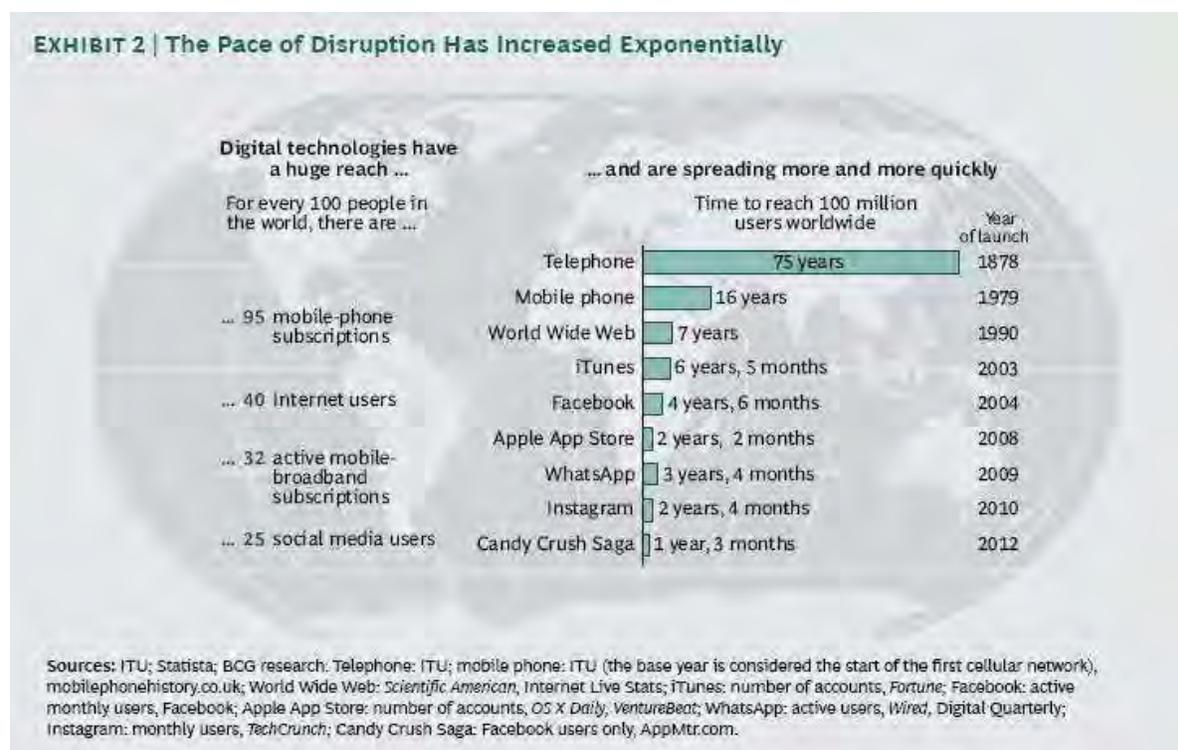
13. Another disruptive business that has grown with extraordinary speed is Uber, a ride service that rolled out in San Francisco in 2010. Uber now operates in 55 countries, has more than 160,000 active drivers, and is valued at more than US\$40 billion, making it more valuable than Delta Airlines and nearly twice as valuable as Viacom. Uber is discussed in more detail below.

⁵ *Id.* at 46.

14. If those valuations seem impressive, consider Alibaba, a Chinese e-commerce group. Its market value, at about US\$230 billion as of this writing, dwarfs that of Uber and Airbnb combined. Alibaba's eBay-like, online marketplace logged US\$300 billion in transactions in the first half of 2014 alone. Now it is plucking low-hanging fruit by attacking inefficiencies in huge Chinese markets that appear to be overly regulated, adding taxi hailing and financial services to its array of greatly scalable businesses.

15. The ability of these and many other disruptors such as Facebook to scale up to huge sizes very quickly has much to do with the fact that they add users and provide services through the Internet. The Internet is a highly scalable platform that provides quick access to a potentially global customer base. The costs of reaching and adding additional users to an Internet platform are very low, making it possible to grow quickly and inexpensively.

16. This chart from the Boston Consulting Group⁶ makes the point that the speed at which disruption is happening has greatly accelerated, thanks to the wide footprint of the Internet and smartphones.



17. Nevertheless, not all disruptors that capitalize on scale economies are Internet businesses. IKEA disrupted the furniture market by, among other things, appealing to consumers who are willing to assemble furniture themselves in exchange for lower prices (an excellent example, incidentally, of a business model disruption rather than a technological one). IKEA has been the world's largest furniture retailer since 2008.

18. Wal-Mart is another example of a non-Internet, disruptive business model. It revolutionized discount retailing long before it added an Internet site to its operations. Indeed, it became the most valuable

⁶ Ralf Dreischmeier, Karalee Close & Philippe Trichet, "The Digital Imperative," bcg.perspectives (March 2015), available at: https://www.bcgperspectives.com/content/articles/digital_economy_technology_strategy_digital_imperative/?utm_source=2015April&utm_medium=Email&utm_campaign=Ealert.

company in the United States at one point by achieving massive scale economies in supply and distribution and using them to overwhelm rivals who found it impossible to grow large enough to compete directly with it.

19. Another trait that seems to be common among disruptors is that they succeed by eliminating middlemen and other inefficiencies. Many disruptors reconfigure markets by identifying avoidable costs in the incumbents' product or business model and attacking them with an approach that does not incur those costs. Uber, for instance, capitalized on the fact that most cars lie unused for most of every day. Consequently, cars are, for the most part, a huge investment in overcapacity. Uber took advantage of this situation by giving people a way to turn their spare vehicle capacity into cash. Airbnb did the same with homes. Netflix eliminated the cost of operating retail outlets by distributing movies directly to consumers, first through the post and then over the Internet (in that latter development, Netflix wisely disrupted *itself*).

20. Sometimes the costs targeted by disruptors stem from regulations. Some prominent disruptors are using digital technology to attack regulated areas of the service economy that have languished without much innovation for decades. Again, sharing economy upstarts exemplify this approach, using a combination of surplus labour or resources, Internet sites and smartphone apps. A company called Lending Club, for instance, allows individuals to make money from loans using their spare cash. But as we will see below, conventional competitors, like taxi associations, hotels, and banks, complain that if they have to follow the regulations, new competitors should have to do so, too.

Questions: What do firms like Airbnb and Uber have in common, other than that they both participate in the sharing economy? What other characteristics do disruptive entrants have that non-disruptive entrants do not have? Do competition law problems encountered by disruptive firms warrant more attention from competition authorities than non-disruptive entrants? Why or why not?

4. Characteristics of markets that are vulnerable to disruption

21. Without a doubt, some disrupted markets exhibit network effects, resulting in a very rapid growth phase for the disruptor. Consider Google's growth after it disrupted the Internet search and advertising market. Google took over the number one spot among search engines in the US within 18 months of its launch. Facebook launched in 2004 as a social network for Harvard students, then grew virally and not only displaced MySpace as the leading American social network but far exceeded its reach and popularity, gathering in more than *one billion* users by 2012.

22. Google and Facebook disrupted their markets despite the fact that those markets already had strong network effects that had been insulating the incumbents. These two disruptors succeeded with a jujitsu style strategy that dislodged incumbents with the same network effects that had been working in the incumbents' favour.

Questions: Was that unusual? Or are markets with network effects actually easier to disrupt than markets without network effects?

23. The regulatory environment seems to matter, too. Many disruptive businesses that have gone on to become global enterprises originated in the United States. Alberto Heimler has argued that this is a reflection of the less restrictive regulatory environment in the US.⁷ If he is right, then the successes of

⁷ Alberto Heimler, "Last Taxi to Europe," Project Syndicate (15 April 2015), available at: www.project-syndicate.org/commentary/uber-eu-protest-by-alberto-heimler-2015-04.

those businesses provide a vivid illustration of what is at stake for countries that continue to enact and enforce regulations that protect incumbents and discourage disruption.

Questions: Does the abundance of prosperous, disruptive US businesses also have something to do with the fact that the US is one massive, integrated market governed by one system of federal laws and regulations, in contrast to the European market, which is also collectively massive but is legally, linguistically, and culturally more heterogeneous?

What other distinctive characteristics do markets that are susceptible to disruption have?

Is the Internet making it more common for markets that were previously unconcentrated to be disrupted and transformed into winner-take-all markets? If so, are the static price effects of greater concentration outweighed by the dynamic effects of Schumpeterian competition, in which rapid innovation enabled by technologies like the Internet and big data are leading to a series of monopolies that rise and fall as waves of disruption occur?

What do the answers to those questions imply for the approach that competition authorities should take in situations where disruptors have the potential to gain very large market shares, but are encountering obstacles that prevent or retard their entry?

Finally, what characteristics do markets that are invulnerable to disruption tend to have? Are any of the factors that render incumbents invulnerable to disruption in those markets addressable through competition law enforcement or advocacy?"

5. Obstacles to disruption that may raise competition issues

5.1 Regulation

24. Regulations that block, deter, or retard entry by disruptive firms present competition authorities with a challenging task because a) actions taken pursuant to a regulation are sometimes immune from competition-law based challenges even when those actions harm competition; and b) regulations usually serve other, legitimate policy objectives even when they discourage entry. Making matters more difficult, incumbent firms sometimes respond to potential (or actual) disruption by lobbying for existing regulations to be applied to the new entrant even when existing regulations are not well-suited to its disruptive innovation. Rightly or wrongly, incumbents may claim that the disruptor will have an 'unfair' competitive advantage unless the regulations are applied to it. Incumbents may also lobby for new regulations that are simply a pretext for blocking entry.

25. Consequently, disruptive entry can create tensions between regulation and competition policy, particularly when the disruptive innovation arguably renders the regulation obsolete. If the innovation fully addresses or obviates the underlying policy concern(s) that prompted the regulation, then applying it to the disruptive entrant nonetheless may be unnecessarily harmful to competition.

Example 1: Uber

26. Uber's success in competing with traditional taxi services has stirred debates over that issue in many countries and cities. Uber is a platform that matches drivers with riders through a smartphone app. People who want a ride open the app, enter their present location and desired destination, and the app notifies nearby Uber drivers who may be interested in providing the ride. Once a match is found, the driver receives the customer's location and drives to the pick-up location. Meanwhile, the customer receives a picture of the driver, his/her name, a description of the vehicle, and, if desired, an estimate of the fare. When the ride is completed, no money changes hands. Instead, the customer's credit card is billed through the app.⁸

⁸ Uber offers several types of ride services. Uber Black, for example, is more expensive than Uber Pop but provides a luxury car and a professional driver. Uber Pop costs less and matches riders with ordinary

27. One view is that taxi regulations were designed for a model that Uber has made obsolete: a limited number of taxi drivers, licensed to operate by local governments, charging inflexible rates set by a regulator. The purpose of the licenses is to ensure that taxis and their drivers are safe and trustworthy; the purpose of the price controls is to ensure that “fair” prices are charged. But, this view holds, Uber and similar services obviate the need for such regulations. Uber, like many sharing economy businesses models, relies on self-regulation via ratings and reviews. The reviews provide incentives for both sides to deliver on their promises. Furthermore, thanks to geolocation and Internet of Things technologies, each Uber car’s location and route is known to Uber at all times.

28. Moreover, Uber’s proponents argue, price controls are not only unnecessary, but ill-advised, as they prevent the market from matching supply with demand. Uber’s prices fluctuate to bring the two into equilibrium: when there are not enough drivers working to meet demand, fares rise to attract more drivers (and reduce demand), falling again when supply exceeds demand. Traditional taxi fare structures are fixed, which is why one may see long lines of customers waiting at taxi stands at certain times of day and long lines of taxis waiting there at other times.

29. On the other hand, another view holds, rating and reviews can suffer from shortcomings such as low response rates, incomplete information, or misleading ratings. Moreover, Uber’s surge pricing system can see customers paying extraordinary fares, even ten times the usual rate if demand is extremely high (e.g. on New Year’s Eve). In addition, some argue, drivers in some cities have paid a very substantial amount of money for the right to be allowed to operate a taxi. But that value has been diminished by Uber and other app-based ride services, which is “unfair”. Beyond that, regulations in some cities require traditional taxi drivers to buy insurance that is much more expensive than what ordinary drivers have to pay, and they have to maintain their vehicles to a certain standard. They argue that Uber’s drivers do not have to bear the cost of compliance with such regulations, but that they should.

30. The latter arguments have not fallen on deaf ears in some countries. Uber has been variously fined, banned, and targeted with new regulations in Canada, France, and Germany, for example.

31. Several competition agencies, however, including those in Canada, France, Germany, Italy, Spain and the US, have spoken up in favour of easing regulatory restrictions on Uber. They have issued official letters and reports urging reviews of taxi regulations to identify which ones are truly necessary, as well as reforms to permit app-based ride services to continue operating.⁹

Example 2: Tesla

32. Another example of conflict between regulation and disruption is Tesla’s experience in the United States. Many drivers are now aware of Tesla’s sports cars and their silent, all-electric engines.

drivers using ordinary vehicles to earn extra money in their spare time or when they wish to take advantage of spare capacity in their cars on the way to a destination that they are going to anyway.

⁹ See, e.g., Autorité de la Concurrence, “Taxis/Chauffeur driven cars (CDC),” press release (7 January 2015) (announcing that the Autorité published an opinion it submitted to the French Government regarding a draft decree that imposed certain restrictions on CDCs), available at: www.autoritedelaconcurrence.fr/user/standard.php?id_rub=607&id_article=2483; Autorità Garante della Concorrenza e del Mercato, “Non-scheduled public transport to ports and airports,” press release (15 September 2014) (announcing that the Autorità had sent a report to a regional government regarding anti-competitive restrictions on drivers serving the market for non-scheduled public transport), available at: www.agcm.it/en/newsroom/press-releases/2155-s2047-non-scheduled-public-transport-to-ports-and-airports-permits-to-be-granted-also-for-taxis-and-car-rentals-with-driver-with-licenses-issued-by-municipalities-of-other-regions-a-request-by-the-antitrust-authority-to-the-lazio-region.html.

Tesla's engine technology is potentially disruptive, in the long term, to the automobile industry. But what is less well-known is that its sales model is also potentially disruptive to automobile dealers.

33. Tesla cuts dealers out by operating its own showrooms and selling directly to consumers through the Internet. Dealers in some US states responded to this threat by lobbying for the enforcement of rather old regulations that were designed to ban direct distribution by auto manufacturers, and in some states, for new regulations that would eliminate any exceptions that might allow Tesla to circumvent the ban. While dealers have argued that such restrictions are necessary for public safety and to protect consumers, Tesla contends that the regulations are now obsolete, having nothing to do with public safety or protecting consumers and everything to do with protecting dealers.¹⁰

Questions: To determine whether a regulation unnecessarily restricts competition, competition authorities must consider the regulation's stated policy aims (e.g. consumer health and safety) and how well-tailored the regulation is to achieving them. What are some situations in which there have been sound policy reasons behind regulations that are reasonably well-drafted but nevertheless make it harder or impossible for a potentially disruptive entrant to break into a market?

How have competition agencies dealt with such justifications?

Should competition authorities consider whether the expected disruption would cause a devaluation of incumbents' regulated assets (e.g. licenses)?

Should competition authorities consider whether the welfare benefits from removing an unnecessarily anticompetitive regulation outweighs concerns related to other policy objectives and any devaluation in incumbents' regulated assets? Or should such considerations be left up to the regulator? What if the regulator is captured by the incumbents?

5.2 *Other Laws*¹¹

34. Like some regulations, certain laws reflecting particular policy concerns may stand in a disruptor's way and it can be challenging for competition authorities to determine whether such laws are unnecessarily anticompetitive. Intellectual property laws might be considered the leading example. They can block or retard a disruptor's entry or expansion, and they typically do so for sound reasons. (Consider Napster, an early and disruptive music sharing site, which was hobbled by copyright infringement lawsuits.) Some circumstances can raise competition concerns, though, such as when an incumbent ties up a potentially disruptive entrant with an infringement lawsuit of little or no merit. The entrant may not be able to fund a legal defence, particularly if it is an SME, or it may decide that doing so is simply too risky. It might then concede its disruptive advantage in a cross-licensing agreement, sell out to the incumbent, or withdraw from the market altogether. Such possibilities lead to concerns about issues that are outside the usual competition policy domain, like patent quality and the incentives created by the patent system's legal apparatus.

35. Alternatively, disruption can be delayed or deterred by the burden of procuring licenses. The transaction costs of negotiating copyright licenses, for example, can slow down a disruptive innovation's impact. Europe is a case in point, given the ongoing need to negotiate separate copyright licenses for each country in the EU. Consider, for instance, how long it took Netflix to enter Europe after its appearance in North America in 1997. The expense and difficulty of procuring separate licenses for each country in

¹⁰ For information on the origins of these regulations and an analysis of the debate over Tesla's distribution model from its perspective, see Daniel Crane, "Tesla and the Car Dealers' Lobby," *Regulation* (forthcoming 2015), available at: <http://ssrn.com/abstract=2422905>.

¹¹ The obstacles presented in this and subsequent sections are included for the sake of completeness, but because the discussion is meant to focus on regulatory obstacles, no questions are proposed.

comparison to being able to negotiate one cross-border European license is an issue that has attracted policymakers' attention in recent years – but not necessarily competition officials' attention.¹²

36. There have also been some cases in which copyright laws appear to have been used as a protectionist tool to lessen the impact that disruptors have, or at least to force them to share the fruits of their success. For example, several countries have enacted or proposed amendments to their copyright laws¹³ that create an ancillary copyright that benefits online publishers (such as traditional newspapers that also have Internet sites on which they publish their content). The amendments are aimed at Internet news aggregators. As a result of the amendments, certain material used by Internet-based news aggregating services may violate the copyright law and revenues are redirected from the news aggregators to the publishers.

37. For example, Spain's law¹⁴ imposes a compulsory license whenever a web site provides even a small fragment of a newspaper article. It also requires permission from the news publisher for the reuse of any photo posted to a periodically updated website. Spain's competition authority, the Comisión Nacional de los Mercados y la Competencia, quickly criticized the law when it was proposed.¹⁵ It noted that the main justification given for the proposal was to compensate the original news sites with "fair compensation" for the "direct competition" that occurs between them and the news aggregators, who do not share the costs that the "creative effort" entails. However, the competition authority found it questionable that there was any such direct competition, that any compensation was appropriate, or if there was, that it should flow toward the original sites. The latter point is a recognition that appearing in news aggregator results will drive more Internet traffic toward the original site than it would otherwise get. The authority also noted that the law would create a barrier to access for companies that want to enter the market for content aggregation.

5.3 Acquisitions

38. Incumbent firms sometimes react to a disruptive entrant by acquiring it. Such acquisitions can be thorny challenges for competition authorities. In particular, if the acquisition is proposed when the potential disruptor is still nascent, so that it has not yet had an opportunity to create a record of winning business for itself, a competition authority may have difficulty in establishing that the acquisition is likely to harm competition.

5.4 Unilateral Conduct by Incumbents

39. Incumbents may opt to use one or more of the potentially unlawful unilateral strategies that competition authorities are accustomed to investigating, such as predatory pricing, exclusive dealing, and raising rivals' costs. However, such strategies may be less likely to succeed against a firm with a disruptive business model, product, or process than against an entrant using the traditional business model or technology. Disruptive firms can erode demand for the old model/product/service even if the incumbents become more price-competitive. Brick-and-mortar movie rental outlets, for example, may not have survived the entry of Netflix, which offered a far greater selection and more convenience, even if the outlets had lowered their prices to predatory levels.

¹² See, e.g., Ian Hargreaves (2011), "Digital Opportunity: An Independent Review of Intellectual Property and Growth", available at www.ipo.gov.uk/ipreview-finalreport.pdf; European Commission (6 May 2015), "A Digital Single Market for Europe: Commission sets out 16 initiatives to make it happen", press release, available at: http://europa.eu/rapid/press-release_IP-15-4919_en.htm.

¹³ Such laws have been enacted in Germany and Spain, are pending in Israel, and have been proposed in France.

¹⁴ Congreso de Los Diputados, Proyectos de Ley 121/000081 Art. 32.2 (21 de febrero de 2014), p. 8.

¹⁵ Comisión Nacional de los Mercados y la Competencia, "La CNMC publica su Propuesta sobre la modificación del Proyecto de Ley de la Propiedad Intelectual", Note de Prensa (28 May 2014).

5.5 Vertical Restraints

40. Another type of obstacle that can block or retard disruption is vertical restraints imposed by other firms in the chain of production. Resale price maintenance, territorial restrictions, and quotas placed on internet sales are some of the possibilities. The latter were discussed extensively in a recent roundtable.¹⁶ The effect of RPM on internet-based booksellers in some countries was also discussed in a previous roundtable.¹⁷

6. What can competition authorities do?

41. Advocacy is always an option. Competition authorities have numerous ways to raise awareness of the benefits of competition, both in general and in specific matters. By issuing comments on proposed or existing regulations, appearing before lawmakers to discuss competition matters, conducting market studies, and publishing brochures and pamphlets about the importance of competition laws and compliance with them, competition agencies can influence legislators, regulators, and the general public.

42. When competition officials suspect that a regulation is unnecessarily hampering a disruptive innovation, advocacy may be their only viable choice as more direct action is typically impossible due to the legal authority behind the regulation. For example, under the state action doctrine in the US, state and municipal authorities have immunity from federal antitrust laws with respect to actions they take pursuant to a clear state policy that had foreseeable anticompetitive effects.¹⁸ Therefore, when a state approves and regulates certain conduct, even if it is anticompetitive, the federal government must respect the state's decision. Consequently, in the Tesla matter described above, for example, the US Federal Trade Commission did not take any enforcement action but instead used a blog¹⁹ and comment letters to state legislators²⁰ to recommend that they ease regulations preventing consumers from buying directly from auto manufacturers.

43. But is anything different about advocacy in cases where a *disruptive* entrant is being thwarted, as opposed to advocacy in cases where an ordinary entrant is being blocked? One major difference is that the stakes for consumers tend to be bigger. If we return to our definition of disruption and consider again the characteristics that disruptive firms and disruptible markets tend to have, we can infer a greater sense of urgency in making sure that disruptors have the full opportunity to reconfigure or create markets that they are entitled to have from a competition law perspective. When an entrant can offer consumers something that is so much better than what they are currently getting that the entrant can grow rapidly and displace the top firms in the market, that is a clear signal that it is offering consumers a substantial amount of value. The message that can be delivered to policymakers then becomes that much more compelling.

44. In cases where laws and regulations that unnecessarily block or deter disruptive innovation are not immune to competition law challenges, competition authorities can take enforcement actions to remedy them. The European Commission, for example, uses its powers to challenge national laws that conflict with EU competition law and could thwart disruption.²¹ The US antitrust agencies occasionally file lawsuits to nullify anticompetitive rules imposed by trade associations and licensing boards.²²

¹⁶ DAF/COMP(2013)13, [Vertical Restraints for On-line Sales](#).

¹⁷ DAF/COMP(2008)37, [Resale Price Maintenance](#).

¹⁸ *Parker v. Brown*, 317 U.S. 341 (1943).

¹⁹ <https://www.ftc.gov/news-events/blogs/competition-matters/2015/05/direct-consumer-auto-sales-its-not-just-about-tesla>

²⁰ <https://www.ftc.gov/news-events/press-releases/2014/05/ftc-staff-missouri-new-jersey-should-repeal-their-prohibitions>

²¹ For instance, the development of online bookstores in Germany was likely facilitated by a settlement agreement with the European Commission that exempted direct, cross-border sales of German-language

45. Box 1 contains a checklist of questions that competition agencies might consider when disruptive innovation appears to be hindered in regulated markets.

Box 1. A Basic Checklist for Investigating Cases of Regulation Interfering with Disruption

- What purposes does the regulation serve (e.g. consumer protection, consumer safety, environmental protection, national security)?
- Is the regulation tailored to its stated purpose? In particular, does it restrict competition as little as possible while still accomplishing its stated objectives?
- Is it possible to compare performance in markets with the regulation with performance in markets without it? If so, do it.
- What is the incumbent's motive for wanting the regulation to be applied to the disruptor?
- What is the regulator's motive for wanting the regulation to be applied to the disruptor?
- Are there legitimate reasons, or is the motive simply to keep the disruptor out of the market or to slow its entry?
- What is the disrupting firm's argument for why it should be allowed to ignore the regulation?
- Would consumers benefit if the disruptor is permitted to ignore the regulation? How quickly and to what extent?
- Has the incumbent been innovating? If not, will keeping the disruptor out help them to avoid or delay investing in innovation?
- If there seems to be a competition problem, what options does the competition authority have to solve it?
 - Is the regulation (and actions taken under it) immune to competition law scrutiny?
 - If so, the competition authority can consider issuing an advisory opinion or other public comment on the regulation to recommend ways to lessen its impact on competition
 - The authority can also consider whether a market study would be useful for drawing attention to the problem
 - If the regulation is not immune to competition law, the authority can consider taking enforcement action to challenge it

Questions: What other courses of action are available to competition authorities besides advocacy and law enforcement when disruptive innovations are hindered to the detriment of competition? What approaches have worked well, and which ones have not worked so well?

books to customers in Germany from a national law that required RPM in the market for retail book sales. *Buchpreisbindungsgesetz*, section 4; *Sammelbrevers und Einzelrevers*, [2002] 4 CMLR 1278.

²²

See, for example, *North Carolina Board of Dental Examiners v. Federal Trade Commission*, 135 S.Ct. 1101, 1112 (2015) (holding that when a controlling number of the decision makers on a state licensing board are active participants in the profession that the board regulates, the board can invoke state-action immunity to the antitrust laws only if the board is subject to active supervision by the state), available at: www.supremecourt.gov/opinions/14pdf/13-534_19m2.pdf; see also US Department of Justice, "Justice Department Announces Settlement with the National Association of Realtors," press release (27 May 2008) (announcing settlement with association of realtors after having filed a lawsuit to challenge the association's policies that allowed shared listing services to provide limited access to brokers who operated Internet sites enabling customers to review home listings on the Internet), available at: www.justice.gov/archive/opa/pr/2008/May/08-at-467.html.



Office of Policy Planning
Bureau of Competition
Bureau of Consumer Protection
Bureau of Economics

UNITED STATES OF AMERICA
FEDERAL TRADE COMMISSION
WASHINGTON, D.C. 20580

April 19, 2013

The Honorable Debbie Ossiander
Assembly Member, Seat A
Municipality of Anchorage
P.O. Box 670772
Chugiak, AK 99567

Re: AO NO. 2013–36

Dear Assembly Member Ossiander:

The staffs of the Federal Trade Commission’s Office of Policy Planning, Bureau of Competition, Bureau of Consumer Protection, and Bureau of Economics¹ appreciate this opportunity to respond to your request for our views on AO NO. 2013–36 (“the proposed ordinance”). According to the Assembly Memorandum for the proposed ordinance, it is intended as a comprehensive rewrite of AMC Chapters 11.10—11.40 regulating the licensing and permitting of taxicabs, limousines, other vehicles for hire, chauffeurs, and dispatch services. The proposed ordinance would allow for additional entry into taxicab services through 2022, after which there would apparently be no limits on the number of taxicabs that could operate in Anchorage. Because new entry and competition may generate consumer benefits and are unlikely to harm consumers or competition, staff strongly supports eliminating restrictions on the number of vehicles that may provide taxicab service by 2022, or sooner, if practical. Staff also recommends that rates relating to the business of passenger vehicle transportation services should generally be set by competitive forces where there are no restrictions on entry.

As we further discuss in the final section of this letter, the Assembly may also wish to consider additional steps to modernize its regulatory framework, either now or in the near future, to respond to the development of new smartphone software applications (“applications”) currently being used in other areas of the country. These applications appear to provide consumers with new means of arranging for passenger vehicle transportation services and other new services, as discussed below. Because these applications may not fit neatly within the traditional regulatory framework, consideration of additional reforms might be warranted.

I. Interest and Experience of the Federal Trade Commission

The FTC is an independent federal agency that enforces laws prohibiting unfair methods of competition and unfair and deceptive acts or practices in or affecting commerce.² The Commission has wide-ranging responsibilities concerning nearly all segments of the economy. Pursuant to this responsibility, the Commission seeks to identify business practices and regulations that impede competition without offering countervailing benefits to consumers, and advocates for policies that promote competition and consumer protection.³

Competition and consumer protection enforcement naturally complement and mutually reinforce each other, to the benefit of consumers. Consumers benefit from market competition, which pressures producers to be innovative and responsive to consumer preferences with respect to price, quality, and other product and service characteristics.⁴ At the same time, consumer protections promote informed consumer decision-making by prohibiting firms from engaging in unfair and deceptive acts or practices, and requiring sellers to make truthful and non-deceptive representations about their offerings. In general, competition should only be restricted when necessary to achieve some countervailing procompetitive purpose or other public benefit such as protecting the public from significant harm.

In carrying out its mission, the Commission has developed considerable expertise in analyzing issues relating to passenger vehicle transportation services. FTC staff previously has submitted a number of advocacy filings related to taxicabs with various local and state authorities, including previous comments regarding taxicab regulation in Anchorage and the State of Alaska.⁵ Staff has also recently provided comments regarding the regulation of new applications for obtaining passenger vehicle transportation services in Colorado.⁶ In addition, the FTC has brought enforcement actions against two cities relating to taxicab regulation.⁷ Another major contribution in this area is an FTC staff report on taxi regulation.⁸ The report's conclusions are still generally applicable today.⁹

II. The Passenger Vehicle Transportation Marketplace

Until recently, the passenger vehicle transportation marketplace in the United States had remained largely unchanged since at least the early 1980s.¹⁰ However, primarily in response to the introduction of smartphones around 2007, both incumbent passenger vehicle transportation service providers and other entrepreneurs have introduced new software applications that allow consumers to arrange and pay for such services in a variety of ways.¹¹ These software applications, also sometimes called digital dispatch services, make use of technologies such as mobile smartphone applications, Internet web pages, email messages, and text messages.

These applications are an innovative form of competition that may enable consumers to more easily arrange and pay for passenger vehicle transportation services, compared to traditional methods such as street hails or prearrangement by telephone

through traditional service dispatchers.¹² For example, some applications use the Global Positioning System (“GPS”) technology incorporated into smartphones to enable consumers to locate nearby vehicles and track their arrival on an electronic map, thus facilitating matching between customers and service.¹³ Some applications also utilize the GPS and computing capabilities of smartphones to enable new fare calculation methods based on one or more factors, such as distance, time, per trip fees, demand, additional services, or gratuities, which the application can then charge to a credit card.¹⁴ These technologies and methods may be more responsive to consumer demand and may promote a more efficient allocation of resources (e.g., vehicles and drivers) to consumers. They may also raise novel consumer protection issues, for example, relating to consumers’ understanding of price information communicated via an application and the privacy of information collected.

Although some jurisdictions have embraced incremental reforms to expand competition within the traditional framework, others have responded to these broader changes in the industry with more expansive reforms. In some cases, the reforms have sought to facilitate the entry and expansion of new services. In other cases, policies have been proposed to impede the growth of these new services.¹⁵ Below, FTC staff offers its views on Anchorage’s proposed new ordinance, as well as some recommendations for possible additional, future steps towards modernization of its regulations.

III. The Proposed Ordinance

A. Regulatory Changes that Facilitate Entry May Generate Consumer Benefits and Are Unlikely to Harm Consumers or Competition

The proposed ordinance responds to perceived current and projected future shortages of taxicab services. It would add a limited number of new general taxicab permits, add a process for issuing new limited and special needs taxicab permits, and phase out the transferability of current taxicab permits.¹⁶ It is our understanding that Anchorage currently has 173 valid taxi permits, of which 158 are transferable.¹⁷ Anchorage stopped issuing transferrable permits in 1994; since that time fifteen non-transferrable permits have been issued, with the last being issued in 2009.¹⁸ The most recent sales of transferable permits were each made for \$155,000 in January 2013 and in August 2012.¹⁹

The proposed ordinance would increase the total number of general taxicab permits by up to ten non-transferable permits a year, subject to certain conditions, through 2022.²⁰ In order to address targeted shortfalls in passenger service, it would also allow for the issuance of non-transferable limited and special needs permits, including for wheelchair-accessible vehicles and to address a specific public safety need, and require the issuance of between one and three non-transferable limited public safety permits to transport patrons home from establishments licensed to serve alcohol.²¹ The ability to transfer taxicab permits would expire altogether by the end of 2022, and there would be no limits on the number of taxicabs after that time.²²

As FTC staff indicated in previous comments regarding proposed ordinance AO 84-251, regulatory changes that facilitate new entry into the provision of passenger vehicle transportation services may generate consumer benefits and are unlikely to harm consumers or competition.²³ FTC staff, therefore, strongly supports the issuance of more taxicab permits in Anchorage and the adoption of policies that will lead to free entry and competition in the taxicab business by 2022, or sooner, if practical. A regulatory framework for passenger vehicle transportation services should focus primarily on ensuring qualified drivers, safe and clean vehicles, sufficient liability insurance, transparency of fare information, and compliance with other applicable laws, and should otherwise minimize barriers to entry by new entrants.²⁴

Studies have shown that the deregulation of taxicab services, both in the United States and in other countries, has generated consumer benefits in most instances, and has not led to significant harm to consumers or competition.²⁵ It appears that in most instances substantial consumer benefits have followed after restrictions on the supply of taxicabs have been removed.²⁶ For example, studies suggest that open entry into taxicab service may lead to price reductions or other discounts for consumers where price competition is allowed, and generally does not cause price increases.²⁷ New entry also does not appear to diminish the quantity or quality of taxicab services. Some cities have reported that service has improved, for example, through reductions in vehicle age, increases in fleet maintenance, reductions in waiting times for radio dispatched cabs, and increases in hours of service.²⁸ Certain consumer populations, such as low-income populations, who generally spend a larger portion of their income on taxicab rides than other segments of the population, would be expected to benefit most from such prospective improvements.²⁹

The principal beneficiaries of entry restrictions on taxicab service are incumbent taxicab operators, who in many instances have a strong incentive to try to restrict entry to maintain artificially high prices and profits.³⁰ Studies indicate the value of licenses to operate taxicabs in various cities to be substantial.³¹ Recent sales of transferrable Anchorage permits for \$155,000 appear to be generally consistent with these findings. In an open entry market, however, the value of such licenses would be greatly diminished. The fact that such licenses are valued so highly may be evidence that purchasers believe they can amortize the purchase cost by charging higher prices to consumers, versus what they would be able to charge if entry were unrestricted.³²

There is no obvious reason why the number of passenger transportation vehicles on the street should be limited in a manner different from private cars, trucks, or other commercial vehicles.³³ Economic theory suggests that it will generally be the case that the supply of passenger transportation vehicles will expand where there is unmet consumer demand, thus increasing the availability of transportation services to consumers who want them.³⁴

Assuming the Assembly proceeds with its planned transition towards fully open entry into taxicab services, the Assembly may wish to consider collecting certain data

(e.g., regarding rates, vehicle arrival times and consumer wait times, service to various areas, consumer complaints, and safety), in order to evaluate the effects of these changes.

B. Rates Should Generally be Set by Competitive Forces Where There is Open Entry

The proposed ordinance also amends certain provisions relating to the regulation of rates in the passenger vehicle transportation service business. It would define limousine service and executive sedan service separately, apply the current minimum hourly charges for limousine service to an amended definition of limousine service, and implement new minimum half-hourly and hourly charges to a stand-alone definition of executive sedan service.³⁵ The proposed ordinance would continue to provide for the regulation of maximum taxicab rates, dispatch service rates, maximum lease rates between taxicab permit holders and lease operators, and allowable fuel surcharge amounts and durations for taxicabs.³⁶ It would further provide for maximum rate regulation for all other regulated vehicles, and allow for the adoption of rate exceptions to promote competition to fulfill service needs.³⁷

Where there is open entry into passenger vehicle transportation services, as is the case for limousines and sedans in Anchorage, consumers are generally best served when prices are set by competitive forces, and disclosed in a truthful and non-deceptive manner.³⁸ As staff has noted in previous comments to The Alaska State Legislature in regards to taxi fares, price regulation relating to the business of passenger vehicle transportation services supplants competitive forces that will otherwise operate to lower prices and improve service.³⁹ In particular, minimum charges for passenger vehicle transportation services, such as those for limousine and sedan service, raise at least some prices, and may eliminate the ability of discounters to offer consumers lower prices.

In certain limited circumstances, such as at airport or railroad taxi lines, where it might be difficult for travelers to determine the cost of service in advance of actually needing to obtain it, maximum price regulation may be an efficient means to protect them from paying higher prices due to a lack of local knowledge. Requiring the posting of rates on vehicles may also be an efficient means to protect consumers in such situations, and in other circumstances, such as street hails, where it might also be difficult for consumers to determine service costs in advance.⁴⁰ But these particular situations do not provide a rationale for the general regulation of prices where there is open entry.

Where entry is restricted, however, as is currently the case for taxicabs in Anchorage, price regulation may serve to limit the ability of incumbents to charge higher prices than they would otherwise be able to do in an open entry framework.⁴¹ But, assuming the transition towards open entry by 2022 proceeds, staff recommends that the Assembly consider the extent to which there will then remain a rationale for general price regulations relating to the taxi business, or whether other alternatives might be sufficient to facilitate price competition and transparency.⁴²

IV. A Regulatory Framework Should be Responsive to New Methods of Competition, While Maintaining Appropriate, Reasonably Tailored Consumer Protections

As already noted above, today's passenger vehicle transportation industry is in a state of transition. Facilitated by technological advances in smartphones, software applications, and GPS systems, new forms of services are emerging. While these new services appear to be responsive to consumer demand, they may not fit neatly within longstanding traditional regulatory frameworks. To the degree regulatory reforms are being considered, therefore, the Assembly might want to look beyond merely adjusting competition within the boundaries of longstanding systems of regulation. The Assembly may wish to consider reforms that anticipate and will facilitate the future development of new technologies and new services, while maintaining or creating appropriate consumer protections. By perpetuating a framework that may now be dated, even while seeking to promote competition within its terms, regulators can unnecessarily and inadvertently impair the emergence of additional competitive and innovative forms of services.

Staff therefore recommends that a regulatory framework for passenger vehicle transportation services should allow for flexibility and adaptation in response to new and innovative methods of competition, while still maintaining appropriate, reasonably tailored consumer protections. Consumers benefit from competition among passenger vehicle transportation services, both traditional and new. Generally, a forward-looking regulatory framework should promote innovation and experimentation, because these forms of competition can benefit consumers, and should avoid creating impediments to new methods of competition, unless necessary to achieve some countervailing procompetitive purpose or other public benefit such as protecting the public from significant harm.⁴³ Thus, the Assembly, now or in the near future, may wish to consider expressly updating the regulatory framework to provide for such technologies.⁴⁴ Alternatively, it may wish to consider providing for the testing of applications under a pilot program or on an interim basis.⁴⁵

Regulation of new computer and smartphone applications should focus primarily on ensuring the safety of customers and drivers, deterring deceptive pricing practices, and addressing other consumer protection issues, especially privacy and the prevention of identity theft.⁴⁶ A regulatory framework should not restrict the introduction or use of new types of applications, or novel features they provide, absent some evidence of public harm. In the event that the Assembly finds evidence of harm from new methods of competition, a restriction on competition should be narrowly crafted to minimize its anticompetitive impact.

Conclusion

FTC staff appreciates this opportunity to provide views in regards to this proposed ordinance and would be happy to address any questions you may have regarding competition and consumer protection policy in the passenger vehicle transportation marketplace.

Respectfully submitted,

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Howard Shelanski, Director
Bureau of Economics

¹ This staff letter expresses the views of the Federal Trade Commission’s Office of Policy Planning, Bureau of Competition, Bureau of Consumer Protection, and Bureau of Economics. The letter does not necessarily represent the views of the Federal Trade Commission or of any individual Commissioner. The Commission, however, has voted to authorize staff to submit these comments.

² Federal Trade Commission Act, 15 U.S.C. § 45.

³ Specific statutory authority for the FTC’s competition advocacy program is found in Sections 6(a) and (f) of the FTC Act, under which Congress authorized the FTC “[t]o gather and compile information concerning, and to investigate from time to time the organization, business, conduct, practices, and management of any person, partnership, or corporation engaged in or whose business affects commerce,” and “[t]o make public from time to time such portions of the information obtained by it hereunder as are in the public interest” 15 U.S.C. § 46(a), (f).

⁴ The U.S. Supreme Court has recognized that the benefits of competition go beyond lower prices: “The assumption that competition is the best method of allocating resources in a free market recognizes that all elements of a bargain - quality, service, safety, and durability - and not just the immediate cost, are favorably affected by the free opportunity to select among alternative offers.” *Nat’l Soc’y of Prof’l Eng’rs v. United States*, 435 U.S. 679, 695 (1978); *accord*, *FTC v. Superior Court Trial Lawyers Ass’n*, 493 U.S. 411, 423 (1990).

⁵ *E.g.*, FTC Staff Comments to Anchorage Assemblyman John Wood Concerning Proposed Ordinance AO 84-251 (Feb. 11, 1985); FTC Staff Comments to Alaska State Representative John Binkley Concerning House Bill 376 (Feb. 18, 1986).

⁶ FTC Staff Comments Before the Colorado Public Utilities Commission *In The Matter of The Proposed Rules Regulating Transportation By Motor Vehicle*, 4 Code of Colorado Regulations 723-6 (Mar. 6, 2013), *available at* <http://ftc.gov/os/2013/03/130703coloradopublicutilities.pdf>.

⁷ The FTC sued the cities of New Orleans and Minneapolis in 1984, charging both cities with unfair competition by combining with taxicab operators to impose regulations that limited the number of taxicab licenses, increased fares, and eliminated competition in violation of the federal antitrust laws. The complaint against Minneapolis was withdrawn after the city revised its ordinance to permit more competition. The complaint against New Orleans also was withdrawn after the state authorized the conduct in question by a new law. *See generally* FTC, 1985 ANNUAL REPORT 5 (1985), *available at* <http://www.ftc.gov/os/annualreports/ar1985.pdf>.

⁸ MARK W. FRANKENA & PAUL A. PAUTLER, AN ECONOMIC ANALYSIS OF TAXICAB REGULATION (1984) (FTC Bureau of Economics Staff Report), *available at* <http://www.ftc.gov/be/econrpt/233832.pdf> (“Staff Report”).

⁹ *See* OECD, Directorate for Financial and Enterprise Affairs, Competition Committee Working Party No. 2 on Competition and Regulation, Taxi Services Regulation and Competition 199-210 (Sept. 11, 2008) (Submission of the United States), *available at* <http://www.oecd.org/regreform/sectors/41472612.pdf>.

¹⁰ *Id.* at 200 (“As of 2007, the general description of the taxicab industry and taxicab regulation in the United States remains much as it was when Frankena and Pautler described it in 1984. That is, nothing dramatic has happened to alter the U.S. industry in the interim.”).

¹¹ *See generally* Lauren Goode, *Worth It? An App to Get a Cab*, WALL STREET J. (June 17, 2011), available at <http://blogs.wsj.com/digits/2011/06/17/worth-it-an-app-to-get-a-cab/>.

¹² *See generally id.*

¹³ *See generally id.*

¹⁴ *See generally* Brian X. Chen, *Uber, an App That Summons a Car, Plans a Cheaper Service Using Hybrids*, N.Y. TIMES, July 1, 2012, available at <http://www.nytimes.com> (discussing charging by time, distance, consumer demand, and gratuities); Michael B. Farrell, *Taxi app Hailo to expand service*, BOSTON GLOBE, Feb. 5, 2013, available at <http://www.bostonglobe.com> (discussing booking fees, service fees, and gratuities).

¹⁵ *See supra* note 6.

¹⁶ AO NO. 2013-36 (2013) at Ch. 11.20.016–11-20.050 (“Proposed Ordinance”).

¹⁷ Email of Debbie Ossiander to Christopher Grengs Concerning Anchorage Taxi Information (Feb. 28, 2013).

¹⁸ *Id.*

¹⁹ Email of Debbie Ossiander to David Conn Concerning Taxi Permit Sales in Anchorage (Mar. 27, 2013).

²⁰ Proposed Ordinance, *supra* note 16, at Ch. 11.20.030.

²¹ *Id.* at Ch. 11.20.035-11.20.036.

²² *Id.* at Ch. 11.20.030 F.; Ch. 11.20.040.

²³ FTC Staff Comments to Anchorage Assemblyman John Wood, *supra* note 5, at 5.

²⁴ *See generally* Staff Report, *supra* note 8, at 1-2.

²⁵ *See generally id.* at 112-56; OECD, *supra* note 9, at 8-9, 202-05.

²⁶ *See generally* OECD, *supra* note 9, at 17.

²⁷ *See generally* Staff Report, *supra* note 8, at 115-16, 156; OECD, *supra* note 9, at 202-05. Price declines of as much as 20% were reported in the 1990s in major New Zealand cities due to the deregulation of entry. OECD at 204 n.20. Indianapolis, Indiana deregulated taxicabs in 1994 and allowed jitney (transportation services for individuals along a semi-fixed route) and minivan operation. According to the city, new entrants cut fares by 7-10%. Others have questioned the overall, long-term effect of the Indianapolis deregulation, however. *Id.* at 202-03. Seattle, Washington opened entry and allowed fares to be set by individual taxicab firms in 1979. One

study found that immediately after regulation, the fare for an average trip increased by 35%. Using a longer time frame, another study found that by 1984 these changes may have led to a 5% net reduction in fares, as radio-dispatch fares fell and taxicab stand fares rose. A third study found no net change in fares. Staff Report at 125-31; OECD at 202 (both summarizing the experience of Seattle after deregulation). Other studies have questioned whether regulated fares were, in fact, held artificially low prior to deregulation, as compared to general rates of price inflation. Craig Leisy, *Taxicab Deregulation and Reregulation in Seattle: Lessons Learned* 5 (2001).

²⁸ Staff Report, *supra* note 8, at 116-20, 156. *See also generally* Office of Fair Trading, *The Regulation of Licensed Taxi and PHV Services in the UK* (2003), *available at* http://www.offt.gov.uk/shared_offt/reports/comp_policy/oft676.pdf. The report finds, among other things, that quantity controls on taxicab service result in: fewer taxis per capita; longer wait times for service; and the use of less suitable alternative transportation by consumers. Therefore, the report recommends that such quantity controls be removed. *Id.* at 2-6, 23-44.

²⁹ *See generally* Staff Report, *supra* note 8, at 102-03.

³⁰ *Id.* at 68, 74-79, 105-11. Typically, the operator of a taxicab service, as an overall business, is distinct from an individual taxicab driver (“cabbie”) who physically transports passengers via automobile.

³¹ *Id.* at 106-07 (collecting taxicab license values in various cities); OECD, *supra* note 9, at 208-10 (appendix collecting taxicab license values in various cities); Government of the District of Columbia, Office of the Chief Financial Officer, Office of Revenue Analysis, *Taxicab Medallions – A Review of Experiences in Other Cities* 2-3 (May 31, 2011) (appendix collecting taxicab license values in various cities), *available at* http://cfo.dc.gov/sites/default/files/dc/sites/ocfo/publication/attachments/ocfo_taxicab_briefing_note.pdf.

³² Certain authors, however, have argued that these substantial license values serve as a deterrent mechanism that ensures good behavior by cab drivers who fear the loss of the license in the event of inappropriate behavior. Staff Report, *supra* note 8, at 71-72; OECD, *supra* note 9, at 201.

³³ Special issues have sometimes arisen following regulatory reform, as in the case of first-in first-out taxicab lines at airport, rail station, or downtown taxicab stand areas. Such queues may complicate consumer efforts to find the lowest fares. For example, it appears in some cases that first-in first-out taxicab queues have inhibited price competition, that drivers sometimes bickered over their places in line as queues of waiting cabs lengthened, and drivers also sometimes refused service to passengers wanting only a short trip. Staff Report, *supra* note 8, at 1, 50-51, 123-24, 156; OECD, *supra* note 9, at 204-05. But these particular problems do not provide an argument that new entry will harm consumers or competition, generally. Instead, consumers appear to be better off when regulators pursue alternatives for such locations that are less restrictive than wholesale bans on new entry, such as: redesigning taxicab stands, increasing fare transparency and fare competition, imposing lower fare ceilings, increasing taxicab line user fees, or entering into contracts with operators.

³⁴ Although an expansion in the number of passenger transportation vehicles could potentially lead to traffic congestion effects under certain conditions, permitting an increase in the

number of passenger transportation vehicles can also potentially reduce congestion in areas that currently have high traffic densities to the extent that consumers decrease their reliance on private automobiles.

³⁵ Proposed Ordinance, *supra* note 16, at Ch. 11.10.010; 11.20.260. Limousine service from a specific point of departure to a specific destination of no more than one hour is subject to a minimum one-hour charge at a minimum rate of \$60.00 per hour; all other limousine trips are subject to a minimum ninety-minute charge at a minimum rate of \$45.00 per hour. *Id.* at Ch. 11.20.260 B. Executive sedan service from a specific point of departure to a specific destination of no more than a half-hour is subject to a minimum half-hour charge at a minimum rate of \$25.00 per half-hour; all other executive sedan trips are subject to a minimum hourly charge of \$40.00 per hour. *Id.* at Ch. 11.20.260 C.

³⁶ *Id.* at Ch. 11.10.050. In particular, see Ch. 11.10.50 A. 1.-2., 5.-6.

³⁷ *Id.* at Ch. 11.110.50 A. 1., 7.

³⁸ From the perspective of consumer protection, information relating to the provision of passenger transportation vehicle services communicated to consumers should be evaluated on a totality of the circumstances approach. *See generally* FTC Policy Statement on Deception, Appended to Cliffdale Assoc., Inc., 103 F.T.C. 110, 174 (1984), *available at* <http://www.ftc.gov/bcp/policystmt/ad-decept.htm>.

³⁹ FTC Staff Comments to Alaska State Representative John Binkley, *supra* note 5, at 5-6.

⁴⁰ *See* Proposed Ordinance, *supra* note 16, at Ch. 11.10.050 C.

⁴¹ *See generally* OECD, *supra* note 9, at 20.

⁴² *See generally id.* at 20-21.

⁴³ *See generally supra* note 6.

⁴⁴ For example, under the Washington, D.C. Public Vehicle-for-Hire Innovation Amendment Act of 2012 (D.C. Council B19-0892) (adopted Jan. 18, 2013) (amending D.C. Official Code § 50-329.02), "For the purposes of this section, the term 'digital dispatch service' means a business that provides a service that connects a passenger to a public vehicle-for-hire through advanced reservation, including by computer, mobile phone application, text, email, or web-based reservations, or by other means as the [District of Columbia Taxicab] Commission may define by rule."

⁴⁵ *See generally* Press Release, California Public Utilities Commission, CPUC Enters Into Operating Agreement With Uber (Jan. 31, 2013), *available at* <http://www.cpuc.ca.gov/NR/rdonlyres/F013B3B9-ED4E-4554-9C34-E468C9DAED88/0/CPUCEntersIntoOperatingAgreementwithUber.pdf> (describing an interim agreement allowing Uber Technologies, Inc. to operate pursuant to certain safety requirements, while a California Public Utilities Commission rulemaking on innovations in passenger vehicle transportation services is underway). The details of this agreement are contained in Term Sheet for Settlement Between the Safety and Enforcement Division of the California Public Utilities

Commission and Uber Technologies, Inc. Re Case PSG-3018, Citation F-5195 (Jan. 2013)
(available via the California Public Utilities Commission).

⁴⁶ For example, under the Washington, D.C. Public Vehicle-for-Hire Innovation Amendment Act of 2012, *supra* note 44, (amending D.C. Official Code § 50-329.02), “A digital dispatch service shall be exempt from regulation by the [District of Columbia Taxicab] Commission, other than rules and regulations that are necessary for the safety of customers and drivers or consumer protection.”



UNITED STATES OF AMERICA
FEDERAL TRADE COMMISSION
WASHINGTON, D.C. 20580

Office of Policy Planning
Bureau of Competition
Bureau of Consumer Protection
Bureau of Economics

June 7, 2013

Mr. Jacques P. Lerner
General Counsel
District of Columbia Taxicab Commission
2041 Martin Luther King, Jr., Ave., S.E.
Suite 204
Washington, D.C. 20020

Re: Second Proposed Rulemakings Regarding Chapters 12, 14, and 16 of Title 31

Dear Mr. Lerner:

The staffs of the Federal Trade Commission's Office of Policy Planning, Bureau of Competition, Bureau of Consumer Protection, and Bureau of Economics appreciate this opportunity to provide comments to the District of Columbia Taxicab Commission ("DCTC") on three notices of second proposed rulemakings regarding Chapters 12, 14, and 16 of Title 31 of the D.C. Municipal Regulations, concerning taxicabs and public vehicles for hire.¹ These proposed rules follow enactment of the "Taxicab Service Improvement Amendment Act of 2012" and the "Public Vehicle-for-Hire Innovation Amendment Act of 2012," which appear intended to modernize Washington, D.C.'s regulatory framework for passenger motor vehicle transportation services.

Staff appreciates that these legislative updates to the framework appear designed to facilitate new forms of competition that are likely to benefit consumers, especially by providing for the legal recognition of new software applications ("applications") to arrange and pay for passenger motor vehicle transportation services. We are concerned, however, that certain of the proposed rules may unnecessarily impede competition in these services. We also comment on certain proposed rules that address disclosure and data security issues that applications may raise.

I. Interest and Experience of the Federal Trade Commission

The FTC is an independent federal agency that enforces laws prohibiting unfair methods of competition and unfair and deceptive acts or practices in or affecting commerce.² The Commission has wide-ranging responsibilities concerning nearly all segments of the economy. Pursuant to this responsibility, the Commission seeks to

identify business practices and regulations that impede competition without offering countervailing benefits to consumers, and advocates for policies that promote competition and consumer protection.³

Competition and consumer protection naturally complement and mutually reinforce each other, to the benefit of consumers. Consumers benefit from market competition, which creates incentives for producers to be innovative and responsive to consumer preferences with respect to price, quality, and other product and service characteristics. As the U.S. Supreme Court has recognized, the benefits of competition go beyond lower prices: “The assumption that competition is the best method of allocating resources in a free market recognizes that all elements of a bargain - quality, service, safety, and durability - and not just the immediate cost, are favorably affected by the free opportunity to select among alternative offers.”⁴ At the same time, consumer protections promote informed consumer decision-making by prohibiting firms from engaging in unfair and deceptive acts or practices, by requiring sellers to make truthful and non-deceptive representations about their offerings, and by protecting consumers’ privacy.

In carrying out its mission, the Commission has developed considerable expertise in analyzing issues relating to passenger vehicle transportation services. FTC staff previously has submitted a number of advocacy filings related to taxicabs with various local and state authorities, including recent comments regarding the regulation of new applications for obtaining passenger vehicle transportation services in Anchorage, Alaska and Colorado.⁵ In addition, the FTC has brought enforcement actions against two cities relating to taxicab regulation,⁶ and has issued two significant reports on taxi regulation.⁷

The Commission also has expertise in various aspects of competition and consumer protection that are relevant to new passenger motor vehicle transportation applications. The Commission has developed considerable expertise relating to the emergence of new technologies and innovation as a form of competition.⁸ The FTC also has extensive consumer protection expertise in the advertising and marketing of products and services, including deception and disclosure issues.⁹ Staff has recently updated guidance on how to make effective disclosures in the online context.¹⁰ The Commission has also developed consumer protection expertise in data security, privacy, and identity theft issues that applications may raise.¹¹

II. The Passenger Vehicle Transportation Marketplace

Until recently, the marketplace for commercial passenger motor vehicle transportation services in the United States had remained largely unchanged since at least the early 1980s.¹² However, primarily in response to the introduction of smartphones around 2007, both incumbent passenger motor vehicle transportation service providers and other entrepreneurs have introduced new software applications, sometimes also called digital dispatch services, which allow consumers to arrange and pay for commercial passenger motor vehicle transportation services in a variety of ways.¹³ These

software applications may make use of technologies such as mobile smartphone applications, Internet web pages, email messages, and text messages.

These software applications are an innovative form of competition that may enable consumers to more easily arrange and pay for commercial passenger motor vehicle transportation services, as compared to traditional methods such as street hails or prearrangement by telephone through traditional service dispatchers.¹⁴ For example, some applications use the Global Positioning System (“GPS”) technology incorporated into smartphones to enable consumers to locate nearby vehicles and track their arrival on an electronic map, thus facilitating matching between customers and service.¹⁵ Some applications also utilize the GPS and computing capabilities of smartphones to enable new fare calculation methods based on one or more factors, such as distance, time, per trip fees, demand, additional services, or gratuities, which the application can then charge to a credit card.¹⁶ Such applications may also use third-party credit card processing and electronic receipts, in lieu of traditional payment methods and paper receipts.¹⁷

These technologies and methods may be more responsive to consumer demand, may promote a more efficient allocation of resources (e.g., vehicles and drivers) to consumers, may expand demand for passenger vehicle transportation services, and may reduce consumers’ transaction costs in paying for such services. At the very least, these technologies and methods provide new alternatives for consumers. They may also raise novel consumer protection issues, for example, relating to consumers’ understanding of information communicated via an application regarding fares, safety and liability, and other terms of use, and the privacy and security of information collected.

III. A Regulatory Framework Should be Responsive to New Methods of Competition, While Maintaining Appropriate, Reasonably Tailored Consumer Protections

A forward-looking regulatory framework should allow new and innovative forms of competition to enter the marketplace unless regulation is necessary to achieve some countervailing pro-competitive or other benefit, such as protecting the public from significant harm. Consumers benefit from competition between traditional and new products and services, and from new methods of delivering services. Regulations therefore need to be reviewed and revised periodically to facilitate and encourage the emergence of new forms of competition.

In the case of passenger motor vehicle transportation services, competition takes place on a variety of dimensions, including price, availability, timeliness, convenience, quality, vehicle type, payment mechanism, and other amenities. A regulatory framework should enable these various kinds of competition and not directly or indirectly restrict the introduction or use of new types of applications, or the novel features they may provide, absent some significant evidence of public harm. Regulation of passenger motor vehicle transportation services should focus primarily on ensuring qualified drivers, safe and clean vehicles, sufficient liability insurance, transparency of fare information, and compliance with other applicable laws. Regulation of new computer and phone-based

applications, therefore, should focus primarily on ensuring the safety of customers and drivers, deterring deceptive practices relating to fares, safety and liability, and other terms of use, and addressing other consumer protection issues, especially privacy, data security, and the prevention of identity theft. Regulation should not in purpose or effect favor one group of competitors over another.

As discussed in further detail below in regard to the revised proposed rules, staff respectfully suggests that DCTC carefully consider the potential direct and indirect impact of its proposed regulations on competition. We believe that unwarranted restrictions on competition should be avoided, and any restrictions on competition that are implemented should be no broader than necessary to address legitimate subjects of regulation, such as safety and consumer protection, and narrowly crafted to minimize any potential anticompetitive impact.

IV. The Proposed Rules and Enabling Legislation

DCTC has issued three notices of second proposed rulemakings regarding Title 31 of the D.C. Municipal Regulations, concerning taxicabs and other public vehicles for hire. The proposed rules would amend Chapter 12 to establish requirements for luxury class services, composed of limousines and sedans, establish substantive rules governing sedans in a new Chapter 14, and establish substantive rules governing traditional and digital dispatch services in a new Chapter 16.

These proposed rules follow enactment of the “Taxicab Service Improvement Amendment Act of 2012” and the “Public Vehicle-for-Hire Innovation Amendment Act of 2012.”¹⁸ The Public Vehicle-for-Hire Innovation Amendment Act of 2012 provides for legal recognition of applications in Washington, D.C. It defines “digital dispatch service” as “a business that provides a service that connects a passenger to a public vehicle-for-hire through advanced reservation, including by computer, mobile phone application, text, email, or web-based reservations, or by other means as the Commission may define by rule.”¹⁹ Under the Act, “A digital dispatch service shall be exempt from regulation by the Commission, *other than rules and regulations that are necessary for the safety of customers and drivers or consumer protection.*”²⁰ Further, “Any rules and regulations shall protect personal privacy rights of customers and drivers, shall not result in the disclosure of confidential business information, and shall allow providers to limit the geographic location of trip data to individual census tracts” subject to certain conditions.²¹ These bills also require that a “sedan-class vehicle” operate “exclusively through digital dispatch” and charge on the basis of time and distance, except for certain well-traveled routes, like trips to airports, or event-related trips, which may be charged using flat fees.²²

A. Proposed Rules That Raise Potential Competition Issues

1. Proposed 1299.1

Proposed 1299.1 would define a “Luxury class vehicle” as a limousine or sedan that meets specific requirements. Among other things, a luxury class vehicle must: be an Environmental Protection Agency-designated Large Car, Mid-size Car, Passenger Van, or Sport Utility Vehicle; have three or more passenger doors; carry four to eight passengers; and have manufacturer-installed luxury features, such as a premium sound system, reading lights, aluminum wheels, and noise-dampening materials. Proposed 1299.1’s definition of a “Sedan” would further require, among other things, that sedan vehicles: not be an EPA-designated Passenger Van; not be stretched; have a curb weight of at least 3,200 pounds; and be black or blue-black in color.

Staff recommends that DCTC consider the extent to which the above requirements may impede competition, or are necessary to ensure safety or some other important consumer benefit. Proposed 1299.1 facially restricts the types of vehicles that can be operated as limousines or sedans, which may be an important consideration for some consumers and a valuable component of competition. For example, the 3,200 pound weight requirement for sedans might exclude certain lighter-weight, more fuel efficient, and more environmentally friendly vehicles from being used for sedan services, including lighter-weight alternative fuel vehicles, that are currently available or that may become more widely available and popular in the future. The use of fuel efficient vehicles may be an important component of consumer demand for sedan services and the proposed rule would impede sedan operators from competing with regard to this feature. In addition, there is no evident rationale for requiring that sedans be either black or blue-black, particularly as this limitation is not applied to other vehicle classes like limousines. Such a provision could restrict the use of available vehicles as sedans, and, thereby, also restrict the use of available vehicles that can be arranged through applications. It would also restrict the ways that sedan services might compete using distinctive branding based on color. Finally, we note that vehicle requirements should also be clear and understandable, and the requirements for luxury features are not precise, are subject to interpretation, and therefore could create uncertainty as to whether certain vehicles would comply with this provision. This uncertainty alone might inhibit competition unnecessarily.

2. Proposed 1605.6

Proposed 1605.6 would prohibit a digital dispatch service from associating with a taxicab operator in a branded taxicab fleet or association unless the fleet or association agrees to permit the association, provided that the fleet or association currently provides dispatch services for its own vehicles or has filed or received registration to operate a digital dispatch service for its own vehicles.

Staff recommends that DCTC allow for flexibility and experimentation in the ways that applications can affiliate with all types of passenger transportation vehicle

operators and organizations. We note that this restriction does not appear to be related to any evident concern with safety or consumer protection and that its rationale is not obvious, especially given that it would apply only to taxicab operators and not to other types of vehicle operators, like sedans. Moreover, this provision might have the effect of promoting the standardization of restrictive fleet and association policies regarding the affiliation of vehicle operators with applications, which would decrease the incentives and abilities of fleets and associations to compete with one another for operators by offering more flexible policies to operators. Absent evidence of some particular harm, staff recommends against restricting the ways that applications and operators can associate with each other, which harms the public by limiting the ways that they can obtain taxi service.

3. Proposed 1604.4

Proposed 1604.4 would prohibit a digital dispatch service from making a “substantial change” to its dispatch or payment solution for taxicabs or digital payment system for sedans, without DCTC’s written approval during the twenty-four month period for which its certificate of operating authority is effective.²³

Staff recommends that DCTC consider whether this provision would unnecessarily burden, and thereby restrict, the ability of digital dispatch services to update their software in a regular, timely manner, and whether there are other less burdensome alternatives. By their nature, applications are very likely to seek to update and upgrade their software on a periodic or sometimes more frequent basis, as, for example, by adding additional features and services, improving data security, or otherwise improving the software. If substantial software updates warrant regulatory review, DCTC should adopt a flexible, streamlined framework to avoid unnecessarily inhibiting the prompt deployment of innovative features that consumers might benefit from or demand.

We also note that the term “substantial change” is undefined, and may create uncertainty as to whether certain updates require written approval. For example, it is unclear whether an application that wants to provide additional features to its customers would be considered to be introducing a “substantial change” to its service, and therefore, subject to compliance with this provision. A framework for introducing and updating digital dispatch services should be clear and understandable to avoid inhibiting and raising the cost of innovation.

4. Proposed 1404.3

Proposed 1404.3 would require a digital dispatch service, using data from each digital payment system unit, to transmit several pieces of detailed trip information to DCTC every twenty-four hours via a single data feed consistent in structure across all digital payment systems.²⁴

Staff recommends that DCTC consider the extent to which these requirements are necessary to ensure safety or protect consumers, or may unnecessarily impede competition. In particular, staff recommends that DCTC consider the technical implications of this provision. Any data collection requirements should be carefully tailored to avoid inadvertently creating technical barriers to entry that may inhibit competitive entry and operation by applications. Requiring applications to transmit such detailed trip data to a third party, such as DCTC, also may raise data security issues, as further discussed below.²⁵ Before implementing this provision, DCTC should consider the totality of the circumstances relating to the prospective transmission of such information. In addition to considering possible benefits from collecting such data, DCTC should also carefully consider the types of information involved, the associated risks and vulnerabilities of collecting, handling, and storing such information, and the monetary and other compliance costs. DCTC also should consider whether there are less burdensome means of achieving the same ends.

If DCTC does collect detailed trip information, staff further cautions against publicly disclosing or otherwise sharing it among competitors involved in facilitating or supplying passenger vehicle transportation services, including digital dispatch services, vehicle operators, and vehicle fleets or associations. If shared, this sort of data might facilitate tacit or explicit collusion among competitors. Such collusion would harm consumers through, for example, higher prices, decreased output, decreased quality, or reduced innovation.²⁶ Any detailed trip information that DCTC collects, therefore, should be treated as confidential business information.

B. Proposed Rules That Raise Potential Consumer Protection Issues

1. Proposed 1402.1 and 1404.2(b)

Proposed 1402.1 would require that passenger rates and charges for sedan service arranged through a digital dispatch service comply with certain disclosure requirements and not exceed an estimated fare by more than twenty percent or twenty-five dollars, whichever is less, unless due to factors beyond operator control.²⁷ Proposed 1404.2(b) would require each digital payment system unit used with a digital dispatch service to provide passengers a written or electronic receipt containing certain fare information, other trip information, and information about the service.²⁸

Truthful and non-deceptive information about passenger vehicle transportation services is necessary for the marketplace to function efficiently and effectively. Requiring certain advance disclosures or the provision of certain information in a receipt may be efficient ways to promote pricing transparency and protect consumers from misleading “drip pricing” practices, and to help avoid or resolve other instances of significant consumer confusion.²⁹ Any such requirements, however, should be reasonably tailored to avoid unnecessarily inhibiting the entry and operation of applications.

Staff appreciates that these proposed requirements appear designed to promote the dissemination of truthful and non-deceptive information to consumers. Staff takes no position on these particular requirements, but recommends that DCTC consider evaluating the effectiveness of the proposed requirements before implementation and monitoring their effectiveness, such as through conducting surveys or evaluating consumer complaints, to ensure that disclosures are made in a clear and conspicuous manner and the requirements are otherwise achieving the underlying consumer protection objectives. DCTC may also wish to consider the principles and examples for mobile and other online advertising disclosures provided in FTC staff's recently updated guidance document, *.com Disclosures: How to Make Effective Disclosures in Digital Advertising*.³⁰ Among other things, it emphasizes that advertisers should ensure that disclosures are clear and conspicuous on all devices and platforms consumers may use.

2. Proposed 1603.17 and 1603.6(d)

Proposed 1603.17 would require a dispatch service, traditional or digital, to store its business records in compliance with industry best practices and all applicable laws. The latter requirement would seem to include compliance with the FTC Act.³¹

In contemplating the collection, handling, and use of customer data, such as personal information, trip information, and credit card information by applications, DCTC may wish to consider the flexible approach that the FTC has taken regarding data security in its consumer protection law enforcement actions, consumer and business education, and policy activities relating to data security. The FTC's approach requires that businesses implement security practices that are reasonable and appropriate in light of the types of information they collect and the risks and vulnerabilities they face, and also takes into account the costs associated with implementation of these practices.³² The FTC has brought law enforcement actions against a variety of commercial entities, such as retailers, data brokers, and social networking web sites, which have failed to implement reasonable and appropriate security measures to protect consumer data. In these cases, the FTC has required businesses to establish, implement, and maintain a data security program.³³

Proposed 1603.6(d) would further require each digital dispatch service that processes digital payments to meet certain standards of the Open Web Application Security Project, PCI Security Standards Council for payment card data security, and the National Automated Clearing House Association for direct debit transactions.

Staff appreciates that these proposed requirements appear intended to address data security issues that may arise relating to payment processing. Staff takes no position on these particular standards, but emphasizes that the collection, use, and retention of consumer information, such as payment information, should be reasonable and appropriate for the totality of the circumstances at issue.

3. Proposed 1603.15

Proposed 1603.15 would prohibit dispatch services, both traditional and digital, from releasing information that would result in a violation of the personal privacy of the passenger or person requesting service or threaten passenger or operator safety, or permit a person not authorized by the dispatch service to access real-time information about the location, apparent gender, or number of passengers awaiting pick up. However, the provision does not elaborate on these prohibitions, their enforcement, or possible remedies.

As suggested above, DCTC may wish to consider the FTC's approach to data security. In particular, DCTC may wish to consider the remedy and monitoring provisions that the FTC has secured in settlement orders, as means to addressing any security breaches that occur.³⁴

V. Conclusion

FTC staff appreciates this opportunity to provide views in regard to this matter and would be happy to address any questions you may have regarding competition and consumer protection policy in the passenger motor vehicle transportation marketplace.

Respectfully submitted,

Andrew I. Gavil, Director
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Richard A. Feinstein, Director
Bureau of Competition

Charles A. Harwood, Acting Director
Bureau of Consumer Protection

Howard Shelanski, Director
Bureau of Economics

¹ This staff letter expresses the views of the Federal Trade Commission’s Office of Policy Planning, Bureau of Competition, Bureau of Consumer Protection, and Bureau of Economics. The letter does not necessarily represent the views of the Federal Trade Commission (“FTC” or “Commission”) or of any individual Commissioner. The Commission has, however, voted to authorize staff to submit these comments.

² Federal Trade Commission Act, 15 U.S.C. § 45.

³ Specific statutory authority for the FTC’s competition advocacy program is found in Sections 6(a) and (f) of the FTC Act, under which Congress authorized the FTC “[t]o gather and compile information concerning, and to investigate from time to time the organization, business, conduct, practices, and management of any person, partnership, or corporation engaged in or whose business affects commerce,” and “[t]o make public from time to time such portions of the information obtained by it hereunder as are in the public interest” 15 U.S.C. § 46(a), (f).

⁴ Nat’l Soc’y of Prof’l Eng’rs v. United States, 435 U.S. 679, 695 (1978); *accord* FTC v. Superior Court Trial Lawyers Ass’n, 493 U.S. 411, 423 (1990).

⁵ FTC Staff Comments to the Honorable Debbie Ossiander Concerning AO NO. 2013-36 Regarding the Regulatory Framework for the Licensing and Permitting of Taxicabs, Limousines, and Other Vehicles for Hire in Anchorage, Alaska (Apr. 19, 2013), *available at* <http://www.ftc.gov/os/2013/04/130426anchoragecomment.pdf>; FTC Staff Comments Before the Colorado Public Utilities Commission *In The Matter of The Proposed Rules Regulating Transportation By Motor Vehicle*, 4 Code of Colorado Regulations 723-6 (Mar. 6, 2013), *available at* <http://ftc.gov/os/2013/03/130703coloradopublicutilities.pdf>.

⁶ The FTC sued the cities of New Orleans and Minneapolis in 1984, charging both cities with unfair competition by combining with taxicab operators to impose regulations that limited the number of taxicab licenses, increased fares, and eliminated competition in violation of the federal antitrust laws. The complaint against Minneapolis was withdrawn after the city revised its ordinance to permit more competition. The complaint against New Orleans also was withdrawn after the state authorized the conduct in question by a new law. *See generally* FTC, 1985 ANNUAL REPORT 5 (1985), *available at* <http://www.ftc.gov/os/annualreports/ar1985.pdf>.

⁷ Organisation for Economic Co-operation and Development (“OECD”), Directorate for Financial and Enterprise Affairs, Competition Committee Working Party No. 2 on Competition and Regulation, Taxi Services Regulation and Competition 199-210 (Sept. 11, 2008) (submission of the United States), *available at* <http://www.oecd.org/regreform/sectors/41472612.pdf>; MARK W. FRANKENA & PAUL A. PAUTLER, AN ECONOMIC ANALYSIS OF TAXICAB REGULATION (1984) (FTC Bureau of Economics Staff Report), *available at* <http://www.ftc.gov/be/econrpt/233832.pdf>.

⁸ *See generally* U.S. DEP’T OF JUSTICE & FTC, ANTITRUST ENFORCEMENT AND INTELLECTUAL PROPERTY RIGHTS: PROMOTING INNOVATION AND COMPETITION (2007), *available at* <http://www.ftc.gov/reports/innovation/P040101PromotingInnovationandCompetitionrpt0704.pdf>; FTC, TO PROMOTE INNOVATION: THE PROPER BALANCE OF COMPETITION AND PATENT LAW AND POLICY (2003), *available at* <http://www.ftc.gov/os/2003/10/innovationrpt.pdf>; FTC STAFF, ANTICIPATING THE 21ST CENTURY: COMPETITION POLICY IN THE NEW HIGH-TECH, GLOBAL MARKETPLACE (1996), *available at* http://www.ftc.gov/opp/global/report/gc_v1.pdf and FTC STAFF,

ANTICIPATING THE 21ST CENTURY: CONSUMER PROTECTION POLICY IN THE NEW HIGH-TECH, GLOBAL MARKETPLACE (1996), available at http://www.ftc.gov/opp/global/report/gc_v2.pdf.

⁹ For example, the FTC designs numerous energy cost disclosures, including the EnergyGuide label for appliances and light bulbs, and has done consumer research in support of those label designs. *See, e.g.*, FTC Rule Concerning Disclosures Regarding Energy Consumption and Water Use of Certain Home Appliances and Other Products Required Under the Energy Policy and Conservation Act (“Appliance Labeling Rule”), 16 C.F.R. Part 305; *see also* FTC, News Release, FTC Amends Appliance Labeling Rule to Ease Burdens on Businesses (Dec. 31, 2012), available at <http://www.ftc.gov/opa/2012/12/energylabel.shtm>. FTC staff has also conducted research regarding consumer understanding of disclosures relating to mortgages. *See, e.g.*, JAMES M. LACKO & JANIS K. PAPPALARDO, IMPROVING CONSUMER MORTGAGE DISCLOSURES: AN EMPIRICAL ASSESSMENT OF CURRENT AND PROTOTYPE DISCLOSURE FORMS (2007) (FTC Bureau of Economics Staff Report), available at <http://www.ftc.gov/os/2007/06/P025505MortgageDisclosureReport.pdf>; JAMES M. LACKO & JANIS K. PAPPALARDO, THE EFFECT OF MORTGAGE BROKER COMPENSATION DISCLOSURES ON CONSUMERS AND COMPETITION: A CONTROLLED EXPERIMENT (2004) (FTC Bureau of Economics Staff Report), available at <http://www.ftc.gov/os/2004/01/030123mortgagefullrpt.pdf>.

¹⁰ FTC Staff, .com Disclosures: How to Make Effective Disclosures in Digital Advertising (2013), available at <http://ftc.gov/os/2013/03/130312dotcomdisclosures.pdf>.

¹¹ *See* FTC Staff, Mobile Privacy Disclosures: Building Trust Through Transparency (2013), available at <http://www.ftc.gov/os/2013/02/130201mobileprivacyreport.pdf>. *See also infra* Sections IV. B. 2.-3. (discussing the FTC’s approach to data security).

¹² OECD Submission, *supra* note 7, at 200 (“As of 2007, the general description of the taxicab industry and taxicab regulation in the United States remains much as it was when Frankena and Pautler described it in 1984. That is, nothing dramatic has happened to alter the U.S. industry in the interim.”).

¹³ *See generally* Lauren Goode, *Worth It? An App to Get a Cab*, WALL STREET J. (June 17, 2011), available at <http://blogs.wsj.com/digits/2011/06/17/worth-it-an-app-to-get-a-cab/>.

¹⁴ *See generally id.*

¹⁵ *See generally id.*

¹⁶ *See generally* Brian X. Chen, *Uber, an App That Summons a Car, Plans a Cheaper Service Using Hybrids*, N.Y. TIMES, July 1, 2012, available at <http://www.nytimes.com> (discussing charging by time, distance, consumer demand, and gratuities); Michael B. Farrell, *Taxi app Hailo to expand service*, BOSTON GLOBE, Feb. 5, 2013, available at <http://www.bostonglobe.com> (discussing booking fees, service fees, and gratuities).

¹⁷ *See generally* Goode, *supra* note 13.

¹⁸ L19-270, 19th Council Sess. (D.C. 2012) (enacted Jan. 18, 2013) (Public Vehicle-for-Hire Innovation Amendment Act of 2012); L19-184, 19th Council Sess. (D.C. 2012) (enacted Aug. 2, 2012) (Taxicab Service Improvement Amendment Act of 2012).

¹⁹ L19-270, *supra* note 18 (amending D.C. Official Code § 50-329.02).

²⁰ *Id.* (emphasis added).

²¹ Among these conditions are that: if a digital dispatch service connects a consumer with a vehicle other than a taxicab, before booking the vehicle the digital dispatch service shall disclose to the customer the applicable fare calculation method, applicable rates, and the option for an estimated fare; upon completion of the trip, the customer shall receive a paper or electronic receipt that lists the origination and destination of the trip, the total distance and time of the trip, and a breakdown of the total fare paid, including any fees and gratuity; and the digital dispatch service provides service throughout the entire District of Columbia. *Id.*

²² *Id.* (amending D.C. Official Code § 50-303(20)). The bills further provide that DCTC may create and regulate classes of vehicles independent of taxicabs and limousines, including sedans, “provided, that the rules and regulations are necessary for the safety of customers and drivers, consumer protection, or the collection of non-personal trip data information.” *Id.* (amending D.C. Official Code § 50-329).

²³ This provision would further require that a digital dispatch service inform DCTC of a proposed substantial change to its dispatch or payment solution or digital payment system for sedans that would require written approval at least thirty days prior to the change, and notify DCTC of any other change in the information contained in the certification or its supporting documentation, such as contact information, within seven days of the change.

²⁴ This provision would require that a digital dispatch service transmit the following data: the date; operator and vehicle identifiers in an anonymous format established by DCTC; the time at the beginning of each tour of duty; the distance of each trip; the time of pickup and drop-off of each trip; the geospatially-recorded place of pickup of each trip; the geospatially-recorded place of drop-off of each trip, which may be generalized to census tract level; a unique trip number assigned by the digital dispatch service to each trip; the total fare and a breakdown of the fare including all rates and charges and any gratuity; and the time at the end of the tour of duty.

²⁵ *See infra* Sections IV. B. 2.-3. (discussing the FTC’s approach to data security).

²⁶ *See generally* FTC Comments Before the Environmental Protection Agency Concerning Proposed Confidentiality Determinations for Data Required Under the Mandatory Greenhouse Gas Reporting Rule and Proposed Amendment to Special Rules Governing Certain Information Obtained Under the Clean Air Act (Sept. 30, 2010), *available at* <http://www.ftc.gov/os/2010/09/100930epagreenhouse.pdf> (discussing a proposed EPA rule concerning the confidentiality of data submitted under EPA’s Greenhouse Gas Reporting Rule).

²⁷ Under this provision, sedan rates and charges must: be disclosed to the passenger in a statement of the digital dispatch service’s fare calculation method; be used to calculate an estimated fare that shall be offered to the passenger prior to accepting service, including the effect of any applicable demand pricing; be consistent with fare calculation information posted on the digital dispatch service’s website; and not exceed the fare estimate by more than twenty percent

or twenty-five dollars, whichever is less, unless due to factors beyond operator control. *See also* Proposed 1603.11 (requiring each dispatch service, traditional or digital, to maintain a website with certain current information, including information about the dispatch service, a statement of how the fare is calculated for each class of offered service, whether the dispatch service uses demand pricing, and, if so, how such pricing affects its rates).

²⁸ This provision would require that each digital payment system provide the passenger with a written or electronic receipt before the passenger exits the vehicle, containing: the date and time of the trip; trip distance; the vehicle's tag number; the name and customer service telephone number of the digital dispatch service; information sufficient to allow the passenger to reference the passenger's digital dispatch service account or payment card number used to pay the fare; the total fare and a breakdown of the fare including all rates and charges and any gratuity; and a statement that sedan service in Washington, D.C. is regulated by DCTC.

²⁹ Drip pricing is a pricing technique whereby firms advertise only part of a product's price and reveal other charges later as the customer goes through the buying process. The additional charges can be mandatory, such as hotel resort fees, or fees for optional upgrades and add-ons. Drip pricing is used by many types of firms, including internet sellers, automobile dealers, financial institutions, and rental car businesses. *See generally* FTC, A Conference on the Economics of Drip Pricing (May 21, 2012), <http://www.ftc.gov/be/workshops/drippricing/index.shtml>.

³⁰ *See supra* note 10.

³¹ *See supra* note 2.

³² Staff recognizes that there is no "one size fits all" information security plan. Increased levels of information sensitivity may require increased protection. Different technologies may present different risks and vulnerabilities. Different types of businesses, business methods, and customers may require businesses to address security in regard to different aspects of their operations. The costs associated with implementation of security practices are also relevant to a reasonableness and appropriateness inquiry. Particular security measures that may be reasonable for the data of one business in light of all the costs and benefits may or may not be reasonable for another business. Because businesses may grow over time, security measures should be scalable to accommodate potential changes in the security threats they might face as a consequence of expansion.

³³ *See generally* FTC, Data Security, <http://business.ftc.gov/privacy-and-security/data-security>. Under resulting settlement orders, the FTC has required businesses to establish, implement, and maintain a comprehensive security program reasonably and appropriately designed to protect the security, confidentiality, and integrity of personal information that they collect from or about consumers. Businesses are required to have independent, third-party audits of their security procedures to ensure compliance. Auditors must document the specific administrative, technical, and physical safeguards that the business has implemented and maintained; explain how these safeguards are appropriate to the business's size and complexity, the nature and scope of its activities, and the sensitivity of personal information collected from or about consumers; explain how the safeguards address the specific security deficiencies; and certify that the program is operating effectively. For examples of this type of settlement order, see, e.g., *In re HTC America*, FTC File No. 122 3049 (Feb. 22, 2013) (proposed consent order regarding alleged failures to reasonably and appropriately secure software developed for

smartphones and tablet computers, introducing security flaws that placed sensitive consumer information at risk), available at <http://www.ftc.gov/os/caselist/1223049/130222htcorder.pdf>; *In re Dave & Buster's*, FTC Dkt. No. C-4291 (May 20, 2010) (consent order regarding alleged failures to reasonably and appropriately secure credit card payment information on computer networks), available at <http://www.ftc.gov/os/caselist/0823153/100608davebustersdo.pdf>; *In re The TJX Cos.*, FTC Dkt. No. C-4227 (July 29, 2008) (consent order regarding alleged failures to use reasonable and appropriate security measures to prevent unauthorized access to personal information on computer networks), available at <http://www.ftc.gov/os/caselist/0723055/080801tjxdo.pdf>; *In re BJ's Wholesale Club*, FTC Dkt. No. C-4148 (Sept. 20, 2005) (consent order regarding alleged failures to reasonably and appropriately secure personal information collected at stores), available at <http://www.ftc.gov/os/caselist/0423160/092305do0423160.pdf>.

³⁴ See *supra* note 33.



United States of America
Federal Trade Commission

Brother, May I?: The Challenge of Competitor Control over Market Entry

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I. Introduction

Good morning. Thank you, Judge Ginsburg and the folks at *Concurrences* and the George Mason University School of Law, for inviting me to speak. As always, I am delighted to return to my alma mater.

Those concerned with restrictions on innovative technologies and business models often decry the stultifying effects of a “Mother, May I?” approach, where the innovator needs government permission to enter a market. These are worthy concerns and, in recognition of them, I have repeatedly counseled what I call regulatory humility, advising regulators to wait to see if consumer harm occurs before enacting new legal obligations.²

My remarks today will focus on a related issue, which I call the “Brother, May I?” problem or the challenge of competitor control over market entry. This problem arises when

¹ The views expressed in these remarks are my own and do not necessarily reflect the views of the Federal Trade Commission or any other Commissioner. I would like to thank Gregory Luib for his invaluable contributions to this speech.

² See, e.g., Maureen K. Ohlhausen, *Regulatory Humility in Practice*, Remarks before the American Enterprise Institute (Apr. 1, 2015), available at https://www.ftc.gov/system/files/documents/public_statements/635811/150401aeihumilitypractice.pdf; Maureen K. Ohlhausen, *The Procrustean Problem with Prescriptive Regulation*, 23 COMMLAW CONSPECTUS 1 (2014), available at https://www.ftc.gov/system/files/documents/public_statements/606381/141222commlaw.pdf.

would-be entrants are effectively required to obtain permission from incumbent competitors to enter or expand within a particular market. Whether it is due to a law or regulation, the decision of a financially-interested state board, or conduct by a monopolist looking to maintain its market power, new entrants to a market generally should not have to get their competitors' permission to compete. That such permission is effectively required in an increasing number of situations is inconsistent with the free-market principles that ought to guide our economic policies.

Public choice theory of course recognizes the problem of an industry capturing its regulators. The “Brother, May I?” scenario may be even more troubling as it is effectively “regulatory replacement” rather than capture, with competitors acting directly as a regulator. That such situations may arise likely would not have surprised James Buchanan and Gordon Tullock, the two co-founders of public choice theory, who spent significant parts of their careers on the George Mason faculty and who each, unfortunately, passed away during the past few years. No doubt their presence is missed here.

Before I get too far, let me provide some context for my remarks. I believe strongly in the concepts of a free-market economy and economic liberty for individuals. Those fundamental principles influenced my decision to attend law school at Mason, and they have since guided my views as a policy maker at the Commission. I also view sound antitrust enforcement—that is, enforcement efforts aimed at protecting consumer welfare, while minimizing burdens on otherwise efficient conduct—as a necessary part of a well-functioning free market. Competition is the first line of defense for consumers. Thus, targeted antitrust enforcement is good for the market because it makes other regulation less necessary.³

³ See, e.g., Timothy J. Muris, *Looking Forward: The Federal Trade Commission and the Future Development of U.S. Competition Policy*, 2003 COLUM. BUS. L. REV. 359, 364 (2003) (“Effective antitrust enforcement may preclude direct, command-and-control regulation of sectors of the economy, avoiding the significant inefficiencies such regulation entails.”).

In addition, given my time as Director of the FTC’s Office of Policy Planning, I have been a strong voice in support of competition advocacy. Such advocacy is necessary in many instances to combat proposed regulatory barriers to entry supported by incumbent interests. Thus, my long history with competition advocacy also shapes my views on these issues.

Finally, I would like to clarify that I am not here to advocate for requiring firms to assist their competitors. The courts, in *Trinko*⁴ and other cases, have appropriately limited the general duty of firms to help their competitors compete. Similarly, I have argued against reliance on the essential facilities doctrine—particularly in the intellectual property area—by foreign antitrust agencies.⁵ What I will argue here is that firms should not have to obtain their competitors’ permission to compete and that the FTC’s enforcement and advocacy efforts should seek to eliminate such anticompetitive market distortions. Interestingly, three recent victories by the FTC in the courts—*North Carolina Dental*, *Phoebe Putney*, and *McWane*—all in some way involved the need to seek the permission of competitors to enter a market, and I will address each case in turn.

II. *North Carolina Dental* and State Licensing Boards

One of the clearest examples of the “Brother, May I?” challenge arises in the state licensing of professionals. Here, my—and the Commission’s—concern has been the artificial and unjustified barriers to entry erected by some state licensing boards, including, in particular, those composed of active participants in the very markets they regulate. This issue came to a head in the Commission’s successful Sherman Act Section 1 case against the North Carolina Board of Dental Examiners (the Board).

⁴ See *Verizon Commc’ns Inc. v. Law Offices of Curtis V. Trinko, LLP*, 540 U.S. 398 (2004).

⁵ See, e.g., Maureen K. Ohlhausen, Comm’r, Fed. Trade Comm’n, Testimony on “The Foreign Investment Climate in China,” before the U.S.-China Economic and Security Review Commission, at 5-6 (Jan. 28, 2015), *available at* https://www.ftc.gov/system/files/documents/public_statements/621411/150128chinatestimony.pdf.

In that case, the FTC filed an administrative complaint, alleging that the Board—through its dentist-members—was “colluding to exclude non-dentists from competing with dentists in the provision of teeth whitening services.”⁶ After deciding that whitening teeth constitutes the practice of dentistry, the Board issued letters to non-dentist providers, stating they were illegally practicing dentistry without a license and ordering them to cease and desist.⁷ As everyone in this audience is aware, our case ended up at the Supreme Court, which ruled in the Commission’s favor earlier this year, holding that “a state board on which a controlling number of decisionmakers are active market participants in the occupation the board regulates must satisfy *Midcal*’s active supervision requirement in order to invoke state-action antitrust immunity.”⁸

A few key aspects of the Court’s opinion stand out. First, the Court reiterated the crucial role that antitrust plays in our economy, noting that “[f]ederal antitrust law is a central safeguard for the Nation’s free market structures.”⁹ Second, the Court focused on the important issue of political accountability, explaining that immunity for state agencies “requires more than a mere facade of state involvement, for it is necessary in light of *Parker* [*v. Brown*]’s rationale to ensure

⁶ *In re* N.C. Bd. of Dental Exam’rs, Dkt. No. 9343, Complaint, at 1 (June 17, 2010), available at <https://www.ftc.gov/sites/default/files/documents/cases/2010/06/100617dentalexamcmpt.pdf>. The Board consists of six licensed dentists, one licensed hygienist, and one “consumer member,” who is neither a dentist nor a hygienist. *Id.* ¶ 2.

⁷ *Id.* ¶ 20. The Board also issued letters to several third parties with interests in shopping malls, stating that teeth whitening services offered at mall kiosks are illegal. *Id.* ¶ 22.

⁸ *N.C. State Bd. of Dental Exam’rs v. FTC*, 135 S. Ct. 1101, 1114 (2015). Justice Kennedy wrote the opinion for the Court and was joined by Chief Justice Roberts and Justices Ginsburg, Breyer, Sotomayor, and Kagan. Justice Alito, with Justices Scalia and Thomas joining, dissented. Among other things, the dissent argued that *Parker* immunizes state agencies, the Board is a state agency, “and that is the end of the matter.” *Id.* at 1117-18 (Alito, J., dissenting). The dissent further noted that the regulation of the practice of medicine and dentistry has fallen “squarely within the States’ sovereign police power” since before the Sherman Act was passed in 1890. *Id.* at 1119. Thus, the state statutes that created, and conferred regulatory authority on, the Board “represent precisely the kind of state regulation that the *Parker* exemption was meant to immunize.” *Id.*

⁹ *N.C. State Bd.*, 135 S. Ct. at 1109.

the States accept political accountability for anticompetitive conduct they permit and control.”¹⁰

Third, in addressing the states’ concern about their licensing boards incurring antitrust liability and damages, the Court observed that states can ensure *Parker* immunity is available to agencies by adopting clear policies to displace competition, and, if those agencies are controlled by market participants, by providing active supervision.¹¹ Finally, the Court made clear that the critical inquiry is “whether the State’s review mechanisms provide ‘realistic assurance’ that a nonsovereign actor’s anticompetitive conduct ‘promotes state policy, rather than merely the party’s individual interests.’”¹²

The *North Carolina Dental* decision was a crucial victory for competition and consumers. Under our federal system, individual states can do a lot to meddle with the free market; that is their choice to make. However, states need to be politically accountable for whatever market distortions they impose on consumers.¹³ Of course, with a nod to George Stigler’s insights from the 1970s, the North Carolina Dental Board’s conduct can be easily explained as rent-seeking behavior by incumbents to fend off a new source of competition.¹⁴ Where there is a benefit concentrated in the hands of a relatively small number of incumbent providers, in this case dentists, and the competitive harm is dispersed across all consumers of health care services, public choice theory predicts such incumbent exploitation of state licensing

¹⁰ *N.C. State Bd.*, 135 S. Ct. at 1111. *See also id.* (“*Parker* immunity requires that the anticompetitive conduct of nonsovereign actors, especially those authorized by the State to regulate their own profession, result from procedures that suffice to make it the State’s own.”).

¹¹ *See id.* at 1115-16.

¹² *Id.* (quoting *Patrick v. Burget*, 486 U.S. 94, 100-101 (1988)).

¹³ *See e.g.*, *FTC v. Tico Title Ins. Co.*, 504 U.S. 621, 636 (1992) (“Federalism serves to assign political responsibility, not to obscure it. Neither federalism nor political responsibility is well served by a rule that essential national policies are displaced by state regulations intended to achieve more limited ends.”).

¹⁴ *See e.g.*, George J. Stigler, *The Theory of Economic Regulation*, 2 BELL J. ECON. MGMT. SCI. 3, 5 (1971) (“We propose the general hypothesis: every industry or occupation that has enough political power to utilize the state will seek to control entry.”).

laws and regulations.¹⁵ The adverse competitive results of such behavior are manifest.¹⁶ Now, some have described this type of situation as an example of regulatory capture.¹⁷ But, it is more than regulatory capture; it is the regulated replacing and acting as the regulators.

Looking at *North Carolina Dental* and our other recent Supreme Court win in *Phoebe Putney*, which I will discuss shortly, the state action area is one of the best examples of the Commission using its unique institutional features to guide the courts and others in the development of competition law toward better outcomes for competition and consumers. Looking ahead, the Commission should continue to focus both its enforcement and competition advocacy efforts on anticompetitive licensing activities within the states.

Nonetheless, I believe we ought to give the states some breathing room to respond to the changed legal landscape that they now face. As I have discussed elsewhere,¹⁸ the states would appear to have several viable options for avoiding both antitrust liability for, and excessive oversight of, their conduct. These options should not be terribly onerous to implement and should help states retain individuals with sufficient relevant expertise on their regulatory boards.

¹⁵ See e.g., Steven Menashi & Douglas H. Ginsburg, *Rational Basis with Economic Bite*, 8 N.Y.U. J.L. & LIBERTY 1055, 1087-88 (2014) (“By now, ‘[a]ll reasonably sophisticated persons know that a well-knit special interest group is likely to prevail over an amorphous ‘public’ whose members are dispersed and, as individuals, are not in sharp conflict with the organized interest.’ The occupational licensing laws recently invalidated under rational basis review are just this type of special-interest legislation.”) (quoting Walter Gellhorn, *The Abuse of Occupational Licensing*, 44 U. CHI. L. REV. 6, 16 (1976)); Timothy Sandefur, *A Public Convenience and Necessity and Other Conspiracies Against Trade: A Case Study from the Missouri Moving Industry*, 24 GEO. MASON U. C.R. L.J. 159, 176 (2014) (“Public choice theory predicts that where the government can redistribute wealth or opportunities between private groups, those groups will invest their resources in obtaining favorable legislation that will benefit them or handicap their rivals. Entry restrictions like occupational licenses or CON laws are made-to-order examples.”).

¹⁶ See e.g., Daniel J. Gilman & Julie Fairman, *Antitrust and the Future of Nursing: Federal Competition Policy and the Scope of Practice*, 24 HEALTH MATRIX 143, 165 (2014) (“[L]icensure may be used by incumbent professionals to insulate themselves from competition. By restricting the entry of competitors, licensure can restrict supply, which can increase the income of incumbents (at consumer expense) or decrease the pressure on incumbents to improve non-price aspects of their services, such as quality or convenience.”) (footnote omitted).

¹⁷ See, e.g., Herbert Hovenkamp, *Rediscovering Capture: Antitrust Federalism and the North Carolina Dental Case*, CPI ANTITRUST CHRONICLE (Apr. 2015).

¹⁸ See Maureen K. Ohlhausen, *Reflections on the Supreme Court’s North Carolina Dental Decision and the FTC’s Campaign to Rein in State Action Immunity*, Remarks before the Heritage Foundation, at 14-16 (Mar. 31, 2015), available at https://www.ftc.gov/system/files/documents/public_statements/634091/150403hertiagedental.pdf.

Nonetheless, it will take the states some time to evaluate and modify, if necessary, their licensing boards. In the meantime, as Chairwoman Ramirez mentioned at the ABA Spring Meeting, the Commission has begun an effort to provide guidance to states seeking to satisfy the active supervision prong of the state action doctrine. I have had discussions with representatives from state attorneys general offices, and I hope to continue that dialogue over the next several months.

Now, the economic libertarian in me is hopeful that the states, while assessing the sufficiency of their supervision over licensing decisions, will also reevaluate some of the excessive occupational licensing requirements they have adopted over the years. As the states reconsider the composition and oversight of their regulatory boards, I would recommend that they also take a very hard look at their occupational licensing regimes to see if they are on balance helping or harming their citizens. Among the professions subject to state licensure requirements today are florists, interior designers, tour guides, barbers, hair braiders, and even “shampoo specialists.”¹⁹ In fact, roughly thirty percent of U.S. workers are now required to obtain a license to pursue their occupation.²⁰ Multiple studies have found that prices increase—by as much as thirty-three percent—as a result of occupational licensing.²¹ That might be tolerable if those price increases reflected improved quality; however, “economic studies have

¹⁹ See Stephanie Simon, *A License to Shampoo: Jobs Needing State Approval Rise*, WALL ST. J. (Feb. 7, 2011), <http://www.wsj.com/articles/SB10001424052748703445904576118030935929752>; Melissa S. Kearney, et al., *Nearly 30 Percent of Workers in the U.S. Need a License to Perform Their Job: It Is Time to Examine Occupational Licensing Practices*, Brookings Institution Up-Front Blog (Jan. 27, 2015 11:00 AM), <http://www.brookings.edu/blogs/up-front/posts/2015/01/26-time-to-examine-occupational-licensing-practices-kearney-hershbein-boddy>. For a comprehensive review of state licensing requirements, see INSTITUTE FOR JUSTICE, *LICENSE TO WORK: A NATIONAL STUDY OF BURDENS FROM OCCUPATIONAL LICENSING* (May 2012), available at <https://www.ij.org/licensetowork>.

²⁰ See Morris M. Kleiner & Alan B. Krueger, *Analyzing the Extent and Influence of Occupational Licensing on the Labor Market*, 31 J. LAB. ECON. 175-76 (2013) (findings based on 2008 survey conducted as part of Princeton Data Improvement Initiative).

²¹ See, e.g., Morris M. Kleiner, *Reforming Occupational Licensing Policies* 17-22 (The Hamilton Project, Discussion Paper 2015-01, 2015) [hereinafter Kleiner, *Reforming Occupational Licensing*], available at http://www.hamiltonproject.org/files/downloads_and_links/reforming_occupational_licensing_morris_kleiner_final.pdf (collecting studies).

demonstrated far more cases where occupational licensing has reduced employment and increased prices and wages of licensed workers than where it has improved the quality and safety of services.”²² Overall, the drag on the economy of excessive occupational licensing is counted in hundreds of billions of dollars annually.²³ Moreover, the increased costs of excessive occupational licensing falls most heavily on those least able to afford them.²⁴

A particular concern I have is that the “Brother, May I?” aspect of occupational licensing can create unnecessary barriers to entry for entrepreneurs seeking to take their first step on the economic ladder. This is particularly true for occupations that draw individuals who are just beginning a professional career. Licensing requirements, which often include educational components, can prevent lower-income workers, who may not be able to pay for additional education, from entering certain fields—even at the lowest rungs of the economic ladder. Competition and competitive markets, supplemented by sound antitrust enforcement, where necessary—not excessive licensing—will promote entrepreneurship in this country and provide the best platform for the least advantaged in our economy to prosper.

III. *Phoebe Putney* and Certificate-of-Need Laws

Another example of needing to obtain permission from one’s competitors to enter the market is found in certificate-of-need, or CON, laws that remain on the books in over two-thirds

²² *Id.* at 6; *see also id.* at 12-13 (collecting studies); Aaron Edlin & Rebecca Haw, *Cartels by Another Name: Should Licensed Occupations Face Antitrust Scrutiny?*, 162 U. PA. L. REV. 1093, 1111-12 (2014) (“The work of Kleiner and his contemporaries reveals a consensus in the academy: a licensing restriction can only be justified where it leads to better quality professional services—and for many restrictions, proof of that enhanced quality is lacking.”).

²³ *See* Kleiner, *Reforming Occupational Licensing*, *supra* note 21, at 6.

²⁴ *See, e.g., id.* at 16 (“The net effects [of licensing] can be regressive, as lower-income consumers—who now have to pay higher prices and may have less access to services ranging from haircuts to dental exams—pay more to the regulated practitioners, some of whom are well compensated.”).

of the states.²⁵ Under these laws, would-be suppliers of a host of health care services, from acute care hospitals to nursing homes to rehabilitation centers, must seek approval from a state entity to enter the market. The real issue in a typical certificate-of-need determination is not, however, one of ensuring patient safety or the proper qualifications of the applicant—there are other laws and regulations that typically address those issues more directly—but rather the “need” for a new entrant into the market at issue, as determined by the state entity.²⁶ As I will discuss, CON laws have outlived their intended use and now effectively serve primarily, if not solely, to assist incumbents in fending off competition from new entrants. The Commission and the public were reminded of the anticompetitive effects of those laws most recently in the *Phoebe Putney* matter.

There, the FTC challenged a merger involving a local hospital authority in Albany, Georgia. The transaction was viewed by nearly everyone, including the Eleventh Circuit,²⁷ as a virtual merger to monopoly. As is well known at this point, the Commission litigated this case all the way to the Supreme Court, which ultimately sided with the agency in its unanimous 2013 decision.²⁸ To be immune from the antitrust laws under the state action doctrine, private and other non-sovereign entities must demonstrate that the state “clearly articulated and affirmatively

²⁵ See National Conference of State Legislatures, Certificate of Need: State Health Laws and Programs, <http://www.ncsl.org/research/health/con-certificate-of-need-state-laws.aspx> (indicating that 36 states retain some type of CON program as of 2014).

²⁶ See, e.g., Sandefur, *supra* note 15, at 160 (“Unlike occupational licensing laws, CON requirements do not purport to determine whether a person is educated, trained, or skilled before going into business. Instead, they are expressly aimed at preventing competition against established companies, regardless of quality or skill.”); see also Roy Cordato, *Certificate-of-Need Laws: It’s Time for Repeal* 27 (John Locke Found., Nathaniel Macon Research Paper No. 1, 2005) (“Economist Friedrich Hayek in his Nobel Laureate lecture, ‘The Pretense of Knowledge,’ argued that central planners, like those charged with determining who should and should not get to provide medical services, can only ‘pretend’ to have the information necessary to make the kinds of decisions they claim to be making. At best, any determination of ‘need’ by such planners will be arbitrary and will not reflect actual market conditions. At worst, these planners can become witting or unwitting tools of entrenched interests who wish to keep competition out of the market.”).

²⁷ See *FTC v. Phoebe Putney Health Sys., Inc.*, 663 F.3d 1369, 1375 (11th Cir. 2011) (noting that “on the facts alleged, the joint operation of [Phoebe] and Palmyra would substantially lessen competition or tend to create, if not create, a monopoly”).

²⁸ See *FTC v. Phoebe Putney Health Sys., Inc.*, 133 S. Ct. 1003, 1017 (2013).

expressed” a policy displacing competition and thus allowing the otherwise anticompetitive conduct at issue.²⁹ The Court held that a general grant of corporate powers to a sub-state entity, such as a hospital authority, is insufficient by itself to satisfy the clear articulation prong of *Midcal*.³⁰ The challenged transaction, thus, was not immune from antitrust scrutiny, and the case was remanded for further proceedings.

So far, so good for patients in Albany. The FTC complaint counsel resumed the administrative litigation that had been stayed pending the federal court proceedings. It did not take very long, however, before the agency recognized a potentially insurmountable hurdle to a successful resolution of this case: the Georgia certificate-of-need laws. That is, even if the Commission could have established liability—and that seemed fairly likely, given the facts—the state CON laws would have prevented a divestiture of any hospital assets.

Now, the case took an admittedly circuitous route during its final eighteen months. Unfortunately for consumers of hospital services in the Albany area, a state hearing officer ruled that the CON laws would apply to any divestiture that might take place in this matter. The fact that the Albany region is deemed “over-bedded” made it unlikely that any divestiture buyer could obtain the necessary CON approval to operate an independent hospital. Thus, last March, the Commission reluctantly finalized its consent agreement with Phoebe Putney without a divestiture.³¹

What, then, should we take away from the *Phoebe* matter? First, although it is of little solace to consumers in Albany, the Supreme Court decision narrowing the state action doctrine is

²⁹ See *id.* at 1010 (citing *Cal. Retail Liquor Dealers Ass’n v. Midcal Aluminum, Inc.*, 445 U.S. 97, 105 (1980)).

³⁰ See *id.* at 1012.

³¹ See *In re Phoebe Putney Health Sys., Inc.*, Dkt. No. 9348, Statement of the Federal Trade Commission, at 3 (Mar. 31, 2015), available at https://www.ftc.gov/system/files/documents/public_statements/634181/150331phoebeputneycommstmt.pdf.

a significant victory for competition principles and consumer welfare going forward. That decision, along with *North Carolina Dental*, represents the culmination of a decades-long effort by the Commission to narrow state action immunity from the antitrust laws—an effort in which I was proud to participate in several roles.³² Second, *Phoebe* demonstrates the importance of obtaining preliminary relief when challenging hospital mergers in CON states. By maintaining the status quo, injunctive relief prevents the possibility of competitive harm—sometimes, as in *Phoebe*, irreparable harm—from occurring during the Commission’s administrative proceedings and any appeals. Similarly, the outcome in *Phoebe* should give the Commission pause in challenging consummated hospital acquisitions in states with CON laws. Finally, this case is a stark reminder of the anticompetitive nature of such laws.

The Commission—both on its own and jointly with the Department of Justice Antitrust Division (DOJ)—has long advocated that states consider the costs that CON laws may impose on health care consumers.³³ In our most recent advocacy, we argued that CON laws “impede the efficient performance of health care markets,” “create barriers to entry and expansion to the detriment of health care competition and consumers,” and “weaken markets’ ability to contain

³² I was a member of the State Action Task Force, which issued a report in 2003 recommending several means for the Commission to narrow the state action doctrine (*see* FED. TRADE COMM’N, OFFICE OF POLICY PLANNING, REPORT OF THE STATE ACTION TASK FORCE (Sept. 2003), *available at* <http://www.ftc.gov/os/2003/09/stateactionreport.pdf>), testified before the Antitrust Modernization Commission on the doctrine (*see* Prepared Statement of Maureen K. Ohlhausen, Dir., Office of Policy Planning, Fed. Trade Comm’n, before the Antitrust Modernization Commission on the State Action Doctrine (Sept. 29, 2005), *available at* <https://www.ftc.gov/public-statements/2005/09/ftc-staff-testimony-antitrust-modernization-commission-concerning-state>), and participated in several advocacy efforts at narrowing the scope of the doctrine.

³³ *See, e.g.*, Joint Statement of the Antitrust Division of the U.S. Dep’t of Justice and the Federal Trade Commission before the Illinois Task Force on Health Planning Reform (Sept. 15, 2008) [hereinafter DOJ-FTC Illinois Testimony], *available at* <https://www.ftc.gov/policy/policy-actions/advocacy-filings/2008/09/ftc-and-department-justice-written-testimony-illinois>; Prepared Statement of the Federal Trade Commission before the Standing Committee on Health, Education & Social Services of the Alaska House of Representatives regarding House Bill 337 (Feb. 15, 2008), *available at* <https://www.ftc.gov/policy/policy-actions/advocacy-filings/2008/02/ftc-written-testimony-alaska-house-representatives>; Letter from Janet M. Grady, Regional Director, Federal Trade Commission, to the Honorable Mary George, Hawaii State Senate (Mar. 13, 1987), *available at* <https://www.ftc.gov/policy/policy-actions/advocacy-filings/1987/03/ftc-staff-comment-governor-mary-george-concerning>.

health care costs.”³⁴ As a result, we expressed support for the repeal or narrowing of such laws.³⁵

These advocacies have been grounded in large part on empirical studies of the impact of CON laws conducted by Commission economists.³⁶ Those studies have found that, rather than keeping health care costs down, CON laws and regulations lead to higher prices and expenditures.³⁷ For example, one study showed that if states substantially relaxed their CON programs to subject fewer hospitals to review, annual hospital expenditures would decrease by 1.4 percent, or approximately \$1.3 billion.³⁸ Studies conducted by several independent commissions appointed by state legislatures to evaluate the impact of CON laws have reached similar conclusions.³⁹ These results, of course, are rather easily predicted by economic theory. Like any barrier to entry, CON laws prevent or limit the entry of firms that could otherwise provide higher-quality or lower-priced services than those offered by incumbents. In other words, output restrictions lead to higher, not lower, costs; they also result in higher profits for incumbent firms.

³⁴ DOJ-FTC Illinois Testimony, *supra* note 33, at 1-2.

³⁵ *See id.* at 2; *see also* FED. TRADE COMM’N & U.S. DEP’T OF JUSTICE, IMPROVING HEALTH CARE: A DOSE OF COMPETITION ch. 8, at 6 (July 2004), *available at* <https://www.ftc.gov/reports/improving-health-care-dose-competition-report-federal-trade-commission-department-justice> (“[T]he Agencies urge states with CON programs to reconsider whether they are best serving their citizens’ health care needs by allowing these programs to continue.”).

³⁶ The CON area is just one example of empirical work conducted by FTC economists lending support to, and thus increasing the effectiveness of, the Commission’s competition advocacy efforts.

³⁷ *See, e.g.*, DOJ-FTC Illinois Testimony, *supra* note 33, at 5 n.16 (collecting studies).

³⁸ *See* DANIEL SHERMAN, BUR. OF ECONOMICS, FED. TRADE COMM’N, THE EFFECT OF STATE CERTIFICATE-OF-NEED LAWS ON HOSPITAL COSTS: AN ECONOMIC POLICY ANALYSIS vi (Jan. 1988), *available at* <https://www.ftc.gov/reports/effect-state-certificate-need-laws-hospital-costs-economic-policy-analysis>; *see also id.* at iv (“The study thus finds no evidence that CON programs have led to the resource savings they were designed to promote, but rather indicates that reliance on CON review may raise hospital costs.”).

³⁹ *See, e.g.*, THE LEWIN GROUP, AN EVALUATION OF ILLINOIS’ CERTIFICATE OF NEED PROGRAM: PREPARED FOR STATE OF ILLINOIS COMMISSION ON GOVERNMENT FORECASTING AND ACCOUNTABILITY 16 (Feb. 2007) (“A review of the evidence indicates that CONs rarely reduce health care costs, and on occasion, increase cost in some states.”); WILLIAM S. CUSTER, ET AL., REPORT OF DATA ANALYSES TO THE GEORGIA COMMISSION ON THE EFFICACY OF THE CON PROGRAM 8 (Nov. 2006) (“CON regulation is associated with higher private inpatient costs. The effect is robust with respect to model specification, measures of CON rigor, and diagnoses.”).

Another fairly predictable result of CON regimes is the rent-seeking behavior pursued by incumbents who are able to exploit the regulatory system to their advantage. Using the “Brother, May I?” aspects of the CON process, incumbent hospitals and other health care providers can impose substantial delays on, or thwart altogether, potential entrants into their markets, thus protecting their own supra-competitive revenues.⁴⁰ Returning to public choice theory, it readily predicts such incumbent exploitation of CON laws,⁴¹ as well as incumbent efforts to keep such laws on the books.⁴²

Let me also address what appears to be the primary argument that states make in support of retaining CON laws: the ability to cross-subsidize care provided to uninsured or underinsured patients.⁴³ The argument is that, without CON laws, new entrants will engage in cream-skimming by taking the most profitable patients, thus depriving incumbent providers of revenue that is used to provide care to otherwise under-served or unserved patients—particularly at community or safety-net hospitals. Now, the public-policy goal of ensuring access to adequate health care services for patients who cannot afford them is certainly a laudable one. Using the

⁴⁰ See, e.g., DOJ-FTC Illinois Testimony, *supra* note 33, at 7; A DOSE OF COMPETITION, *supra* note 35, at Exec. Summ. at 22 (“Market participants can too easily use CON procedures to forestall competitors from entering an incumbent’s market.”). Incumbent providers have also entered into anticompetitive agreements that were outside of, but nonetheless facilitated by, the CON laws. See, e.g., DOJ-FTC Illinois Testimony, *supra* note 33, at 7-8.

⁴¹ See e.g., Sandefur, *supra* note 15, at 176 (“Public choice theory predicts that where the government can redistribute wealth or opportunities between private groups, those groups will invest their resources in obtaining favorable legislation that will benefit them or handicap their rivals. Entry restrictions like occupational licenses or CON laws are made-to-order examples.”).

⁴² See e.g., *id.* at 173 (“Public choice theory would also predict that as economic and technological circumstances change, CON laws would nevertheless remain on the books—vigorously defended by incumbent firms—long after the economic rationales on which they were based were rendered obsolete, even on their own terms.”).

⁴³ See, e.g., COMMISSION ON THE EFFICACY OF THE CERTIFICATE OF NEED PROGRAM, AN ANALYSIS AND EVALUATION OF CERTIFICATE OF NEED REGULATIONS IN GEORGIA: FINAL REPORT TO THE GEORGIA GENERAL ASSEMBLY AND GOVERNOR PERDUE xii-xiii (Dec. 2006) [hereinafter GEORGIA COMMISSION REPORT] (“Hospital leaders are concerned that if they lose their ability to cross-subsidize from [the highest-margin] services, they will no longer be able to cover the fixed losses associated with inpatient Medicaid services and care of the uninsured. For this reason, hospitals, whether nonprofit or proprietary, urban or rural, have wanted to see CON rules maintained or tightened in order to maintain regulatory control over the provision of these services in non-hospital-based settings.”).

blunt and anticompetitive tool of CON laws, however, is not the answer. Such a use of CON laws flies in the face of any notion of free-market competition.⁴⁴

Clearly, there are a host of difficult issues relating to the payment and provision of health care in this country that go far beyond CON laws and that may not have easy answers. The commission established to study the efficacy of the Georgia CON program in the mid-2000s, for example, was unable to reach consensus with regard to the best policy to address the difficult issue of cross-subsidization of indigent care.⁴⁵ As the commission recognized, “When viewed in a vacuum, analysis has shown a relatively weak effect of CON, but the CON program is being used as a regulatory device in an environment involving much stronger forces.”⁴⁶ Nonetheless, using CON laws as an indirect tax for funding indigent care imposes costs—in terms of price, quality, and innovation—across all consumers of health care services.⁴⁷ There are less competitively-restrictive and more politically-transparent means for pursuing the goal of indigent care. In fact, there is some evidence that CON laws do not actually advance the goal of indigent care at general community hospitals.⁴⁸ Finally, as the antitrust agencies have noted in their advocacies in this area, CON laws were not adopted as a means of cross-subsidizing health

⁴⁴ See e.g., Sandefur, *supra* note 15, at 170 (“Whatever the merits of the ‘cream-skimming’ and incentives rationales, they apply only to public utilities, or perhaps to markets that feature some kind of monopoly characteristics. They do not apply to private markets with healthy competition. In these markets, ‘cream-skimming’ is simply the ordinary competitive process on which the economy depends for innovation and growth, and encouraging investment where market demand is lacking is rightly seen as foolhardy.”).

⁴⁵ See GEORGIA COMMISSION REPORT, *supra* note 43, at xiii.

⁴⁶ *Id.*

⁴⁷ See, e.g., Cordato, *supra* note 26, at 18 (“If CON laws are being used to hide this tax from the electorate, then not only are they inconsistent with sound economics, they are also inconsistent with an open and democratic political process.”).

⁴⁸ See, e.g., DOJ-FTC Illinois Testimony, *supra* note 33, at 9-10; THE LEWIN GROUP, *supra* note 39, at ii, 26-28 (“Through our research and analysis we could find no evidence that safety-net hospitals are financially stronger in CON states than other states.”) (finding margins for safety-net hospitals in CON states “considerably lower” than margins for safety-net hospitals in non-CON states).

care.⁴⁹ That is an ex post rationale identified by CON proponents that is simply inconsistent with free-market principles. More, not less, competition is needed in the health care space.⁵⁰

My recommendation, then, is for the Commission to re-engage with state legislatures on the issue of CON laws. With the *Noerr-Pennington*⁵¹ doctrine rightly protecting incumbents' petitioning activity related to CON applications, there is little, if any, room for law enforcement action in this area. We have not, however, addressed this issue in our competition advocacy since 2008. Of course, the Commission typically issues advocacy comments only in response to invitations from policy makers or requests for public comments. I would urge the agency to continue that practice. Still, we ought to seek out opportunities to weigh in on the adverse impact of CON laws on consumer welfare. The Commission has been on a bit of a winning streak in challenging anticompetitive hospital mergers.⁵² It would be unfortunate if any more of those victories for health care consumers were jeopardized by CON laws that preclude any meaningful remedy in those cases.

IV. *McWane* and Exclusionary Conduct by Monopolists

During the remainder of my remarks, I will address a third “Brother, May I?” situation in which a would-be entrant must effectively rely on its competitor’s permission before entering or expanding its business. This one involves not state regulation but private conduct by a monopolist that is exclusionary and thus maintains its monopoly and is not justified by a

⁴⁹ See DOJ-FTC Illinois Testimony, *supra* note 33, at 4.

⁵⁰ See A DOSE OF COMPETITION, *supra* note 35, at Exec. Summ. at 4 (“Vigorous competition, both price and non-price, can have important benefits in health care as well. Price competition generally results in lower prices and, thus, broader access to health care products and services. Non-price competition can promote higher quality and encourage innovation.”).

⁵¹ See *E.R.R. Presidents Conference v. Noerr Motor Freight, Inc.*, 365 U.S. 127 (1961); *United Mine Workers of Am. v. Pennington*, 381 U.S. 657 (1965).

⁵² See, e.g., *St. Alphonsus Med. Ctr.-Nampa Inc. v. St. Luke’s Health Sys., Ltd.*, 778 F.3d 775 (9th Cir. 2015); *ProMedica Health Sys., Inc. v. FTC*, 749 F.3d 559 (6th Cir. 2014); *FTC v. OSF Healthcare Sys.*, 852 F. Supp. 2d 1069 (N.D. Ill. 2012).

cognizable efficiency. The end result is that a firm looking to enter the market or expand its sales is at the whims of its monopolist-competitor to succeed in such entry or expansion. The Commission recently encountered this in its Sherman Act Section 2 action against McWane, Inc.⁵³

In that case, the Commission issued a seven-count administrative complaint against McWane in January 2012⁵⁴—prior to my arrival as a Commissioner. Ultimately, the Commission dismissed six of the seven counts, finding liability solely on the Section 2 exclusive dealing count.⁵⁵ In particular, the Commission found that McWane had used an exclusive dealing policy to prevent its sole rival, Star Pipe Products, Ltd. (Star), from meaningfully competing and thus maintained the monopoly that McWane enjoyed in the market for domestically-manufactured ductile iron pipe fittings.⁵⁶ (Although perhaps not the sexiest of markets the Commission has pursued of late, pipe fittings are used by municipal and regional water authorities in crucial waterworks projects.)

The thrust of the case was that McWane, with over 90 percent market share, had imposed a policy on distributors that required them to purchase all of their domestic fittings from McWane; otherwise, they would lose their rebates and be cut off altogether.⁵⁷ There were two exceptions to this so-called Full Support Program permitting the purchase of competing domestic fittings: where McWane products were not readily available, and where the customer bought

⁵³ See *In re* McWane, Inc., Dkt. No. 9351, Opinion of the Commission (Feb. 6, 2014) [hereinafter *McWane* Commission Opinion], available at https://www.ftc.gov/system/files/documents/cases/140206mcwaneopinion_0.pdf.

⁵⁴ See *In re* McWane, Inc., Dkt. No. 9351, Administrative Complaint (Jan. 4, 2012), available at <https://www.ftc.gov/sites/default/files/documents/cases/2012/01/120104ccwanestaramincompt.pdf> (alleging conspiracy, information exchange, invitation to collude, restraint of trade based on distribution agreement, conspiracy to monopolize, monopolization, and attempted monopolization).

⁵⁵ See *McWane* Commission Opinion, *supra* note 53, at 2 & n.1.

⁵⁶ See *id.* at 20.

⁵⁷ See *id.* at 9, 16.

domestic fittings and accessories along with another manufacturer’s ductile iron pipe.⁵⁸ The Commission found that, to the extent that Star was able to gain sales, it did so primarily under these limited exceptions, and those sales were insufficient to have a competitive impact.⁵⁹

In finding liability on the exclusive dealing count, the Commission determined that McWane had monopoly power in the domestic fittings market,⁶⁰ that the Full Support Program constituted an exclusive dealing arrangement that substantially foreclosed its rivals’ access to the most efficient sales channel,⁶¹ and that this resulted in harm to competition and consumers in the domestic fittings market.⁶² As the Commission opinion concluded, “[T]he evidence that McWane’s exclusive dealing policy significantly impaired the access of McWane’s only rival, Star, to the main channel of distribution, thereby increasing its costs and keeping it below the critical level necessary to pose a real competitive threat, is plainly sufficient to meet the standard of harm to competition set forth in the prevailing case law.”⁶³

At the same time, the Commission rejected the two efficiency justifications proffered by McWane. First, McWane argued that it engaged in exclusive dealing to generate sufficient sales to operate its last domestic foundry. The Commission did not view this to be “a cognizable

⁵⁸ See *id.* at 9.

⁵⁹ See *id.* at 28-29.

⁶⁰ See *id.* at 16-18.

⁶¹ See *id.* at 20-25.

⁶² See *id.* at 25-29.

⁶³ See *id.* at 26. Commissioner Wright dissented from the Commission’s opinion in *McWane*. See *In re McWane, Inc.*, Dkt. No. 9351, Dissenting Statement of Commissioner Joshua D. Wright (Feb. 6, 2014), available at https://www.ftc.gov/system/files/documents/public_statements/202211/140206mcwanestatement.pdf. The scope of the disagreement between the majority and the dissent was largely limited to the narrow, but obviously crucial issue of whether harm to competition from McWane’s exclusive dealing had been demonstrated. See, e.g., *id.* at 7 n.14 (assuming monopoly power); *id.* at 27-28 & n.38 (agreeing that Full Support Program amounted to exclusive dealing); *id.* at 33 n.40 (agreeing that “distributors are a key distribution channel”); *id.* at 4 (noting the “ample record evidence demonstrating that the Full Support Program harmed McWane’s rival Star”). See also Leon B. Greenfield, *Afterword: Lorain Journal and the Antitrust Legacy of Robert Bork*, 79 ANTITRUST L.J. 1047, 1062 (2014) (“The division among the FTC commissioners in the recent *McWane* matter illustrates the narrowed scope of today’s debates surrounding unilateral exclusion enforcement.”).

procompetitive justification for antitrust purposes.”⁶⁴ More specifically, McWane’s increased sales volume did not result from actions, such as a price reduction, that typically promote consumer welfare by increasing overall market output or lowering prices; rather, the increased sales would have come from anticompetitive reductions in Star’s output.

The second justification offered by McWane was that the Full Support Program prevented customers from cherry-picking the highest-selling items from Star and forced them to purchase McWane’s full line of domestic fittings. That is, if distributors were able to source from multiple suppliers, they would buy the common fittings from the limited supplier (at lower prices) and turn to the full-line supplier for less common products only, which supposedly could lead to the collapse of the full-line seller. The Commission was not convinced that this is a cognizable efficiency under the antitrust laws. To begin with, McWane never explained why it could not compete to sell the more common products by lowering its prices for them and raising its prices for the less common products, thereby reducing an implicit cross-subsidy. In any event, the Commission noted that “[e]ven if selective entry by the full-line supplier’s rivals led to the collapse of the full-line seller, that itself would not constitute a harm to the market (as opposed to a single firm).”⁶⁵

Last month, the Eleventh Circuit upheld the Commission’s decision, affirming our determinations regarding market definition, McWane’s monopoly power, and harm to competition.⁶⁶ The court endorsed the approach taken by the D.C. Circuit and several other courts in determining whether a monopolist’s conduct has harmed competition, noting, among other things, that substantial foreclosure is just one of several factors in the analysis and that

⁶⁴ *McWane* Commission Opinion, *supra* note 53, at 30.

⁶⁵ *Id.* at 32.

⁶⁶ *See* *McWane, Inc. v. FTC*, No. 14-11363, 2015 WL 1652200, at *9-12, *19-21 (11th Cir. Apr. 15, 2015).

harm to one or more competitors is insufficient for purposes of Section 2.⁶⁷ The court identified the pricing evidence in the record as the “most powerful evidence of anticompetitive harm.”⁶⁸ More specifically, the court observed that by keeping Star from becoming a more efficient competitor, McWane’s exclusivity policy preserved its ability to charge supracompetitive prices; in fact, McWane was able to raise prices and increase its gross profits, notwithstanding Star’s (limited) entry.⁶⁹ Finally, much like the Commission, the Eleventh Circuit was not persuaded by McWane’s efficiency arguments.⁷⁰ I understand that McWane has announced its intention to seek further review of the Eleventh Circuit’s decision. I will end my discussion of the *McWane* case here.

Let me make a few general points. First, there is no question in my mind that vertical business arrangements, including exclusive dealing, are much more likely to be procompetitive than anticompetitive. Exclusive dealing can enhance competition in a number of well-documented ways, including by eliminating inter-brand free-riding, reducing the costs associated with demand and supply uncertainty, and intensifying competition for distribution.⁷¹ Exclusive distribution arrangements can be particularly procompetitive where a manufacturer provides dealer support, discounts, or other consideration for the exclusivity, or where there is competition to be the exclusive distributor of a particular product.

⁶⁷ *Id.* at *16 (citing *United States v. Microsoft Corp.*, 253 F.3d 34, 58 (D.C. Cir. 2001) (en banc)). The Eleventh Circuit also endorsed the D.C. Circuit’s causation standard for assessing exclusive dealing claims. *See id.* at *18 (“We agree with the Commission and our sister circuits that in these circumstances the government must show that the defendant engaged in anticompetitive conduct that reasonably appears to significantly contribute to maintaining monopoly power.”).

⁶⁸ *Id.* at *19.

⁶⁹ *See id.*

⁷⁰ *See id.* at *21-22.

⁷¹ *See, e.g.*, Benjamin Klein & Kevin M. Murphy, *Exclusive Dealing Intensifies Competition for Distribution*, 75 ANTITRUST L.J. 433 (2008) (explaining how exclusivity restrictions intensify competition by manufacturers for retail distribution); Jonathan M. Jacobson, *Exclusive Dealing, “Foreclosure,” and Consumer Harm*, 70 ANTITRUST L.J. 311, 357-60 (2002) (identifying various procompetitive justifications for exclusive dealing arrangements).

In short, the economic literature clearly supports the proposition that exclusive dealing is likely to be procompetitive.⁷² Exclusive dealing thus should not be a significant focus of the Commission’s competition enforcement program. Nonetheless, there are some situations—particularly in monopolized markets—in which exclusive dealing can be anticompetitive and serve to maintain a firm’s monopoly power.⁷³ Where the Commission is able to identify substantial harm to competition that is not outweighed by cognizable efficiencies, we ought to pursue such conduct.

Finally, I would like to return to the cross-subsidization point. Whether one refers to it as cream-skimming or cherry-picking, this rationale is unconvincing to me as a justification for either certificate-of-need laws or exclusive dealing by a monopolist. While cream-skimming may be a legitimate concern in very limited circumstances, such as a rate-regulated market with high fixed costs,⁷⁴ I have not seen any evidence that would justify either a CON regime or exclusive dealing by a monopolist as a procompetitive response to cream-skimming by competitors. At a more general level, it is antithetical to free-market principles to cordon off significant portions of the market from would-be competitors that may provide lower-priced, higher-quality, and more innovative products and services. Rather, we should be doing everything we can to oppose such market restrictions and to facilitate entry by new and innovative competitors.

⁷² See, e.g., Alden F. Abbott & Joshua D. Wright, *Antitrust Analysis of Tying Arrangements and Exclusive Dealing*, in ANTITRUST LAW AND ECONOMICS 183, 200-01 (Keith N. Hylton ed., 2d ed. 2010) (“[T]he potential efficiencies associated with both tying and exclusive dealing . . . lead most commentators to believe that they are generally procompetitive and should be analyzed under some form of rule of reason analysis.”); James C. Cooper et al., *Vertical Antitrust Policy as a Problem of Inference*, 23 INT’L J. INDUS. ORG. 639, 658 (2005) (“Most studies find evidence that vertical restraints/vertical integration are procompetitive[.]”).

⁷³ See *Eastman Kodak Co. v. Image Tech. Servs., Inc.*, 504 U.S. 451, 488 (1992) (Scalia, J., dissenting) (“Where a defendant maintains substantial market power, his activities are examined through a special lens: Behavior that might otherwise not be of concern to the antitrust laws—or that might even be viewed as procompetitive—can take on exclusionary connotations when practiced by a monopolist.”).

⁷⁴ See, e.g., *supra* note 44.

We see this issue in the transportation area, where innovators like Uber, Lyft, Sidecar, and others are disrupting an age-old way of doing business and in the process providing consumers with expanded options, greater convenience, and often lower prices. In short, they are injecting much-needed competition into the market. For that reason, FTC staff has filed several advocacy comments to local authorities recommending that any restrictions on competition from these new transportation providers be no broader than necessary to address legitimate subjects of regulation, such as safety and consumer protection, and narrowly crafted to minimize any potential anticompetitive impact.⁷⁵ Implicit in our advocacies is a rejection of the cream-skimming argument made by some taxi competitors⁷⁶ and regulators⁷⁷ in justifying opposition to Uber and others seeking to enter transportation markets throughout the country. These new firms ought to be treated the same as incumbents, in terms of applying existing regulations; however, they should not be locked out of the market because they are skimming cream or picking cherries. What they are really doing is competing.

⁷⁵ See, e.g., Federal Trade Commission Staff Letter to Alderman Brendan Reilly, Chicago City Council regarding Proposed Ordinance O2014-1367 (Apr. 15, 2014), available at <https://www.ftc.gov/policy/policy-actions/advocacy-filings/2014/04/ftc-staff-comment-honorable-brendan-reilly-concerning>; Federal Trade Commission Staff Letter to Jacques P. Lerner, General Counsel, District of Columbia Taxicab Commission regarding Second Proposed Rulemakings regarding Chapters 12, 14, and 16 of Title 31 (June 7, 2013), available at <https://www.ftc.gov/policy/policy-actions/advocacy-filings/2013/06/ftc-staff-comments-district-columbia-taxicab>; Federal Trade Commission Staff Letter to Colorado Public Utilities Commission regarding Docket No. 13R-0009TR (Mar. 6, 2013), available at <https://www.ftc.gov/policy/policy-actions/advocacy-filings/2013/03/ftc-staff-comment-colorado-public-utilities>.

⁷⁶ See, e.g., Andrew Zaleski, *Welcome to the Uber Wars*, POLITICO MAGAZINE (Sept. 2, 2014), <http://www.politico.com/magazine/story/2014/09/welcome-to-the-uber-wars-110498.html#.VWcQHRHD83E> (“‘Skimming the cream’ is the way [a taxi company executive] describes what Uber does to taxi competitors.”).

⁷⁷ See, e.g., Community-wide Taxi Service Endangered by “Ridesharing,” WHO’S DRIVING YOU? (June 30, 2014), available at <http://www.whosdrivingyou.org/uploads/2/5/1/4/25145532/community-wide-access-fact-sheet.pdf> (“‘Uber, Lyft and Sidecar simply do not serve all areas of a community at all hours of the day. By stealing more lucrative fares, they will ultimately leave transportation deserts in underprivileged neighborhoods where people rely on taxicabs for daily errands.’—Robert Werth, President of the Taxicab, Limousine & Paratransit Association.”)

V. Conclusion

Thank you for your attention this morning. I hope my remarks have shed some light on the problems that these “Brother, May I?” approaches create for free-market competition and how targeted antitrust enforcement and advocacy, supported by sound economic analysis, can help limit the damage. I also hope that my call to reduce these barriers, which particularly harm those on the bottom rung of the economic ladder, will encourage others to take up the challenge.

I would be happy to entertain any questions you may have.

Opinions

Has the D.C. cab commission forgotten who it serves?

By Joshua D. Wright September 6, 2013

Competition is the fuel that fires the engine of the U.S. economy. Competition can take many forms, but the general outcome is almost always the same: Consumers are able to buy higher-quality goods and services at lower prices than they otherwise would.

Competition also creates powerful incentives to innovate. Sometimes that innovation can lead to incremental improvements in existing products. Other times, competition takes the form of “creative destruction,” whereby an innovator uses a new technology or business model to transform an industry. The personal computer, the Internet and the smartphone are all examples of technologies that led to creative destruction over the past few decades. Creative destruction nearly always benefits consumers, but it also frequently challenges or makes obsolete institutions wedded to the old ways of doing business.

A wave of creative destruction is now crashing down upon the taxicab industry. Until recently, a consumer hailed a cab on the street or telephoned a dispatch service and paid with cash. New smartphone applications such as [Uber](#) and [Hailo](#) are revolutionizing the industry by using GPS-enabled wireless devices to match consumers and drivers with the tap of a screen and a credit card payment. As is to be expected with any outbreak of creative destruction and innovation, consumers are reaping the benefits and entrenched interests are fighting back to suppress this new form of competition. The entrenched interests include not only taxicab drivers but the bodies that regulate them.

In recent months, the staff of the Federal Trade Commission has provided comments on proposed regulations by several local regulatory bodies in U.S. cities concerning new competition from Internet-based dispatch services. FTC staff has been critical of some of the proposed regulations, specifically those that make it more difficult for services such as Uber and Hailo to enter local markets without any countervailing justification that relates to consumer protection or consumer safety.

The D.C. Taxicab Commission has promulgated [one such set of regulations](#), which attracted [comment from the FTC staff](#). The FTC letter focuses on ensuring that consumers are protected from attempts to use the regulatory process to ward off new and innovative forms of competition. The letter observed that, in the taxi market, “competition takes place on a variety of dimensions, including price, availability, timeliness, convenience, quality, vehicle type, payment mechanism, and other amenities. A regulatory framework should enable these various kinds of competition and not directly or indirectly restrict the introduction or use of new types of applications or the novel features they may provide absent some significant evidence of public harm.”

The FTC letter also notes that, although some of the Taxicab Commission's proposed regulations appear related to consumer protection and safety, others do not. The FTC letter criticizes the commission's proposed regulation to require "sedan-class" vehicles — the vehicle class of choice for some new entrants — to be of a specific size and color because the regulation would prevent entrants from using smaller, more fuel-efficient vehicles. Indeed, it is difficult to imagine any benefit to consumers from depriving them of the choice to use a Web-based dispatch service.

In [an Aug. 27 editorial](#), The Post also criticized the proposed regulations. The editorial made reference to the FTC letter, which [Taxicab Commission chairman Ron Linton](#) claimed Uber "had a hand in writing." I can say without qualification that Linton's comment is incorrect. At no point did Uber or any other company participate in any way in drafting the letter.

Linton's uninformed comment tells us more about the commission's approach to regulation than about the FTC's. According to The Post, Linton described the commission's regulatory role to that of a referee of competing interest groups. The appropriate referee for that competition is not the commission but consumers in the marketplace. Unlike the Taxicab Commission, the FTC does not weigh the interests of various groups in deciding to take action. The FTC serves the interest of only one group: consumers. And in the context of the taxicab industry, the FTC has long made clear through its advocacy efforts that local regulatory bodies should not stand in the way of companies like Uber that use new technology and new business methods to meet consumer demand unless there is the potential for substantial consumer harm.

History teaches that advocacy letters are not the only tools at the disposal of the FTC to protect consumers. This is not the first time the FTC has been critical of bodies that regulate the taxicab industry. In 1984, the FTC brought [lawsuits against the cities of New Orleans and Minneapolis](#), alleging that these cities' regulatory agents had unfairly combined with operators to impose regulations increasing taxi fares, limiting the number of taxi licenses and engaging in other methods of unfair competition. Thus far, the FTC's approach to the current wave of regulation in the taxicab industry has been to send advocacy letters to the regulatory bodies. Linton's comments suggest that perhaps the anticompetitive nature of the new taxi regulations should once again demand the FTC's full attention.

The writer is a commissioner at the Federal Trade Commission. The views expressed are his own.

In Response to the “Sharing” Economy: Issues Facing Platforms, Participants, and Regulators

United States Federal Trade Commission

Washington, DC

June 9, 2015

Uber Technologies, Inc. (Uber) appreciates the opportunity to provide comments to the Federal Trade Commission’s (FTC) *Sharing Economy Workshop, Project No. P15-1200*.

Uber is an app-based technology that is evolving the way the world moves. By seamlessly connecting riders to drivers through our apps, Uber makes cities more accessible, opening up more possibilities for riders and more business for drivers. From our founding in 2009 to our presence in more than 300 cities around the globe today, Uber continues to bring people and their cities closer.

The constantly increasing use of app-based technologies marks a significant shift in the way our economy functions; the relationship between consumer and producer/provider is much more personal in this new economy, and that must have an impact on the way the regulators and lawmakers treat those functioning in this space.

Competition authorities from around the world have frequently been among the first government agencies to examine the impact and regulation of ride-sharing platforms and the “sharing economy” (see Appendix attached to this report). The following summarizes recent work undertaken by antitrust and competition authorities and regulators and which provides positive commentary on the impact of Uber, ride sharing, and the “sharing economy” on competition and consumer interests around the globe.

The FTC’s workshop is timely, as lawmakers and regulators across the country are currently debating how to deal with this new economy and the increased economic opportunity and consumer benefits that it brings to the market. Given the FTC’s charter to enhance the public understanding of competition, this workshop provides a valuable forum for addressing this important new topic.

THE BENEFITS OF RIDESHARING AND UBER

The establishment of digital platforms that tap into a broader supply of vehicles and drivers than was previously possible largely due to artificial regulatory barriers, and the resultant ability to provide a reliable, cost effective service at scale brings with it a whole host of positive effects for riders, drivers, and the cities where these platforms operate.

Consumer Benefits

The Uber platform offers riders a new option for point-to-point transportation that supplements the menu of options they previously had access to. In a basic sense, giving riders one more choice can *only* make them better off. The advantages to riders over traditional transportation options are many, and they include:

- Access to transportation at a significantly lower cost
- Access to transportation in neighborhoods that were previously underserved or had no service
- Access to reliable transportation in an unprecedentedly short amount of time
- Access to transportation in conditions of relatively high demand when other for-hire options are typically unavailable (e.g., rush hour, bad weather, holidays or special events like concerts, sporting events, New Years Eve, Saint Patrick's Day)
- Access to transportation from comfortable and safe requesting locations (e.g., indoors) rather than street hailing
- Consumer protections such as transparency of fare rate, itemized receipt, and recorded trip routes, which protect consumers against inflated fares
- Ability to request transportation for friends and family in other locations
- Safe, high-quality service from drivers with ratings provided by the prior riders
- Variety of choices depending on which services are provided by local for-hire drivers in a given city (e.g., uberX, UberBLACK, uberXL, uberPOOL, etc)
- Guarantee of simple electronic payment by credit card
- Reliable estimates for fares on upcoming trips
- Ease of adjudicating disputes between riders and drivers via Uber's store of administrative data, and highly responsive customer service system
- Ease of requesting a for-hire driver in any city in which the service operates

These advantages are not hypothetical. In the few cities in which reliable information on taxicab service levels by neighborhood are available, Uber provides reliable rides within

minutes where taxi (when you can order one) provides unreliable rides with wait times often in excess of 30 minutes (see our Boston blog [post](#), for example). The average wait time in the United States across all Uber product lines is 4 minutes.

By freeing drivers from the expensive and fare-increasing burden of medallion and taxi lease fees, Uber has also decreased the cost to riders of many forms of vehicular travel. In many cities, a ride on uberX costs less than *half* of the taxi equivalent fare, and uberPOOL, which matches riders whose trips overlap, promises even greater cost savings.

Reliability and affordability also translates into fewer incidents of impaired driving, as riders are able to make smarter decisions when they most need to. A 10% decline in DUI arrests in Seattle after Uber entered the market, and [a 6.5% decline in alcohol-related](#) crashes involving under-30 year olds in California following the launch of uberX are but two examples of that impact.

Provider Benefits

The Uber platform offers for-hire drivers and individuals a new option for providing services and earning income (in this case point-to-point transportation) that supplements the menu of options they previously had access to. In a fundamental sense, giving drivers one more choice can *only* make them better off. The advantages to drivers over traditional market options are many, and they include but are not limited to:

- No barriers to entry or exit - the market for for-hire drivers has increased substantially as a result of the removal of the traditional medallion barrier.
- Maximum flexibility in choosing hours, effort, and style of work, including ability to “mix and match” services across multiple platforms such as Uber and Lyft, which is especially important to those with irregular schedules, such as working parents, students, and caregivers
- Indicators of demand like heat maps allow drivers to more efficiently and economically provide rides in more areas
- Dense network of demand and intelligent allocation of available driver-partners to nearest riders create efficiency and a high utilization rate - drivers spend more of their time with paying customers rather than waiting in long lines for customers
- No daily or weekly lease or medallion payments that distort driving incentives
- Ability to take advantage of existing capital (such as the cars that drivers already own) or to invest in new capital (*i.e.*, new vehicles)
- Hourly earnings commensurate with local conditions, often in excess of earnings available to existing for-hire drivers in the taxi industry

- No payment risk, as all transactions are electronic and guaranteed by the platform
- No need to handle large amounts of cash, and the resultant reduction in the risk of robberies
- Rating system keeps customers on best behavior and allows riders to reward drivers for providing high-quality service
- Ease of adjudicating disputes between riders and drivers via Uber’s store of administrative data and customer service system

In addition, the technology behind Uber’s platform improves and expands the driver’s opportunity.

For example, having a large-scale and flexible service allows people to find a ride even if they live farther out from downtown areas, in neighborhoods with poor, or nonexistent, taxi service. In New York City, [35% of all Uber pick ups happen outside of Manhattan](#), compared to just 6% by traditional taxis. One African-American commentator noted that “the quality of our lives improved tremendously once we found a workaround to dealing with rude and racist cab drivers,” while another appreciated that Uber’s “guiding principle [is] based on the color of the money in your pocket and not the color of your skin.” In Boston, almost every trip on the Uber platform in every neighborhood starts in less than 20 minutes. For taxis, over a third of trips in poorer neighborhoods don’t start in 20 minutes.

Similarly, more than 30,000 New York City residents sign up as new riders on Uber each week, and an increasing number of these new riders are located outside of lower Manhattan, in the outer boroughs, which have been traditionally underserved by taxi. These riders sign up for Uber because they need a safe, reliable, convenient way to get from A to B, at all times of day or night, wherever they are, with no discrimination based on location. In fact, 27% of Uber rides are in to, from, or within the outer boroughs (excluding airports) compared to 6% of traditional taxi pickups.

Data reveal that a significant number of rideshare trips start or end at mass transit terminals. Uber encourages the use of mass transit by providing a “last mile” linkage to already-built transit systems. By connecting communities with few or no mass transit options to the transit network (e.g. the outer boroughs) – that crucial last mile – ridesharing helps reduce commute times, increase productivity, and bring more job opportunities within reach of more people.

Rideshare platforms also provide people a new option for earning. These platforms support flexible and control over work schedules in a way that traditional models simply cannot. Drivers

choose when and for how long to work. When surveyed, this is an aspect of the Uber platform that over $\frac{2}{3}$ of drivers found to be compelling.

[In a recent study of Uber driver-partners](#) by Dr. Jonathan Hall and Dr Alan Krueger, the economists found:

The most common reasons (combining major and minor reasons) [for joining the platform] were: “to earn more income to better support myself or my family” (91 percent); “to be my own boss and set my own schedule” (87 percent); “to have more flexibility in my schedule and balance my work with my life and family” (85 percent); “to help maintain a steady income because other sources of income are unstable/unpredictable” (74 percent).

Many individuals, both by choice and by circumstances, value the opportunity to work “on demand” when the opportunity arises so that they can better meet family and other work obligations. Uber and other sharing platforms cater to this demand for flexible income opportunities. In the past, medallion and taxi dispatch owners have incentivized long shifts (often 10-12 hours) via large up-front costs to drivers on a daily or weekly basis.

The safety of Uber’s platform also expands women’s economic opportunities -- in particular, by ensuring a safer and more respectful work environment, allowing them to pursue entrepreneurial work opportunities in what has historically been a male-dominated industry. A recent survey revealed that approximately 14% of Uber drivers are women; that compares to less than 1% of New York yellow taxi drivers.

Ridesharing also benefits small businesses throughout a city. Because riders know they can rely on Uber for a ride back from wherever they’re going, the platform encourages people to travel more widely throughout their city, visiting a more diverse range of neighborhoods than they otherwise would and patronizing those small businesses that cannot afford prime downtown real estate. In Chicago, for example, 1 in 3 trips on the Uber platform last year began or ended at a local small business.

Finally, competition from rideshare platforms has also encouraged service improvement by existing providers. Taxi fleets across the country are now using “e-hail” apps to dispatch their taxis in a more intelligent manner. A [report released by the Technology Policy Institute](#), concluded that faced with competition from Uber, taxis are improving their service. Examining New York City taxi complaint data, the researchers found that the number of complaints per taxi trip in New York has declined alongside the growth of Uber in that market. And looking at

comparable data from Chicago, they found that certain complaints — driver willingness to turn on air conditioning, acceptance of credit cards, driver rudeness, and talking on cell phones — all seem to have decreased along with Uber’s entry and competition in the market.

Added Safety and Transparency: Uber’s Rating System

At the end of every trip on the Uber platform, the rider and driver are each required to rate the other on a scale from one to five stars. Riders and drivers also see each other’s overall average rating before choosing to begin a trip. This rating system does three critical things: it (1) incentivizes high quality service, (2) establishes accountability, and (3) promotes courteous conduct, and helps to mitigate the discrimination that is all too common in traditional for-hire transportation.

First, Uber’s rating system incentivizes high quality service. Riders are attracted to the platform because they can expect a polite interaction and a clean, well-maintained car from a highly rated driver. Indeed, riders know that drivers who choose to work on a platform that recognizes and rewards performance are exactly those drivers who are confident of, and committed to, doing a good job. Similarly, the rating system appeals to drivers because it offers them an effective way to distinguish themselves and the high-quality service they provide and thus attract more customers, including and especially those who would otherwise avoid for-hire transportation outright due to quality concerns.

Second, Uber’s rating system also establishes accountability and promotes courteous conduct. Riders are drawn to the platform because they can expect highly rated drivers to provide polite and helpful service. This is particularly important when riders feel more vulnerable –after an evening of drinking, for example. The two-way rating system protects drivers as well. They can feel comfortable picking up a highly rate rated rider, even in an out-of-the-way area or at a time of night that might otherwise discourage them, and so increase their overall business. By promoting a safe and respectful work environment for drivers, the rating system also helps to open for women what has historically been a male-dominated line of work.

Third, Uber’s rating system also helps to mitigate the discrimination that is all too common in traditional for-hire transportation, as former NAACP President Ben Jealous noted [in a recent op-ed](#). Because drivers only see a rider’s average numerical rating, riders know that their request for a ride is evaluated based on the reputation they have developed and not on any criterion such as race, age, disability, or trip destination.

The design of Uber’s rating system mitigates the impact of any potential bias. The rating system consists only of an average numerical rating. A low rating at the end of a trip is therefore folded

into the rider's or driver's overall average and, in contrast to the rating systems of other platforms, never appears as a standalone rating. There are also no written comments in Uber's rating system. This removes yet another opportunity for a biased reviewer to have an outsized impact on a rider's or driver's reputation.

Complementary Role of Complaint Process

At the end of every ride, both the rider and driver are automatically prompted to send immediate written feedback to Uber's support team and can expect a response within just a couple of hours. Because both the rider and driver are fully identified to Uber, neither need remember any identifying details about the other to make a complaint. When a complaint process becomes this seamless and responsive, users trust that their complaints will be heard and responded to, which, in turn, reassures them of Uber's ability to enforce high quality service levels across its platform.

APPENDIX

Antitrust and Competition Authorities: Positive Commentary on Uber, Ride Sharing and the “Sharing Economy”

Competition authorities have frequently been among the first government agencies to examine the impact and regulation of ride-sharing platforms and the “sharing economy”. The following summarizes recent work undertaken by antitrust and competition authorities and regulators and which provides positive commentary on the impact of Uber, ride sharing, and the “sharing economy” on competition and consumer interests around the globe.

Please note that, unless otherwise indicated, links to reports, commentary and news coverage thereof direct to original language content. Where available, links to official English language summaries and news coverage are also included.

Australia

At the Melbourne Economic Forum in June 2015, Australian Competition and Consumer Commission (ACCC) chairman Rod Sims [said](#) governments shouldn't bow to vested interests threatened by new innovations such as Uber, storage batteries for electricity and peer to peer lending. "Don't put new barriers in its way," he reportedly said.

In a February 2015 interview, Sims [commented](#) that services such as those provided by Uber, Ingogo Pty and Taxi Apps Pty are making his job easier: “Any concerns people used to have about competition in the taxi industry are essentially a thing of the past ... Technology will solve whatever problems that all of us have had about competition in the taxi industry.”

In March 2015, the Australian government released a final [report](#) (The Harper Report) reviewing its competition policy. Specifically with respect to ride-sharing applications, the report stated:

- **Regulation is not necessarily a complete solution to improving markets:** “[W]hile regulation can assist in making markets work better, it is not necessarily a complete solution. It requires ongoing enforcement and gives sellers that have met a minimum standard little incentive to improve.”
- **Uber encourages good service standards and passenger behavior:** “Recently, technology has emerged that offers an alternative to regulation in helping to solve information problems. For example, in the context of personal transport services, Uber and Lyft coordinate users and providers of ride-sharing services using internet apps where mandatory feedback from both customers and operators is used to encourage good service standards and passenger behaviour. Such ride-sharing apps, which allow passengers and drivers to post feedback on each other, enable drivers and passengers to establish and trade on their reputations.”
- **Regulation must be regularly reviewed to ensure it is still required and does not inhibit new service offerings:** “However, such innovative solutions to information problems in markets can pose challenges for regulators. Where regulation is inflexible, it

may prevent markets from responding to innovative service offers that do not fit neatly within existing regulated categories. Regulation must be reviewed regularly to ensure that it is still required and not inhibiting the emergence of new service offerings.”

- **Regulations should respond to changes in technology to allow new entrants to meet consumer demand:** “A number of state and territory governments have determined that Uber is acting outside current industry regulations and issued fines to Uber drivers. The Panel does not endorse illegal activity, nor encourage new players to ignore or defy relevant laws or regulations. The Panel’s primary concern is to ensure that the regulations respond to changes in technology in a way that allows new entrants to meet consumer demand, while continuing to ensure the health and safety of consumers.”
- **Reduced barriers to entry may mean more services available at peak times:** “More affordable and convenient taxi services give consumers options. Significantly, reduced barriers to entry could see more services operate at peak times, without needing to operate at off-peak times.”

The report also made recommendations for reform in the taxi industry:

- **Regulation of taxi and hire car services should focus on ensuring minimum standards for consumers, not supporting a particular business model:** “Regulation limiting the number of taxi licences and preventing other services from competing with taxis has raised costs for consumers, including elderly and disadvantaged consumers, and hindered the emergence of innovative passenger transport services. Regulation of taxi and hire car services should be focused on ensuring minimum standards for the benefit of consumers rather than on restricting competition or supporting a particular business model.”
- **License restrictions directly increase taxi fares, which may disproportionately affect low-income earners:** Citing a Independent Pricing and Regulatory Tribunal (IPART) [study](#), “IPART estimates that in NSW 15 to 20 per cent of the taxi fare arises as a result of restrictions on the number of licences and notes that the passengers who stand to benefit from reform include a significant number of lower income earners, many of whom have limited transport options due to age or disabilities.”

An earlier (September 2014), public [draft](#) of the same report featured positive commentary on Uber that is missing from the final (March 2015) report. This language included:

- **Regulatory controversy surrounding Uber indicates that existing regulation is more concerned with protecting a particular business model:** “The emergence of Uber has been particularly controversial as regulatory agencies have been questioning its legality and fining drivers, notwithstanding considerable public demand for its services. This indicates existing regulation is more concerned with protecting a particular business model than being flexible enough to allow innovative transport services to emerge.”
- **Compared to other international responses, Australian regulators have yet to demonstrate flexibility and openness:** “California was the first jurisdiction to recognise and regulate services such as Uber, creating a new category of regulation for ‘transportation network companies’ (TNCs). The regulation of TNCs covers driver background checks, driver training, drug and alcohol policies, minimum insurance coverage and company licensing. Australian regulators have yet to demonstrate such

flexibility and openness to new modes of business. Transport authorities in NSW have declared UberX (Uber's ridesharing service) non-compliant with the Passenger Transport Act 1990."

A June 2014 [report](#), *Reinvigorating Australia's Competition Policy* by the ACCC, features a short case study on Uber that states:

- **Services like Uber meet unmet consumer demand:** "One of the benefits of such services is that they appear to be responsive to passenger needs (making it easier for consumers to locate, arrange and pay for transportation services) and allow provision of services (reliability, cleanliness etc.) to meet unmet consumer demand."

Brazil

In July 2015, Brazil's Council for Economic Defence (CADE) offered to weigh in on court challenges to laws banning ride-sharing service Uber, arguing for the advantages of increased competition. Cade's president, Vinicius de Carvalho, told [Reuters](#) that CADE is prepared to file an amicus curiae brief on any case considering the constitutionality of banning services such as Uber. Carvalho stated:

- **Uber increases competition and benefits consumers:** "Cade understands that these services come about to increase competition and will generally benefit the consumer."
- **Cade is tired of taxi creating barriers to entry based on arguments about quality guarantees:** "You can't discuss regulation [of Uber] without addressing taxi licensing. Does it make sense to have a limited number of taxi licenses? Cade is tired of seeing cases where people set a table of prices and create barriers to entry based on arguments about guaranteeing quality."

Canada

In November 2014, the Competition Bureau (CB) issued a [statement](#) on the effort by various municipalities to block ridesharing services. The statement noted:

- **Digital dispatch services offer consumer benefits through more competition:** "The Competition Bureau is of the view that these innovative business models have the potential to offer important benefits to consumers through more competition, including lower prices, greater convenience and better service quality for a variety of reasons."
- **Digital dispatch services offer an innovative and convenient alternative to consumers:** "[D]igital dispatch services offer an innovative and convenient alternative to traditional methods of arranging urban transportation, such as hailing a taxicab on the street or phoning a traditional dispatcher. This is very convenient for consumers...[S]ome applications are now facilitating 'ride sharing' services that connect passengers to private drivers that wish to offer transport services. These innovative applications benefit consumers in the form of greater convenience and better service quality."
- **Municipalities should consider less restrictive regulations:** "The Bureau believes municipalities should consider whether prohibitions on digital dispatch services and ridesharing applications are necessary and explore whether less restrictive regulations could adequately address their concerns."

- **Excessive regulation means reduced competition:** “[W]e are able to highlight to regulators what they give up in terms of reduced competition when these innovative offerings are prohibited. In addition, such regulations should be no broader than what is reasonably necessary to achieve consumer protection objectives.”
- **Innovation can be disruptive, but markets must be receptive:** “The Bureau understands that innovation can be disruptive to existing industries. Recent examples include the real estate and banking industries. However, in order to be successful, not only must the innovators have courage, vision, drive and patience, but markets must be receptive to those efforts.”

In February 2014, the CB offered a [submission to the City of Toronto’s Taxicab Industry Review](#), which stated:

- **Regulators should consider amending regulations to allow applications to arrange and pay for transportation services:** “[W]e recommend that consideration be given to increasing the number of taxicab licences issued and amending regulations that would allow the use of new cost-saving software applications designed to arrange and pay for passenger motor vehicle transportation services (‘applications’).”

Catalonia

Following their pro-competition November 2012 [report](#) on the taxi and for-hire market, the Catalan Competition Authority (ACCO) published a [report](#) (English version) on Peer-to-Peer (P2P) transactions and competition in July 2014 which states:

- “This situation raises a dichotomy for the public powers, that is, to work to make it possible for the initiatives the fruit of this innovation to operate in the market, or to hinder it. ACCO advocates the first option, since only if these initiatives become reality will consumers and users be able to benefit, thus increasing their welfare.”
- “The action of the public powers needs to be directed to promoting a flexible market environment that makes it possible for these marketplaces to develop their activity, so that the restrictions on competition (understood as barriers to entry or requirements for the exercise and development of the activity by new suppliers) would be uniquely those necessary and proportional.”
- “[I]t is quite likely that the emergence of marketplaces will provide an improvement in terms of the variety and diversity as well as the quantity of supply.”
- “It is undeniable that the design and preparation of current regulations did not take this innovation into account... [C]urrent regulations, in the best of cases, do not allow for these initiatives, so that they are situated in an environment of ‘outlawry’ and, in the rest of the cases, can be directly seen as illegal... [T]he current legal framework may have been overwhelmed in many cases and, in the end, become obsolete, so that, in summary, it can be said that it does not give an adequate answer to innovations.”
- “[I]f we do not adapt and incorporate these new models we will be the losers in the competition which exists between the various countries to attract innovation and, in short, progress.”

In October 2014, the Catalan Parliament passed a [motion](#) to create a Commission to study collaborative consumption with the objective of defining a general framework for public administrations, including new regulations if required. The Commission is a joint effort with Parliamentary groups, commercial operations, consumer groups and public administration.

Denmark

In 2008, the Danish Competition and Consumer Authority (*Konkurrence- og Forbrugerstyrelsen*, DCCA) concluded in its annual report (official English version [here](#)) that the state's "regulation of the taxi industry is anti-competitive" and that under the then-current rules, "taxi driving is performed primarily in expensive cars at the highest price allowed."

In a public statement coinciding with the launch of Uber Copenhagen in November 2014, Jacob Schaumburg-Müller, Head of Department, Danish Competition and Consumer Authority reportedly [noted](#) that, in a [translation](#) to English on Uber's blog: "the competition on the [Danish] taxi market is characterized by regulation through laws and executive orders that restrict competition. If you want to provide those taxi services that match what the consumers would like to have, you must at any rate make sure that there are not too many restrictions on what you are allowed to do and what not. That will make room for innovation and new products."

EU, US, UK

At the American Bar Association 63rd Antitrust Spring Meeting, Washington, DC, in April 2015, leading antitrust enforcers from the United States, Europe and the United Kingdom agreed that competition law is increasingly likely to play a guiding role as a regulatory regime develops for a group of technology upstarts that are using the Internet to disrupt a growing list of industries.

Out-law.com [reported](#) that the UK's Competition and Markets Authority (CMA) Chairman Lord David Currie has said that the CMA is "instinctively in support of innovation and disruption as a competitive advantage" and that it "absolutely" has a role to play in ensuring new entrants to markets are protected from any anti-competitive behaviour from incumbents.

Finland

In April 2014, the Finnish Competition and Consumer Authority (*Kilpailu- ja kuluttajavirasto*, FCCA) sent a set of recommendations (English summary [here](#)) to the Ministry of Transport and Communications for reform of the country's taxi legislation. The FCCA proposals, which were based on a thorough prior analysis, included:

- **Deregulation of the number of available licenses:** "[T]he regulation of the maximum number of taxi licences based on means testing should be given up. However, getting into the business would still be subject to a licence. The professional competence of taxi drivers and the quality of taxi services would continue to be monitored in the future."

- **Price regulation should be relaxed:** “From the point of view of consumer protection it is important that customers know the basis of the fare before the taxi ride begins, and that pricing should be reasonable throughout the country and in different conditions.”
- **Lift restriction on use of taxi ranks:** “The FCCA also proposes changing the Taxi Transport Act in such a way that a vehicle based in any community would be allowed to stay at a taxi rank of any community to wait for a fare.”
- **Open up public procurement:** “Taxi entrepreneurs should also be allowed to offer their vehicles for use in competitive bidding in nearby municipalities, which would lead to greater efficiency in public acquisitions... Through reform of regulation it would also be possible to reduce the state and municipal contribution to taxi services, which currently amounts to €400 million.”
- **Easing regulation improves availability, reduces prices, and creates incentives for innovation:** “[E]asing regulation of the taxi business would improve the availability of taxis, create incentives for the development of new forms of service based on entrepreneurship, and reduce prices.”

In a November 2014 public [statement](#) (translation to English on Uber’s blog [here](#)) coinciding with the launch of Uber Helsinki, Seppo Reimavuo, Head of Advocacy Unit, FCCA stated: “We welcome Uber to Finland, where we hope the company can contribute to creating innovation in the branch which will benefit the consumers. Of course there has to be an authorization procedure that regulates who may be allowed to drive a taxi. But at the moment the regulation is so rigid that it blocks for new products and in reality put a stop to innovation and entrepreneurship in the industry.”

France

A series of legislative proposals regarding the taxi and VTC/CDC (*vehicule de tourisme avec chauffeur/chauffeur* driven cars) have been proposed over the last few years, and the Conseil de la Concurrence (CC) has provided comments on each of them. The CC’s most recent [contribution](#) (English press release [here](#)) in January 2015 addresses a decree implementing the October 2014 [law](#) regulating the activity of taxis and VTC/CDC adopted by the French Parliament on December 30, 2014.

Though the CC delivered an overall favorable opinion on the draft decree, it declared that all CDC professionals should “be treated equally,” and made the following policy recommendations:

- **“Return to the base” obligations are inefficient solutions to a police problem:** In December 2013, “The Autorité [first](#) [English press release [here](#)] called into question the obligation itself, which appears to accept the failure of the efficient application of the existing measures to discourage illegal cruising for hail (*maraudage*), and which, under the pretext of competitive regulation, aims once again to settle a police problem.”
- **“Return to the base” provisions undermine competition:** “This point is particularly worrying since the legitimate discouragement of illegal hailing, which is part of the taxis’ monopoly, should not result in the distortion of competition on the pre-booking market, which is open to competition. Yet, this provision aims to impede CDC activity. The

Autorité also considers that other control measures would be more efficient in order to discourage illegal hailing (see paragraphs 65 et seq. of the opinion).”

- **Bank guarantee registration obligations for VTC--but not taxi--drivers introduce unjustified discrepancy in treatment:** “Even though proof of financial means is regular practice in the context of procurement contracts and for the collective transportation vehicles for individuals, the transposition of such a requirement for the CDC seemed neither necessary, nor justified by the objective of professionalization of the sector, insofar as the draft decree does not mention the events under which the guarantee could be called upon... [T]he provision introduced a dual and unjustified discrepancy in treatment, between taxis, which are not subject to this provision, and between the CDC...”

Germany

In June 2015, the German Monopolies Commission (GMC) published a report, “*Competition Policy: The Challenge of Digital Markets*” (full report in German [here](#); official English summary [here](#) and press release [here](#)) states:

- **Regulatory adjustments necessary and, in some areas, current regulations are excessive:** “[T]he Monopolies Commission emphasises that regulatory adjustments may become necessary whenever new suppliers with innovative business models (e.g., in the sharing economy) or products enter regulated markets ... [T]he Monopolies Commission takes the view that the regulation at the federal level and in the Länder probably exceeds what is necessary in various areas.”
- **Reducing regulation for established market participants in sharing economy:** “Asymmetric regulation of traditional services on the one hand and new digital services on the other hand can distort competition, e.g. in the ‘sharing economy’, which is due to the emergence of innovative business models. In this context, the reaction is frequently a call for subjecting the new market participants to existing regulation. The Monopolies Commission suggests considering the opposite reaction, i.e. to reduce regulation for the established market participants.”

In July 2014, the GMC published its XXth Biennial Report “*A competitive order for the financial markets*” (full report in German [here](#); official English summary of the main report [here](#) and English press release on competition in the taxi market [here](#)). The Commission recommends that further competition will benefit consumers and calls for the following:

- **The removal of specific for-hire car restrictions:** “[The Commission] recommends abolishing the return obligation for rental cars, as well as the regulation that the transport order must be received at the place of operation of the car hire firm (Sec. 49(4)(2 and 3) of the Passenger Transport Act).”
- **Eliminating empty drives:** “Unnecessary empty drives could be avoided, in particular, by the abolition of the duty to return and the provision that the call for transport must be received at the operational seat. Further amendments to the regulation may be necessary in case taxi services are liberalised.”

- **Increased competition in the taxi market:** “The Monopolies Commission’s analysis shows that such a strict restriction of competition is not necessary. The Monopolies Commission appeals to the competent authorities not to impose concession restrictions anymore, and it recommends the introduction of maximum prices for a transitional period of three years at first. Afterwards, free price competition should be made possible especially in the area of radio taxis.”
- **Companies like Uber have intensified competition:** “The provision of rental car services stands in a close competitive relationship with taxi services and it is equally regulated, to the latter’s protection. The market entry of undertakings allowing for the provision of rental cars via smartphone apps has intensified competition between the two mobility carriers, and has aligned taxi and rental car services further. The Monopolies Commission recommends that the regulation of rental car services be adapted in order not to jeopardise the positive development of competition.”
- **Generating alternatives to existing dispatches for the first time:** “In the area of taxi agency services, the market entry of innovative companies offering taxi agency services via smartphone apps generates alternatives to existing dispatch centres to many taxi operators and drivers for the first time.”
- **Prohibiting exclusivity clauses and third-party advertising prohibitions:** “The Monopolies Commission welcomes this development as well as the decisions of the German judiciary so far, which prohibit the dispatch centres from applying exclusivity clauses and third- party advertising prohibitions. Such measures can constitute significant barriers to market entry and can be an obstacle to the development of competition regarding taxi agency services.”
- **Freedom of occupation mandates leaving price determination to taxi service providers:** The Monopolies Commission Chairman, Professor Daniel Zimmer, stated: “Given the freedom of occupation, every entrepreneur should be allowed to enter the taxi business under the condition he or she meets the necessary minimum requirements. The freedom of occupation mandates to leave the decision on prices to the taxi service providers to the largest extent possible.”

In October 2014, Andreas Mundt, President of the German Federal Cartel Office [told](#) Rheinsiche Post newspaper (English direct quotes from Reuters coverage [here](#)): “More competition would not harm the taxi market...The impetus from Uber should be used to arrive at a more liberal interpretation of existing rules.” He added that the current system, which regulates normal taxis more harshly than Uber services, was not sustainable.

Italy

The Italian Competition Authority (AGCM) used the publication of its July 2014 [Annual Report](#) to the Italian Parliament to highlight what it sees as clearly inadequate and out-dated regulation of taxi and limo services. It argues that new technologies allow an improvement in transportation offers.

The ICA makes the following recommendations (*translated from Italian*):

- **Allow full competition:** “It is necessary to remove any element of competitive discrimination, in the view of full substitutability of the two services.”
- **“Return to base” restrictions should be removed:** “Obligations to receive bookings at a garage should be removed from rental cars with drivers (NCC, Noleggio Con Conducente) and taxi regulation.”
- **Territorial restrictions should be abolished:** “Taxi and NCC operators should not be required to establish a (base/garage) in the area in which they are licensed.”

On February 20, 2015, the Italian Council of Ministers approved the draft annual law on competition and the market, aimed at enhancing liberalization in certain sectors. Giovanni Pitruzzella, Chairman of the ICA, noted that the approval of the draft law, which addresses several of the issues flagged in the ICA’s July 2014 report, is an important step towards an effective liberalization and the improvement of competition on the market.

Ireland

In 2014, the National Transport Authority (NTA) issued a consultation on the then-draft [Small Public Service Vehicle Regulations](#) (SPSV), which would consolidate and replace over fifty years of legislation relating to the SPSV industry and proposed new rules to:

- Require all new taxi and hackney entrants be Wheelchair Accessible Vehicles (WAV) that are less than six years old, and
- Prohibit advertising on a hackney or limousine unless approved by the Authority.

In January 2014, the Irish Competition Authority (now called the Competition and Consumer Protection Commission - CCPC) submitted a [proposal](#) to the NTA which firmly criticised the proposals as creating new entry barriers to the market, raising costs for consumers, and in particular disadvantaging part-time drivers who play a critical role in meeting demand and reducing waiting times at the peak weekend nights.

- **Supply caps are the most harmful restriction on competition:** “Limiting the number of operators in a sector is regarded as being the most harmful regulatory restriction on competition. There is no established way to arrive at the appropriate limit on the number of SPSVs and once a cap is in place, given the support it will engender from current industry suppliers who benefit from it, it is very hard to modify or remove it.”
- **WAV requirements create barriers to entry that actually damage welfare of wheelchair users and other consumers:** “[T]he requirement since June 2010 that all new taxi and hackney entrants must drive a Wheelchair Accessible Vehicle (WAV)⁶ – will in effect create a quantitative barrier to entry ... [Requirements that] all new taxi and hackney entrants must drive a WAV that is less than six years old (see paragraph 3.1 for the full text) will create a permanent barrier to entry and will distort the SPSV market, while being ineffective in terms of increasing the number of WAVs and the availability to people with disabilities of those WAVs already in the market. While existing licensed drivers are likely to benefit from this provision, wheelchair users, consumers, businesses and future entrants to the SPSV industry will lose out in the long run.”

- **Regulators must prioritize more effective ways to match WAV supply and demand:** “[I]n order to improve the percentage of WAVs in the market the Government should first prioritise more effective ways to match supply with demand. This is an important first step to create the necessary demand to provide existing taxi drivers and potential entrants with the financial incentive to invest in WAVs.”
- **Prohibition on advertising limits drivers’ earning potential (and thus increases fares) and favors existing license holders:** “[T]he provisions...appear to prohibit advertising on the interior and exterior of hackneys, limousines and new taxi entrants. This seems unjustified and unduly favours existing holders of taxi licences over new taxi entrants and other SPSV licence holders...”

Mexico

In June 2015, Mexico’s Federal Competition Commission (COFECE) released a non-binding [opinion](#) (English press release [here](#)) endorsing Uber. The opinion made the following comments and policy recommendations:

- **Uber contributes to social welfare:** “Passenger transportation services provided through mobile platforms, like Uber and Cabify, are a result of technological advancements and the innovation process. These services constitute a new product on the market and contribute to social welfare.”
- **Services like Uber deserve formal recognition as a new transportation category:** “Given their impact on social dynamics, COFECE suggests the formal recognition of these services as a new mode or category for transportation ... Based on technology and innovation, Transportation Network Companies (TNCs) offer a transportation alternative with differentiated attributions regarding: i) reliability and personal security, ii) certainty on applicable fares and payment methods, iii) comfort and convenience, iv) real time search and waiting times, and v) trip information. Therefore, COFECE considers this to be a new product in the market.”
- **Legal framework should limit itself to protecting public safety:** “The corresponding legal framework should be limited to guarding primary public objectives regarding passengers’ and protection and not to the imposition of unjustified restrictions to competition and free market access ... If needed, the legal framework should limit itself to protecting primary public objectives regarding passengers’ safety and consumer protection. For example, by compelling drivers to certify broad insurance coverage or by submitting drivers to background checks and aptitude tests.”
- **Restrictions to competition should be avoided:** “Restrictions to competition should also be avoided. These include: a. Requiring authorization for vehicles to provide the service or limiting their numbers by imposing additional requirements such as special license plates or color coding; b. Regulating rates, currently determined by the providers on the basis of market supply and demand.”
- **TNCs reduce information deficits, operate a successful self-regulating model, offer convenient service, and create incentives for other transportation options to use technology to consumers’ benefit:** “Transportation Network Services: Simplify the interaction between passengers and drivers through technology. This helps reduce

information deficiencies and coordination problems. The risk of consumers being captured is therefore reduced; Operate through a successful self-regulating model; Contribute to consumer welfare by offering convenient service conditions; Create incentives for other transportation means to use technology in consumers' benefit."

In June 2015, COFECE chairwoman Alejandra Palacios Prieto [told](#) The Associated Press: "Generally speaking, the more options consumers have, the better off they are ... They will receive better services and pay better prices for those services."

Norway

In a public statement coinciding with the launch of Uber Oslo, Linda Sørfohn Moe, Advisor, Norwegian Competition Authority (Konkurransetilsynet) said: "there is clearly a need for further deregulation of the taxi market in Norway", and continued: "We think that the present rigid regulation of the number of taxis results in poor competition to the detriment of the consumers. So the present system which limits the number of taxis should be given up as quickly as possible."

In March 2015, the Competition Authority published a major [study](#) into the taxi market which effectively reaffirmed the statements above and also cited a number of restrictions in the market which make it hard for the traditional taxi sector to deliver maximum consumer benefits.

OECD

In 2007, the OECD undertook arguably the most thorough cross-country analysis of the history and impact of taxi regulation. The key findings of the [report](#) include:

- **Entry restrictions are unjustified:** "Restrictions on entry to the taxi industry constitute an unjustified restriction on competition. Regulatory capture frequently means that these restrictions lead to large transfers from consumers to producers, economic distortions and associated deadweight losses."
- **Entry restrictions do not benefit drivers OR consumers:** "Although entry restrictions are often justified on equity grounds there is no evidence that drivers fare better in restricted markets. On the other hand, higher prices and lower availability disproportionately affect low-income consumers of taxi services."
- **Market reforms work:** "Increasing numbers of OECD countries have removed or loosened supply restrictions on taxis. The results of these reforms have been strongly positive, with reduced waiting times, increased consumer satisfaction and, in many cases, falling prices being observed."
- **Reforms should be carried out quickly:** "In highly restricted taxi markets, immediate implementation of an open entry policy is likely to be politically challenging. However, adopting staged approaches delays the achievement of reform benefits and poses major practical risks that reform will be stalled or reversed. Immediate reforms have been completed successfully in some highly restricted markets."
- **Supportive, innovation-friendly regulation is important:** "Removing entry restrictions does not imply removing quality based regulation. Indeed, supportive regulation is a

precondition for fully achieving the potential benefits of adopting an open entry policy. That said, remaining regulatory arrangements must not unduly inhibit the development of innovative service offers and industry models.”

The same OECD [report](#) sets out in great detail a vision for a “Supportive Regulatory Environment” that is friendly to innovation. This environment focuses on removing unnecessary restrictions on competition while maintaining quality regulation in the following areas:

- **No entry restrictions:** entry restrictions “constitute an unjustified restriction on competition”;
- **Positive conduct regulation:** sanctions against “refusals of short trips, ‘no shows’ and other forms of poor driver behavior”;
- **Vehicle standards:** age or testing regimes;
- **Driver standards:** “typically...a ‘fit and proper person’ test, designed to ensure passenger safety”;
- **Facilitating innovation:** “...for example, if price regulation is to be retained (see below) care must be taken to ensure that it does not inhibit the development of premium services or, on the other hand, of shared ride arrangements”.

Spain

On July 24, 2015, the Spanish competition authority (*La Comisión Nacional de los Mercados y la Competencia*, CNMC) is [reported](#) to have announced two [reports](#) which appear to recommend that Uber and Blablacar should not be subject to the same restrictions which apply to taxi, measures which harm the proper functioning of a service that raises clear and relevant benefits for consumers. As of July 24, 2015 10am EDT, no English language outlets have covered the story.

The CNMC made its first public comments on ride sharing in the context of the discussion within government about a draft Royal Decree amending the [Regulation and Law covering Ground Transportation](#). This draft of the Royal Decree aims to:

- **Restrict the number of for-hire vehicles:** the Ministry of Public Works wants to restrict license numbers of for-hire vehicles at 1 for-hire vehicle per 30 taxi licenses;
- **Limit geographic competition:** for-hire companies are only allowed to compete in the town where their registered office is situated.

The CNMC expressed concerns with the restrictive approach outlined in the Decree. In a January 2014 [report](#), the CNMC expressed support for a pro-competitive regulatory model in the taxi and for-hire car (VTC, *Vehiculos de Turismo con Conductor*) markets. This follows a similar [report](#) by the Catalan Competition Authority (ACCO) in November 2012.

CNMC President, José María Marín, has [stated](#) that services such as Uber should not be effectively banned, as this would clearly be a restriction on competition. In July 2014, the CNMC published an [article](#) on its blog on the collaborative economy which stated that new

online services lead to more competition, greater choice for consumers, a reduction of prices, and better environmental performance.

In October 2014, the CNMC launched a [study](#) (English) of the sharing economy, focusing on its impact on urban and interurban ground transportation and tourist accommodation. The study will assist the CNMC in issuing “recommendations aimed at ensuring efficient regulation of the affected markets, with a view to guaranteeing effective competition between traditional and new entrants in the markets, for the benefits of consumers.” Findings are expected later in 2015. The study landing page states:

- “There is no doubt that the increase in the supply and variety of products and services is an opportunity that, from the point of view of competition, enhances consumer welfare”;
- “[T]he new models provide consumers with more information about products and services, reduce transaction costs and have a lower environmental impact.”

United Kingdom

In 2003, the Office of Fair Trading published the [results](#) of an inquiry into the regulation of taxis and minicabs in the country, concluding:

- **Quantity restrictions**, where used by local authorities, **should be removed**;
- **Quality and safety regulation should be proportionate** to public policy goals, so as to avoid them becoming an implicit barrier to market entry;
- **Price flexibility should be permitted**, even while regulated fare caps remain necessary to protect vulnerable groups.

In July 2014, the CMA submitted a [response](#) to the to the Scottish Parliament’s Local Government and Regeneration Committee’s [call for evidence](#) on taxis and private hire vehicles (PHVs). The response stated:

- **License limits can increase demand for illegal taxis:** “[U]sing licensing to limit the number of new taxis and PHVs may lead to an increased demand for illegal taxis where neither the driver nor the vehicle has been subject to appropriate quality and safety checks. We believe this could expose consumers to greater safety threats ... Limiting the number of PHVs should be a last resort and licensing authorities should try to ensure that any quality and safety specifications do not go beyond what is required to achieve this policy aim.”
- **The two-tier licensing regime for taxis and PHVs benefits consumers:** “It increases choice and value for money for consumers living close to administrative borders. Taxis can take passengers from within their licensed area to other licensing authorities but can’t accept bookings for passengers or ply for hire outside the area in which they are licensed. PHVs, on the other hand, can take passengers from any point to any other providing the PHV driver, vehicle and operator are licensed in the same area.”
- **The two-tier licensing regime makes for more effective and efficient regulation:** “It allows regulations to be targeted at the parts of the market where they are needed, without

disrupting the market in sectors where such regulation is unnecessary...The reduced amount of regulation benefits both PHV providers and licensing authorities.”

- **Competition encourages better value and quality service to consumers:** “Competition encourages taxi and PHV drivers to offer better value for money and better quality service to consumers.”
- **Markets work better without supply caps on taxis and PHVs:** “[W]e believe that the market works better without quantity restrictions on taxis and PHVs ... We found that quantity restrictions can actually have an adverse impact on both choice and price for consumers. The long term benefit to society of lifting quantity restrictions, in terms of lower waiting times, improved safety and lower costs of market entry outweigh the potential drawbacks.”

Out-law.com [reported](#) that the UK’s Competition and Markets Authority (CMA) Chairman Lord David Currie said in April 2015 that the CMA is “instinctively in support of innovation and disruption as a competitive advantage” and that it “absolutely” has a role to play in ensuring new entrants to markets are protected from any anti-competitive behaviour from incumbents.

United States

On June 9, 2015, the Federal Trade Commission (FTC) hosted a [workshop](#) (The “Sharing” Economy: Issues Facing Platforms, Participants, and Regulators) in which we participated. According to the workshop [announcement](#), the workshop aimed to “consider if, and the extent to which, existing regulatory frameworks can be responsive to sharing economy business models while maintaining appropriate consumer protections ... [and] how various regulatory choices may affect competition and consumers.” The announcement further stated:

- **The sharing economy can promote competition, improve participant welfare and increase productivity and efficiency:** “The development and expansion of the sharing economy can spur economic growth, promote competition, and improve the welfare of platform participants. The sharing economy has facilitated the introduction of new and innovative sources of supply, which may provide consumers with expanded choices, greater convenience and, often, lower prices. It also has enabled increased productivity and more efficient use of assets.”
- **Traditional regulatory structures are often decades old:** “Suppliers using sharing economy platforms generally compete with established suppliers of products or services that may be subject to state and local regulatory structures that often are decades old.”
- **Platforms can enhance participant trust:** “Platforms can enhance trust in transacting by providing direct assurances to participants, who can then rely on the platform itself.”

In conjunction with the June 9, 2015 workshop, FTC Commissioner Maureen K. Ohlhausen made the following [remarks](#):

- **Sharing economy has potential to introduce transformative change:** “I see the rise of the sharing economy as yet another example of how free markets have the potential to introduce transformative change. When entrepreneurs are free to innovate and compete, sometimes they will succeed and sometimes they will fail. But over time, that repeated

process of experimentation, adaptation, and revision creates meaningful improvements in all of our lives.”

- **Beneficial change can cause damage to those invested in the older order:** “Change is always hard – even the most beneficial changes can cause short-term dislocations and damage to those deeply invested in the older order. Yet the potential social value of disruptive innovation is no less true today than it was in [the economist Joseph] Schumpeter’s time.”
- **Sharing economy may have disproportionately positive, long-term effects on less affluent consumers:** “[T]here are already some suggestions that the rise of the sharing economy may have disproportionately positive effects on less affluent consumers over the long term. The ability to effectively rent rather than buy expensive goods, or to partially defray the cost of ownership through facilitated sharing may be most valued by consumers that cannot afford to buy those same items outright.”
- **It is inappropriate for existing competitors to exercise control over the firms they compete with:** “At the end of the day, it is not for us in government to pick the winners and losers in the marketplace ... [I]t [is] inappropriate for existing competitors to exercise control over the firms they compete with. In all too many situations, we at the FTC encounter these “Brother May I?” scenarios. This situation occurs when a new competitor effectively has to request permission from the incumbent firms to enter the market. Whether through effective control of state regulatory boards or by obtaining protectionist legislation, incumbent firms can place themselves in a position to determine who they must compete with.”
- **Consumers lose when special interests trump the public good:** “[C]onsumers pay the price for actions that favor narrow special interests over the broader public good. The sharing economy, pitting a number of long-established business models against aggressive new entrants, appears a particularly fertile ground for such mischief.”

In a April 2014 blog [post](#), *Getting around town in the share economy*, the FTC stated:

- **Compared to taxi, ridesharing services can spur competition:** “These ridesharing services can spur competition by providing consumers with new ways to more easily locate, arrange, and pay for rides, as compared to traditional commercial methods such as hailing a taxi on the street or calling a taxi dispatcher.”
- **Vigorous competition in the app-based transportation space can provide consumers lower prices, higher quality products and services, and greater innovation:** “Competition is at the heart of America’s economy. Vigorous competition among sellers in an open marketplace can provide consumers the benefits of lower prices, higher quality products and services, and greater innovation. This is just as true for app-based transportation and other kinds of P2P services. So while staff praised Chicago for moving in the right direction, we urged them to keep moving.”

Also in April 2014, FTC staff submitted a [letter](#) to Alderman Brendan Reilly of the Chicago City Council regarding a proposed ordinance that would allow for the licensing and operation of transportation network providers (TNPs). While the FTC praised the ordinance for making it possible for some rideshare apps to operate using personal vehicles, it noted that some of the proposed provisions “are likely to limit the benefits to consumers without providing them with

any apparent protections ... Each of these restrictions seems likely to limit competition and the consumer benefits of legalized ridesharing and blunt the perceived threat they pose to incumbent commercial taxi and sedan services rather than protect consumers from some kind of harm.” The accompanying [press release](#) stated that the letter noted:

- **Significant license fees likely lead to higher costs for consumers:** “[The ordinance would] impose a significant license fee on the apps that would make it more expensive for them to operate and likely lead to higher costs for consumers”;
- **Restrictions on pricing methods and insurance requirements don’t appear to be connected with protecting consumers:** “[The ordinance would] restrict their use of varied and creative pricing methods, and impose elevated insurance requirements that don’t appear to be connected to any evidence of risk to riders compared to commercial taxis”;
- **TNP bans on airport and convention center service have no apparent justification:** “[The ordinance would] flatly ban TNPs from serving Chicagoland airports and the convention center with no apparent justification”;
- **Records and data collection requirements raise questions about competition and consumer privacy:** “[The ordinance would] impose extensive records and data collection requirements, raising some concerns about both competition and consumer privacy.”

CONCLUSION

As these new policy debates continue in halls of governments throughout the United States, and around the world, it is worth remembering that this new “sharing economy” is only possible because of technological advancements that were only an idea less than a decade ago. Uber was not possible as recently as 2008; but after five years of existence, the Uber app connects riders and drivers globally at a rate of more than 1 million rides per day.

This is an exciting time to be a consumer, and government should ensure that the public has access to a marketplace that thrives on innovation and change.

Lawmakers and regulators should take care that the new regulations they consider making today will not stifle the innovation that will surely be coming to us tomorrow, and every day after that.

Uber appreciates that the FTC is driving this important discussion, and we look forward to this ongoing dialogue.

From: [Bruce Schaller](#)
To: [Tarlow, Mindy](#)
Subject: Re: Budget for negotiated acquisition
Date: Monday, November 23, 2015 7:00:12 AM
Attachments: [Report outline 10-07-15.docx](#)

attached.

On Sun, Nov 22, 2015 at 9:55 PM, Tarlow, Mindy <mtarlow@cityhall.nyc.gov> wrote:

Can you please send me your outline of the draft report. I don't believe I have an electronic copy. If you can send that this evening that would be helpful.

Thank you. Mindy

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Bruce Schaller
Sent: Sunday, November 22, 2015 9:35 PM
To: Tarlow, Mindy
Subject: Re: Budget for negotiated acquisition

Mindy - in light of all of the issues about scope, areas of analysis, previous understandings, etc., I need to ask you again for a very specific scope of work and budget for the second contract. Please include any work product not yet completed.

Once I have that, I'll resume work.

As I've said previously, I will not bill you for any tasks not listed.

Having a written scope and contract will avoid future confusion and enable me to focus efficiently on completing the project.

Regards,

Bruce

On Sun, Nov 22, 2015 at 6:34 PM, Bruce Schaller <bruceschaller2@gmail.com> wrote:

No. That was the point of triage the data and write the report. We went over that and I repeated it at the start of the long meeting last week.

On Nov 22, 2015 6:00 PM, "Tarlow, Mindy" <mtarlow@cityhall.nyc.gov> wrote:
I will try to call you around 9:30 but have a 10:00 out of the office, so might have to be after that. One thing I'm trying to understand is how your itemized list relates to your email of November 18th which referenced what would be included in the additional \$20K (pasted below). I assume the assessment of the VMT estimate, review of forecast/modeling for 2020,

and work with TLC on TPEP output were all known at the time you sent that email. Let's talk about that tomorrow. Thank you, Mindy

Mindy - that was a good conversation today. Thank you for setting it up.

On the budget, I want to be clear about what the current (intended) budget of \$40k (eg \$20+\$20) does and does not cover.

Given time spent to date, my best estimate is that I have just the right amount of time/budget to write the report. This includes pulling together the data we've been going through and putting it into tables and graphs. This takes account of the time that I've spent over the past 3 weeks going much more deeply into the data than either of us expected when we discussed the \$40k.

It would not cover additional meetings, discussions about policy options, etc.

Let me know if you have any questions.

Regards,
Bruce

From: Bruce Schaller [bruceschaller2@gmail.com]
Sent: Sunday, November 22, 2015 3:56 PM
To: Tarlow, Mindy
Subject: Re: Budget for negotiated acquisition

OK. So I'll stop working on the congestion section and associated tables. I'll have the rest to you my midday Monday.

I'll be back from dr. appt in the morning by 9:30, probably by 9. We can talk anytime after I'm back.

My two cents is that we need to get through the trips per shift and time based issues or you don't have a complete set of findings. What of the rest you want is up to you. I am recommending what I think is in the City's best interest, but I'm not "the decider" on this!

On Sun, Nov 22, 2015 at 3:16 PM, Tarlow, Mindy <mtarlow@cityhall.nyc.gov> wrote:

Also made headway on my to do list that I hope to complete by end of day. Can we arrange a time to talk tomorrow morning?

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Tarlow, Mindy
Sent: Sunday, November 22, 2015 2:55 PM
To: Bruce Schaller
Subject: Re: Budget for negotiated acquisition

Hi Bruce

I can't accept this as written without further discussion with you as well as consulting with relevant folks concerning adding budget. Please let me know how this affects your ability to continue your work. I would like to assume that you will be able to produce everything we discussed yesterday - and deliver by midday Monday - with the exception of the congestion section which you will separate from the rest and not share until we determine the best way to work through that part of the report which may or may not include some of the items detailed below. Thanks (and sorry for the brief note - [REDACTED]). Mindy

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Bruce Schaller
Sent: Sunday, November 22, 2015 2:41 PM
To: Tarlow, Mindy
Subject: Budget for negotiated acquisition

Mindy -- I've put together budget estimate for various tasks that I anticipate will or may be necessary to complete the draft report. I recommend that the procurement be for the full amount shown, which provides flexibility and you can decide that certain items are not necessary such as meetings or briefings, which is easier done than deciding to add something later. See below and same thing in the attached excel file.

Please let me know if you accept this, as I'm preparing material for the McK/KLD review that is on the list.

I'm working on the draft report.

Bruce

Task	Time (days)	Cost
Assess VMT estimate	0.50	\$ 1,100
Review forecast/modeling for 2020	0.75	\$ 1,650
Work with TLC on discrepancy in TPEP output related to trips per shift	0.50	\$ 1,100
Prepare and review time-based analysis with McKinsey and HDR and make appropriate adjustments	0.75	\$ 1,650
Review time-based analysis with agencies and make appropriate adjustments	0.50	\$ 1,100
3 add'l meetings with MOO/agencies/McK/HDR (2 hrs each)	0.75	\$ 1,650

Add'l telephone consultations	0.75	\$ 1,650
Brief CH re findings (2 meetings including prep)	1.25	\$ 2,750
Add'l tasks not specified above (reserve)	2.50	\$ 5,500
Additional tasks - total		\$ 18,150
Complete draft		\$ 20,000
Total for negotiated procurement		\$ 38,150

I. Introduction

A. For-hire services in NYC

- NYC's for-hire industry provides a high level of service over a large geographic area, encompassing both street hail and pre-arranged (dispatch) service and offer choice of services ranging from premium black car services to basic outerborough car service [Fact Pack pages 25, 33]
- The for-hire industry has repeatedly been reshaped by the needs of NYC residents and decisions by the City and industry. Milestones include:
 - Haas Act in the 1930s that led to creation of the medallion system;
 - gypsy cabs in the 1950s and 1960s which eventually became the legitimate car service segment;
 - formation of the TLC in 1971 responsible for taxi regulatory policy, licensing and enforcement;
 - removal of two-way radio service from yellow cabs in the early 1980s which led to creation of the black car industry;
 - creation of green boro cabs, bringing street hail service to outerboros
 - the arrival and rapid expansion of Transportation Network Companies, of which Uber is by far the largest.
- Scale: Small is big and big is small [Fact Pack pages 15-16]
- FHS trips act as both supplement and complement to transit and walking [Fact Pack pages 20-21]
- Customer mode choice based on speed, comfort, shorter wait time [Fact Pack page 23]
- Evidence is that FHV's were generally regarded more favorably by the public than taxis even before recent developments [Use MTA survey data and number of complaints filed with TLC]
- While once serving distinctly defined markets, recent trends suggest convergence of both industry segments and customer markets [Fact Pack page 51]
- But there remain sharp differences in regulations: FHV's have fewer or lesser regulatory requirements pertaining to number of vehicles, fares, vehicle inspections, accessibility, driver training, data submission than do yellow cabs. [Fact Pack page 48]

B. For-hire services are now at a critical juncture

- Drop in Manhattan traffic speeds, especially over last year [9% drop in CBD speeds in last two years after four years in which traffic speeds improved even with economic growth -- see chart attached]
- Drop in yellow cab trips [awaiting monthly trend data]
- Shift of drivers and pax to Uber [Fact Pack pages 93-94]
- Sharply reduced medallion transfer activity [need info for this point]
- Wide-scale introduction of accessible taxis (starting January 1, 2016)
- Positives among recent developments:
 - TNCs provide the public with new and welcomed mobility options
 - Yellow industry is more focused on the need for them to improve customer service
 - Company branding and customer choice and loyalty work toward better quality, consistency and accountability of FHV service.
- Uncertainties:
 - Ability of yellow industry to respond to competitive pressures (with or without substantial "regulatory relief")
 - How financial pressures on yellow industry, and medallion lenders in particular, will affect yellow cab service and shape of the industry
 - City revenue from auction medallions and use of other mechanisms to generate revenue
- Challenge for City policy is to:
 - Understand changes occurring in FHS industry and services
 - Clearly articulate City's interests at stake
 - Formulate a creative, flexible and effective policy response, in situation with little experience (NYC or elsewhere) to use as a guide

C. City's core interests

- Given rapid change in the for-hire industry, the potential impact of new technological and/or service innovations and continuing disruption of existing industries, the future shape of FHS industries is uncertain.
- How the industry evolves is dependent on:
 - How each industry segment responds to the challenges and opportunities facing them
 - How passengers and drivers respond to choices offered them by competing service providers.
- Given these uncertainties, regulatory policies need to be adaptable to different potential outcomes. Policy needs to provide flexibility as to how industry structure and regulatory framework evolve.

1. Customer (passenger) service

- Provide diverse set of services meeting needs of different customer segments and serving all parts of the city
- Ensure that hail service in dense areas of the city is readily available, attractive and safe. Important because:
 - street hails serve all customers (no smartphone or credit card required)
 - in areas with very high trip density (example: outside Penn Station in the morning rush), street hail and taxi stands are a far more efficient way to match customers and drivers, with less impact on traffic congestion than dispatched rides
- Provide readily available wheelchair accessible service

2. For-hire industry

- Provide opportunity for entry and innovation, adaptable to changing market needs
- Ensure accountability for traffic and personal safety, customer service and regulatory compliance
- Achieve efficiency in use of street space to minimize impact on traffic congestion
- Minimize vehicle emissions
- Ensure equity for drivers: income, benefits, opportunity across industry segments

3. City revenue

- Create reliable revenue stream to meet revenue needs for City and transportation network
- Ensure "evenness" across industry sectors

4. Regulatory

- Provide resources to administer effectively -- full range, from licensing to standards to enforcement
- Comply with legal mandates, including accessibility
- Ensure industry accountability
- Ensure traffic and personal safety
- Promote innovation and good customer service
- Be adaptable to changes in market and industry -- process of managing change toward core City interests, with flexibility as to specifics of industry structure and regulations

II. Study results

A. Background on study purposes, methodology, how conducted, who interviewed, surveys, etc. [details in sidebar]

B. Findings

Traffic congestion

1. Manhattan traffic: data show little change in FHS trip volumes in congested parts of Manhattan, as Uber has displaced trips rather than grown the market [Fact Pack pages 26, 80, 81 but awaiting monthly trend data]
2. Yellow cab operations have shrunk, with fewer shifts worked. [Fact Pack page 92; need data on VMT trend]
3. Yet also, likely effect on traffic due to the continued presence of yellows and Uber in traffic flow, waiting to make turns, double-parking, and making passenger pick ups and drop offs [Driver survey: 63% of Uber drivers in Manhattan either "drive around" between trips or park illegally. Also need to look at yellow cab trends by day of week]

Market shares

4. Uber now has 15% of citywide FHS trips, up from 9% in 2014, with yellow cab share dropping from 70% to 64%. [Fact Pack page 24 but awaiting monthly data]
5. [add market share for CBD] [Awaiting data]

Financial effects

6. Decline in yellow cab shifts worked and lease revenue has led many medallion owners to fall behind on their loan payments and affected availability of medallion loans. [need details for this point]
7. These changes have affected City's ability to generate revenue from medallion auctions [need information for this point]

Customer and driver choice factors

8. Customers have moved from yellows to Uber due to wait time, comfort and having drivers they like and trust. Uber is considered overall to be a better value for the money. [Fact Pack pages 28-30]
9. Per-shift revenue and driver earnings are competitive across industry segments [maybe with exception of car services??] [Fact Pack pages 66, 96]
10. Yellow drivers much less likely to say they like their jobs [Driver survey: 48% of yellow drivers like their job, compared with 73% of Uber drivers and 69% of livery drivers]
11. Drivers, like passengers, have moved from yellows to Uber due to both financial and non-financial factors such as flexible working hours [Fact Pack page 95]

Wheelchair accessible service

12. Volume of wheelchair accessible rides is uncertain but appears to be small, resulting in a high cost per ride. [Fact Pack page 63; need data from MTA AAR and NYMTC HH survey instead of raw assumptions]
13. Current wheelchair accessible service is considered to be good/bad in [what ways] [need information from dispatch focus groups]
14. Substantial numbers of drivers of accessible vehicles have concerns about these vehicles, in particular, fuel efficiency and comfort [Fact Pack page 68]

Outlook

15. Shift from yellows to Uber ...has.../...has not... slowed in recent months. [need monthly trip data for yellows and Uber]
16. Experience of other U.S. cities indicate potential for continuing declines in taxi trip volumes (Boston and S.F. taxi trip volumes down 20-30%), though NYC's unique features make these comparisons of uncertain value.

C. Conclusions

1. Congestion ... [need add'l analysis to draw conclusion]
2. Crux of change for yellow cabs is that they no longer have near-exclusivity on dense, rich Manhattan for-hire market.
3. Yellows now need to compete for both drivers and customers, with heavily resourced and rapidly expanding competitor.
 - Changes to regulatory structure must focus on providing yellows with pathway to compete effectively for drivers and passengers.
 - Primary focus is on how yellows can make up deficits [see above] and attract customers and drivers who are now shifting to Uber, for both financial and non-financial reasons
 - Yellows need same opportunity as FHV's to invest in creating branded services that benefit from upgraded, competitive service and effective management
 - Pathway likely to include flexibility in vehicles used, driver working hours, fares and payment, and use of apps
 - Policy must provide flexibility to innovate and upgrade, but not create path that produces inferior hail service
4. Convergence of industry segments and markets mean that regulatory requirements must be carefully designed for "evenness" to provide for fair competition but without compromising public safety or industry accountability for service quality.
5. Regardless of growth of e-dispatch, density of Manhattan market means street hail and taxi stand trips will continue to be important.
 - This sector will continue to need regulation for service quality as well as safety
 - Policy will need to address likelihood of smaller yellow industry and risks of oversupply of hail service relative to demand [sidebar on fundamental distinction between walk-up and pre-arranged].
6. Medallion auctions remain uncertain; City should examine alternative ways to create revenue streams
7. Policy on accessible service needs to be considered in light of potential counterproductive effects of current policy in newly competitive environment
 - To extent that mandates on yellow industry make vehicles more expensive, less reliable, less comfortable, the form of existing mandates may accelerate shift from yellows to FHV, with result of reducing accessible service levels.
 - Policy will need to address provision of both street hail and dispatched accessible service and equitable participation from all industry segments.

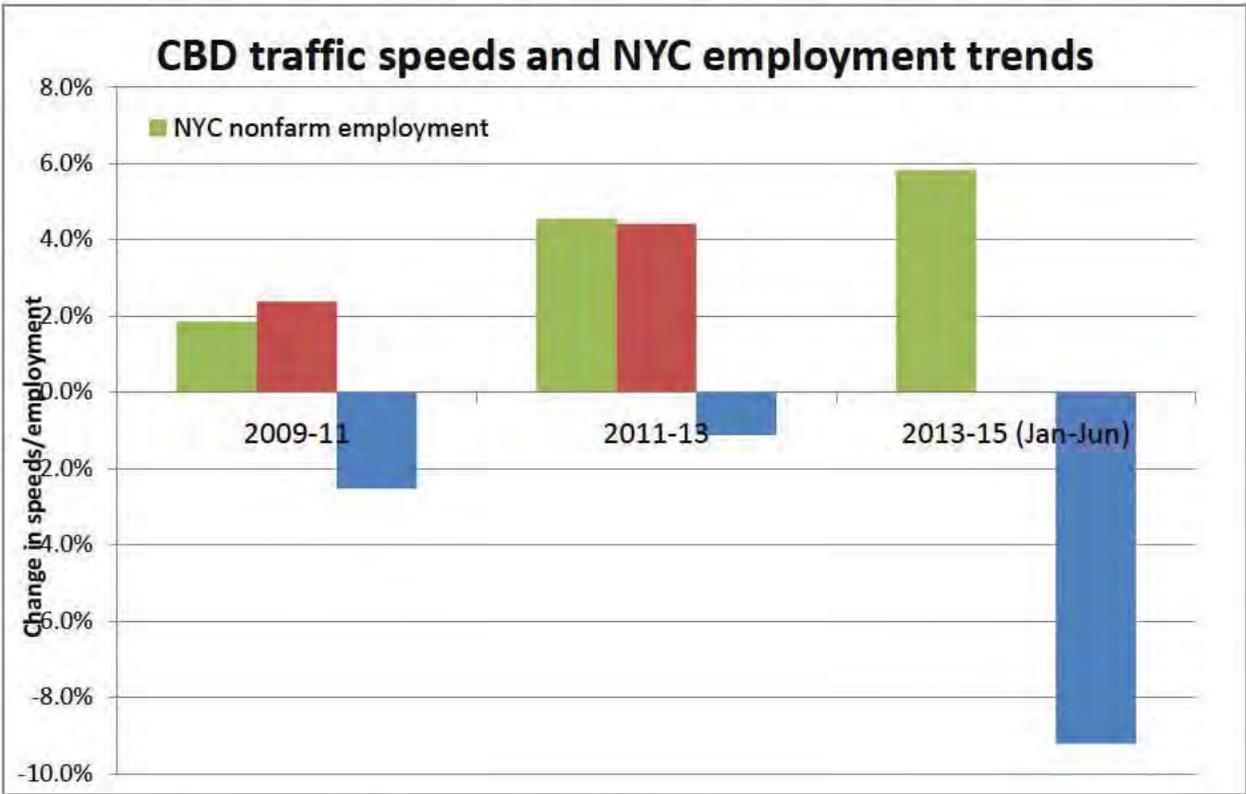
III. Recommendations

A. Congestion

B. Regulatory, customer service, industry structure and competitive balance

C. WAV services

D. Revenues



Manhattan employment data not available for April-June 2015.

From: [Tarlow, Mindy](#)
To: [Bruce Schaller](#)
Subject: DRAFT agreement
Date: Monday, November 23, 2015 1:23:00 PM
Attachments: [FHV Scope of Services 11.23.15.docx](#)

Bruce,

See what you think. I have a window to discuss before [REDACTED]
[REDACTED]. I am in the office. 212-788-8821. Thanks, Mindy

SCOPE OF SERVICES FOR NEGOTIATED ACQUISITION

DRAFT – NOT FOR DISTRIBUTION

Article I. Scope of Services

WHEREAS, on August 31, 2015, the Mayor’s Office of Operations entered into an agreement with the Consultant, Bruce Schaller, Schaller Consulting, via micro-purchase to provide onsite/remote services;

WHEREAS, on November 2nd, 2015 the Mayor’s Office determined a need for the Consultant to provide additional services, not previously contemplated, that build upon the previous agreement;

WHEREAS, the City will procure these services via a negotiated acquisition;

WHEREAS, the City has determined that the Consultant’s previous work make him uniquely qualified to meet its additional requirements for this project;

NOW, THEREFORE, in consideration of the mutual covenants herein, the City and Consultant hereby agree as follows:

The Consultant has advised the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study. The Consultant shall now write a draft narrative report and submit it to the City and/or its FHV consulting team as outlined below.

Project Tasks

- Incorporate analysis from the Office of the Mayor and its FHV study partners in the “Fact Pack” into a draft streamlined, narrative report that the City may use at its discretion to provide background on the policy recommendations made by the Office of the Mayor and its City Agency partners
 - Use the “Fact Pack” produced by the For-Hire Vehicle Transportation Study consultant team dated October 21, 2015
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- Written project deliverables shall be delivered as required in an editable format

Project Deliverables

- Write a narrative draft report summarizing the data from the “Fact Pack” identified above, excluding analysis on congestion, and send in editable format to the Mayor’s Office (Mindy Tarlow, Mayor’s Office of Operations) [DATE TBD]
- Provide a stand-alone analysis on congestion and send to the For-Hire Vehicle consulting team in editable format (██████████ McKinsey and Company). [DATE TBD]

Confidentiality:

The consultant will ensure that all communications are held confidential.

Article II. Copyrights –Title and Ownership and Warranties of Title

TERMS FROM MICRO-PURCHASE WILL BE INSERTED HERE

Article III. Term and Schedule

The total contract term November 2nd through December 31st or upon reaching the maximum hours billed, whichever is first.

Article IV. Compensation, Payment and Termination Clause

1. The City shall pay the Consultant \$275 per hour; and the amount of the contract shall not exceed \$38,000 for services set forth in this Agreement, broken down as follows:
 - a. Scope of services: \$27,000 to be used to cover work product as described in Project Tasks
 - b. Reserve: \$11,000 to be used at the City's discretion for additional meetings, analysis and/or presentations.

During the contract period, the Consultant cannot also work for the companies being studied, either directly or as a consultant.

ALL ADDITIONAL ARTICLES FROM MICRO-PURCHASE INSERTED HERE

From: [Tarlow, Mindy](#)
To: [Bruce Schaller](#)
Subject: FW: negotiated acquisition, etc.
Date: Friday, November 27, 2015 4:55:00 PM

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Article I. Scope of Services

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Project Deliverables

- Write a narrative draft report summarizing the data from the “Fact Pack” identified above, excluding analysis on congestion, and send in editable format to the Mayor’s Office (Mindy Tarlow, Mayor’s Office of Operations) [November 24]
- Provide a stand-alone analysis on congestion and send to the For-Hire Vehicle consulting team in editable format (██████████, McKinsey and Company) [November 24]
- Provide explanation of congestion analysis to consultants and city staff as designated by the Mayor’s Office in working session [week of November 30] NEW DELIVERABLE

Confidentiality:

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From: [Sidis, Joshua](#)
To: ["Bruce Schaller"](#)
Cc: [Tarlow, Mindy](#)
Subject: RE: followup re VMT estimates
Date: Monday, November 30, 2015 4:56:14 PM
Attachments: [FHV Negotiated Acquisition 11.27.15.docx](#)

Hi Bruce,

Attached, please see an updated draft of the Negotiated Acquisition. Thank you.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, November 30, 2015 4:30 PM
To: Sidis, Joshua
Cc: Tarlow, Mindy
Subject: Re: followup re VMT estimates

Thanks. I'll aim to get there a couple of minutes early. There is one form to notarize and the contract also, but it's needing changes first.

On Mon, Nov 30, 2015 at 1:44 PM, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

Hi Bruce,

We have a notary. I will make sure she is around at 3pm.

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Monday, November 30, 2015 1:27 PM
To: Tarlow, Mindy
Cc: Sidis, Joshua
Subject: Re: followup re VMT estimates

OK, thanks. Welcome back Josh.

I think we are just focused on #1 and #2 on the modeling, the VMT estimates for current and prior year. Satya will need to give a bit more explanation to fully understand, eg, interpolation of BPM between 2010 and 2020, consistency between BPM and taxi records for taxi VMT (which did he use?), method of calculating VMT from trip data which does not have routing information, generation of 2014 FHV VMT when we only have Uber data for 2014, method of annualizing. 15 minutes should suffice.

We discussed on the phone conference call the exponential curve and 2020 projections, which are the key inputs to the rest of the steps and introduce a bigger error bar than the error the modeling will introduce. I don't feel a need for further discussion.

Re contract, I will also need to get the various addenda notarized if there is someone around who can do that.

On Mon, Nov 30, 2015 at 12:59 PM, Tarlow, Mindy <mtarlow@cityhall.nyc.gov> wrote:
Hi Bruce,

The purpose of the meeting is to get a full airing of your analysis. Folks haven't seen your analysis and they need to understand it so the City is best positioned to make decisions about what to include in our internal and/or external reports. As you know, the City is the arbiter of any and all final products associated with this industry analysis.

The VMT analysis is indeed important. And, as you say, you've seen the traffic consultants' work already, as we all have. However, per your request, I asked Satya to provide a brief, concise report on the VMT methodology and we will reserve 15 minutes or so at the end of the 2 hour meeting for this purpose. In advance, Satya sent some general background (pasted below) that it would be helpful for you to review before the meeting.

Josh is back and copied above. He will have a hard copy of the Negotiated Acquisition at tomorrow's meeting. It looks like we are set for tomorrow from **3-5pm here at Operations**. Thanks, Mindy

General Background/Step by Step Modeling:

NOTE: 2014 involved only steps 1 and 2; 2015 involved steps 1 and 2 plus annualizing since there wasn't yet a whole year. After step 2, it's all about the projection.

1. BPM model was used to determine the overall 2010 and 2020 VMT (private autos, trucks, taxi) on a 24-hour basis.
2. Using observed data, the VMT for the FHVs were replaced in the BPM model outputs.
3. A regression model was developed to determine the 2020 taxi/FHV and private auto model split future trips hour by hour over a 24-hour basis.
4. A traffic model (step 2) was used to convert the 2020 trips to VMT by hour over a 24-hour basis.
5. Future 2020 VMT were developed (BPM VMT (Private autos, Trucks) + Taxi/FHV VMT = Total VMT) hour by hour over a 24-hour basis.
6. Speed profiles were developed for each hour on a 24-hour basis based on existing taxi GPS information. These profiles used observed speed and an estimate of normalized VMT (VMT per #lane miles of roadway). The # lane miles of roadway was derived using the NYBPM, within the CBD. The figure below shows the three curves derived. The curves are described in the following section.
7. The Future VMT was mapped out against the 24-hour speed profiles including the capacity reduction factor applied to the # lane miles of roadway.

From: Bruce Schaller [bruceschaller2@gmail.com]

Sent: Sunday, November 29, 2015 4:40 PM

To: Tarlow, Mindy

Subject: followup re VMT estimates

Mindy - I wanted to add to add to our discussion about the consultant's VMT estimates.

You've said several times that this review is important, and it's probably the most significant part of the Fact Pack that we haven't worked through to understand and validate. It also makes sense to review in conjunction with the time-based analysis as they are two looks at the same set of issues. The methods are different, so the combined results should be robust. and should strengthen our understanding what is happening with CBD traffic. Further, whether or not external people ask about the VMT analysis later, it won't be helpful if it can't readily be reconciled with whatever else is in the final report.

So I'd say again that we should go over both at the meeting with the consultants and agency staff on Tuesday. Given everything I've seen from the Satya from work they did for DOT, I'm sure they can present their methodology clearly and concisely if we spend a bit of focused time on it.

Bruce

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- Provide a stand-alone analysis on congestion and send to the For-Hire Vehicle consulting team in editable format ([REDACTED] McKinsey and Company) [November 24]

- Present and review congestion analysis to consultants and city staff as designated by the Mayor's Office in working session [week of November 30]

Confidentiality:

The consultant will ensure that all communications are held confidential.

Article II. Copyrights –Title and Ownership and Warranties of Title

A. Title and Ownership

1. Upon execution of this Agreement, any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement, and any and all drafts and/or other preliminary materials in any format related to such items, shall become the exclusive property of the City.
2. Any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement ("Copyrightable Materials") shall be considered "work-made-for-hire" within the meaning and purview of Section 101 of the United States Copyright Act, 17 U.S.C. §101, and the City shall be the copyright owner thereof and of all aspects, elements and components thereof in which copyright protection might subsist. To the extent that the Copyrightable Materials do not qualify as "work-made-for-hire," the Consultant hereby irrevocably transfers, assigns and conveys exclusive copyright ownership in and to the Copyrightable Materials to the City, free and clear of any liens, claims, or other encumbrances. The Consultant shall retain no copyright or intellectual property interest in the Copyrightable Materials, and they shall be used by the Consultant for no other purpose without the prior written permission of the City.
3. The Consultant acknowledges that the City may, in its sole discretion, register copyright in the Copyrightable Materials with the U.S. Copyright Office or any other government agency authorized to grant copyright registrations. The Consultant shall cooperate in this effort, and agrees to provide any further documentation necessary to accomplish this.

B. Warranties and Indemnification

1. Warranties of Title

Consultant represents and warrants that the Copyrightable Materials: (a) are wholly original material not published elsewhere (except for material that is in the public domain); (b) do not violate any copyright law; (c) do not constitute defamation or invasion of the right of privacy or publicity, and (d) are not an infringement of any kind, of the rights of any third party. To the extent that the Copyrightable Materials incorporate any non-original material, the Consultant has obtained all necessary permissions and clearances, in writing, for the use of such non-original material under this Agreement, copies of which shall be provided to the City upon execution of this Agreement.

2. Intellectual Property Indemnification

The Consultant shall defend, indemnify and hold the City harmless from and against any and all claims, suits, damages, judgments, liabilities, costs and expenses, including reasonable attorneys' fees, to which it may be subject because of, or relating to, any claim that any licensed software or enhancements, as

applicable, infringes or violates the copyright, trademark, or any other property or personal right of any third party. This indemnification shall survive the termination or expiration of this Agreement. Furthermore, Consultant shall defend to judgment or settlement, at its sole expense, all suits or proceedings brought against Consultant arising out of the foregoing. However, in cases involving software, no such settlement shall be made that prevents the City from continuing to use the software without the City's prior written consent, which consent shall not be withheld unreasonably.

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 - b. Reserve: \$11,000 to be used at the City's discretion for additional meetings, analysis and/or presentations.
2. The Consultant shall invoice on a monthly basis. Invoices should be addressed to the Office of the Mayor; 100 Gold Street, 2nd floor, New York, N.Y. ; attention: Accounts Payable; and
3. The City reserves the right to terminate this agreement with two (2) days notice given to the Consultant of said termination. The Consultant may terminate this agreement with two (2) days notice given to the director of MIS or his designee.
4. Electronic Fund Transfer:
 - (a) In accordance with Section 6-107.1 of the New York City Administrative Code, the Consultant agrees to accept payments under this Agreement from the City by electronic funds transfer. An electronic funds transfer is any transfer of funds, other than a transaction originated by check, draft or similar paper instrument, which is initiated through an electronic terminal, telephonic instrument or computer or magnetic tape so as to order, instruct or authorize a financial institution to debit or credit an account. Prior to the first payment made under this Agreement, Consultant shall designate one financial institution or other authorized payment agent and shall complete the attached "EFT Vendor Payment Enrollment Form" in order to provide the Commissioner of Finance with information necessary for Consultant to receive electronic funds transfer payments through the designated financial institution or authorized payment agent. The crediting of the amount of a payment to the appropriate account on the books of a financial institution or other authorized payment agent designated by the Consultant shall constitute full satisfaction by the City for the amount of the payment under this agreement. The account information supplied by the Consultant to facilitate the electronic funds transfer shall remain confidential to the fullest extent provided by law.

(b) The agency head may waive the application of the requirements herein to payments on contracts entered into pursuant to §31 5 of the City Charter. In addition, the Commissioner of the Department of Finance and the Comptroller may jointly issue standards pursuant to which the contracting agency may waive the requirements hereunder for payments in the following circumstances: (i) for individuals or classes of individuals for whom compliance imposes a hardship; (ii) for classifications or types of checks; or (iii) in other circumstances as may be necessary in the interest of the City.

ARTICLE V. Financial Provisions

Audit:

All receipts, management and disbursement of funds provided by the City pursuant to this Agreement, and the books, records and accounts evidencing such receipts, management and disbursements, are subject to audit by the City, including the City Comptroller, pursuant to the powers and responsibilities conferred upon the City by the New York City Charter and the Administrative Code of the City of New York, as well as all orders and regulations promulgated pursuant thereto.

ARTICLE VI. Indemnification

A. Independent Contractor Status

Consultant and the Department agree that the Consultant is an independent Contractor, and not an employee of the Department or the City of New York.

B. Consultant Not an Employee of the City

Consultant shall not in any way be considered a servant, agent or employee of the City of New York. Consultant shall not be entitled to any remuneration from the City, or to any benefits, including but not limited to Workers' Compensation coverage, Disability Benefits coverage, Unemployment Insurance benefits, Social Security coverage or employee retirement membership or any other rights or benefits normally afforded employees of the City. This Agreement shall not be construed as a joint venture or as to make the City or the Consultant an agent of the other. Each of the parties hereto expressly disclaims any intention to enter into any such agency or joint venture and agrees to conduct itself so as not to act or purport to act on behalf of the other. This Agreement does not authorize Consultant to act as the agent or legal representative of the City for any purpose whatsoever. Consultant is not granted any express or implied right or authority to assume or create any obligation or responsibility on behalf of or in the name of the City or to bind the City in any manner or thing whatsoever.

C. Indemnification

Consultant shall defend, hold harmless and indemnify the City from liability upon any and all claims of any kind on account of injuries or death to any person or damages to property on account of any negligence, intentional tort, or failure to comply with the terms of this Agreement by the Consultant, its officers, trustees, employees, agents, servants, or independent Consultants.

ARTICLE VII. Conflicts

A. Procurement of Agreement

Consultant represents and warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage fee, contingent fee or any other compensation. The Consultant further represents and warrants that no payment, gift or thing of value has been made, given or promised to obtain this or any other agreement between the parties. The Consultant makes such representations and warranties to induce the City to enter into this Agreement and the City relies upon such representations and warranties in the execution of this Agreement.

B. Conflict of Interest

Consultant represents and warrants that neither it nor any of its directors, officers, members, partners or employees, has any interest nor shall they acquire any interest, directly or indirectly, which would or may conflict in any manner or degree with the performance or rendering of the services herein provided. The Consultant further represents and warrants that in the performance of this Agreement no person having such interest or possible interest shall be employed by it. No elected official or other officer or employee of the City or Department, nor any person whose salary is payable, in whole or in part, from the City Treasury, shall participate in any decision relating to this Agreement which affects his or her personal interest or the interest of any corporation, partnership or association in which he or she is, directly or indirectly, interested; nor shall any such person have any interest, direct or indirect, in this Agreement or in the proceeds thereof.

ARTICLE VIII. Termination of Agreement

A. The Department and/or City shall have the right to terminate this Agreement, in whole or in part:

1. Under any right to terminate as specified in any section of this Agreement.
2. Upon the failure of the Consultant to comply with any of the terms and conditions of this Agreement.
3. Upon the Consultant's becoming insolvent.
4. Upon the commencement under the Bankruptcy Act of any proceeding by or against the Consultant, either voluntarily or involuntarily.
5. Upon the Commissioner's determination, termination for any reason without cause.

B. The Department shall give the Consultant 2 days written notice of termination of this Agreement specifying therein the applicable provisions of subsection A of this section.

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Consultant affirms that Consultant is not in arrears to the City of New York upon debt or contract, or taxes, and is not a defaulter as surety or otherwise, upon obligation to the City of New York, and has not been declared not responsible, or disqualified, by any agency of the City of New York, nor is there any proceeding pending relating to the responsibility or qualification of the Consultant to receive public contracts except:

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The Agreement consists of the following components:

- A. The Agreement
- B. EFT Application, Investigation Clause and Tax Affirmation

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Consultant shall render all services under this Agreement in accordance with applicable provisions of federal, state and local laws, rules and regulations that are in effect at the time such services are rendered.

ARTICLE XIII. Entire Agreement

This Agreement, together with all its attachments, contains all the term, conditions and representations agreed upon by the parties. No other agreement, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto, or to vary any of the terms contained herein, unless it is in the form of a written amendment signed by the Agency Head or his/her designee and the Consultant.

Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

THE CONSULTANT

BY: _____

BY: _____

TITLE: _____

TITLE: _____

Subscribed and sworn to before me

Subscribed and sworn to before me

This ___ day of _____ 20__.

This ___ day of _____ 20__.

NOTARY PUBLIC

NOTARY PUBLIC

From: [Sidis, Joshua](#)
To: [Bruce Schaller \(bruceschaller2@gmail.com\)](mailto:bruceschaller2@gmail.com) (bruceschaller2@gmail.com)
Subject: FW: followup re VMT estimates
Date: Tuesday, December 01, 2015 5:17:39 PM
Attachments: [FHV Negotiated Acquisition 11.27.15.docx](#)

Here it is. Please let me know if you think this is where you and Mindy landed. Then I will make sure it gets to the Law department.

From: Sidis, Joshua
Sent: Monday, November 30, 2015 4:56 PM
To: 'Bruce Schaller'
Cc: Tarlow, Mindy
Subject: RE: followup re VMT estimates

Hi Bruce,
Attached, please see an updated draft of the Negotiated Acquisition. Thank you.

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Sent: Monday, November 30, 2015 4:30 PM
To: Sidis, Joshua
Cc: Tarlow, Mindy
Subject: Re: followup re VMT estimates

Thanks. I'll aim to get there a couple of minutes early. There is one form to notarize and the contract also, but it's needing changes first.

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Hi Bruce,
We have a notary. I will make sure she is around at 3pm.

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Cc: Sidis, Joshua
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OK, thanks. Welcome back Josh.

I think we are just focused on #1 and #2 on the modeling, the VMT estimates for current and prior year. Satya will need to give a bit more explanation to fully understand, eg, interpolation of BPM between 2010 and 2020, consistency between BPM and taxi records for taxi VMT (which did he use?), method of calculating VMT from trip data which does not have routing information, generation of 2014 FHV VMT when we only have Uber data for 2014, method of annualizing. 15 minutes should suffice.

We discussed on the phone conference call the exponential curve and 2020 projections,

which are the key inputs to the rest of the steps and introduce a bigger error bar than the error the modeling will introduce. I don't feel a need for further discussion.

Re contract, I will also need to get the various addenda notarized if there is someone around who can do that.

On Mon, Nov 30, 2015 at 12:59 PM, Tarlow, Mindy <mtarlow@cityhall.nyc.gov> wrote:
Hi Bruce,

The purpose of the meeting is to get a full airing of your analysis. Folks haven't seen your analysis and they need to understand it so the City is best positioned to make decisions about what to include in our internal and/or external reports. As you know, the City is the arbiter of any and all final products associated with this industry analysis.

The VMT analysis is indeed important. And, as you say, you've seen the traffic consultants' work already, as we all have. However, per your request, I asked Satya to provide a brief, concise report on the VMT methodology and we will reserve 15 minutes or so at the end of the 2 hour meeting for this purpose. In advance, Satya sent some general background (pasted below) that it would be helpful for you to review before the meeting.

Josh is back and copied above. He will have a hard copy of the Negotiated Acquisition at tomorrow's meeting. It looks like we are set for tomorrow from **3-5pm here at Operations**. Thanks, Mindy

General Background/Step by Step Modeling:

NOTE: 2014 involved only steps 1 and 2; 2015 involved steps 1 and 2 plus annualizing since there wasn't yet a whole year. After step 2, it's all about the projection.

1. BPM model was used to determine the overall 2010 and 2020 VMT (private autos, trucks, taxi) on a 24-hour basis.
2. Using observed data, the VMT for the FHVs were replaced in the BPM model outputs.
3. A regression model was developed to determine the 2020 taxi/FHV and private auto model split future trips hour by hour over a 24-hour basis.
4. A traffic model (step 2) was used to convert the 2020 trips to VMT by hour over a 24-hour basis.
5. Future 2020 VMT were developed (BPM VMT (Private autos, Trucks) + Taxi/FHV VMT = Total VMT) hour by hour over a 24-hour basis.
6. Speed profiles were developed for each hour on a 24-hour basis based on existing taxi GPS information. These profiles used observed speed and an estimate of normalized VMT (VMT per #lane miles of roadway). The # lane miles of roadway was derived using the NYBPM, within the CBD. The figure below shows the three curves derived. The curves are described in the following section.
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From: Bruce Schaller [bruceschaller2@gmail.com]

Sent: Sunday, November 29, 2015 4:40 PM

To: Tarlow, Mindy

Subject: followup re VMT estimates

Mindy - I wanted to add to our discussion about the consultant's VMT estimates.

You've said several times that this review is important, and it's probably the most significant part of the Fact Pack that we haven't worked through to understand and validate. It also makes sense to review in conjunction with the time-based analysis as they are two looks at the same set of issues. The methods are different, so the combined results should be robust. and should strengthen our understanding what is happening with CBD traffic. Further, whether or not external people ask about the VMT analysis later, it won't be helpful if it can't

readily be reconciled with whatever else is in the final report.

So I'd say again that we should go over both at the meeting with the consultants and agency staff on Tuesday. Given everything I've seen from the Satya from work they did for DOT, I'm sure they can present their methodology clearly and concisely if we spend a bit of focused time on it.

Bruce

SCOPE OF SERVICES FOR NEGOTIATED ACQUISITION

DRAFT – NOT FOR DISTRIBUTION

Article I. Scope of Services

WHEREAS, on August 31, 2015, the Mayor’s Office of Operations entered into an agreement with the Consultant, Bruce Schaller, Schaller Consulting, via micro-purchase to provide onsite/remote services;

WHEREAS, on November 2nd, 2015 the Mayor’s Office determined a need for the Consultant to provide additional services, not previously contemplated, that build upon the prior agreement;

WHEREAS, the City will procure these services via a negotiated acquisition;

WHEREAS, the City has determined that the Consultant’s previous work make him uniquely qualified to meet its additional requirements for this project;

NOW, THEREFORE, in consideration of the mutual covenants herein, the City and Consultant hereby agree as follows:

The Consultant has advised the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study. The Consultant shall now write a draft narrative report and submit it to the City and/or its FHV consulting team as outlined below.

Project Tasks

- Incorporate analysis from the Office of the Mayor and its FHV study partners in the “Fact Pack” into a draft streamlined, narrative report that the City may use at its discretion to provide background on the policy recommendations made by the Office of the Mayor and its City Agency partners
 - Use the “Fact Pack” produced by the For-Hire Vehicle Transportation Study consultant team dated October 21, 2015
 - Direct primary focus on the data and analysis described in the “Fact Pack” under Tasks 1, 2, and 3a, questions 1-2 (pages 1 – 112)
- Upon request, the Consultant shall be provided with data that increases understanding of assertions in the “Fact Pack” to the fullest extent possible
- Written project deliverables shall be delivered as required in an editable format

Project Deliverables

- Write a narrative draft report summarizing the data from the “Fact Pack” identified above, excluding analysis on congestion, and send in editable format to the Mayor’s Office (Mindy Tarlow, Mayor’s Office of Operations) [November 24]
- Provide a stand-alone analysis on congestion and send to the For-Hire Vehicle consulting team in editable format (██████████, McKinsey and Company) [November 24]

- Present and review congestion analysis to consultants and city staff as designated by the Mayor's Office in working session [week of November 30]

Confidentiality:

The consultant will ensure that all communications are held confidential.

Article II. Copyrights –Title and Ownership and Warranties of Title

A. Title and Ownership

1. Upon execution of this Agreement, any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement, and any and all drafts and/or other preliminary materials in any format related to such items, shall become the exclusive property of the City.
2. Any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement ("Copyrightable Materials") shall be considered "work-made-for-hire" within the meaning and purview of Section 101 of the United States Copyright Act, 17 U.S.C. §101, and the City shall be the copyright owner thereof and of all aspects, elements and components thereof in which copyright protection might subsist. To the extent that the Copyrightable Materials do not qualify as "work-made-for-hire," the Consultant hereby irrevocably transfers, assigns and conveys exclusive copyright ownership in and to the Copyrightable Materials to the City, free and clear of any liens, claims, or other encumbrances. The Consultant shall retain no copyright or intellectual property interest in the Copyrightable Materials, and they shall be used by the Consultant for no other purpose without the prior written permission of the City.
3. The Consultant acknowledges that the City may, in its sole discretion, register copyright in the Copyrightable Materials with the U.S. Copyright Office or any other government agency authorized to grant copyright registrations. The Consultant shall cooperate in this effort, and agrees to provide any further documentation necessary to accomplish this.

B. Warranties and Indemnification

1. Warranties of Title

Consultant represents and warrants that the Copyrightable Materials: (a) are wholly original material not published elsewhere (except for material that is in the public domain); (b) do not violate any copyright law; (c) do not constitute defamation or invasion of the right of privacy or publicity, and (d) are not an infringement of any kind, of the rights of any third party. To the extent that the Copyrightable Materials incorporate any non-original material, the Consultant has obtained all necessary permissions and clearances, in writing, for the use of such non-original material under this Agreement, copies of which shall be provided to the City upon execution of this Agreement.

2. Intellectual Property Indemnification

The Consultant shall defend, indemnify and hold the City harmless from and against any and all claims, suits, damages, judgments, liabilities, costs and expenses, including reasonable attorneys' fees, to which it may be subject because of, or relating to, any claim that any licensed software or enhancements, as

applicable, infringes or violates the copyright, trademark, or any other property or personal right of any third party. This indemnification shall survive the termination or expiration of this Agreement. Furthermore, Consultant shall defend to judgment or settlement, at its sole expense, all suits or proceedings brought against Consultant arising out of the foregoing. However, in cases involving software, no such settlement shall be made that prevents the City from continuing to use the software without the City's prior written consent, which consent shall not be withheld unreasonably.

Article III. Term and Schedule

The total contract term November 2nd through December 31st or upon reaching the maximum hours billed, whichever is first.

Article IV. Compensation, Payment and Termination Clause

1. The City shall pay the Consultant \$275 per hour; and the amount of the contract shall not exceed \$38,000 for services set forth in this Agreement, broken down as follows:
 - a. Scope of services: \$27,000 to be used to cover work product as described in Project Tasks
 - b. Reserve: \$11,000 to be used at the City's discretion for additional meetings, analysis and/or presentations.
2. The Consultant shall invoice on a monthly basis. Invoices should be addressed to the Office of the Mayor; 100 Gold Street, 2nd floor, New York, N.Y. ; attention: Accounts Payable; and
3. The City reserves the right to terminate this agreement with two (2) days notice given to the Consultant of said termination. The Consultant may terminate this agreement with two (2) days notice given to the director of MIS or his designee.
4. Electronic Fund Transfer:
 - (a) In accordance with Section 6-107.1 of the New York City Administrative Code, the Consultant agrees to accept payments under this Agreement from the City by electronic funds transfer. An electronic funds transfer is any transfer of funds, other than a transaction originated by check, draft or similar paper instrument, which is initiated through an electronic terminal, telephonic instrument or computer or magnetic tape so as to order, instruct or authorize a financial institution to debit or credit an account. Prior to the first payment made under this Agreement, Consultant shall designate one financial institution or other authorized payment agent and shall complete the attached "EFT Vendor Payment Enrollment Form" in order to provide the Commissioner of Finance with information necessary for Consultant to receive electronic funds transfer payments through the designated financial institution or authorized payment agent. The crediting of the amount of a payment to the appropriate account on the books of a financial institution or other authorized payment agent designated by the Consultant shall constitute full satisfaction by the City for the amount of the payment under this agreement. The account information supplied by the Consultant to facilitate the electronic funds transfer shall remain confidential to the fullest extent provided by law.

(b) The agency head may waive the application of the requirements herein to payments on contracts entered into pursuant to §31 5 of the City Charter. In addition, the Commissioner of the Department of Finance and the Comptroller may jointly issue standards pursuant to which the contracting agency may waive the requirements hereunder for payments in the following circumstances: (i) for individuals or classes of individuals for whom compliance imposes a hardship; (ii) for classifications or types of checks; or (iii) in other circumstances as may be necessary in the interest of the City.

ARTICLE V. Financial Provisions

Audit:

All receipts, management and disbursement of funds provided by the City pursuant to this Agreement, and the books, records and accounts evidencing such receipts, management and disbursements, are subject to audit by the City, including the City Comptroller, pursuant to the powers and responsibilities conferred upon the City by the New York City Charter and the Administrative Code of the City of New York, as well as all orders and regulations promulgated pursuant thereto.

ARTICLE VI. Indemnification

A. Independent Contractor Status

Consultant and the Department agree that the Consultant is an independent Contractor, and not an employee of the Department or the City of New York.

B. Consultant Not an Employee of the City

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Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

THE CONSULTANT

BY: _____

BY: _____

TITLE: _____

TITLE: _____

Subscribed and sworn to before me

Subscribed and sworn to before me

This ___ day of _____ 20__.

This ___ day of _____ 20__.

NOTARY PUBLIC

NOTARY PUBLIC

From: [Bruce Schaller](#)
To: [Sidis, Joshua](#)
Subject: Re: FW: followup re VMT estimates
Date: Wednesday, December 02, 2015 10:48:11 AM

Josh - this is exactly right, with one missing sentence that should go at the end of Article IV, section 3:

In the event of termination, Consultant may retain any payments already received and shall be paid the pro rata portion of any fee not yet paid.

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Bruce

From: [Delus, Marie](#)
To: ["Bruce Schaller"](#)
Cc: [Sidis, Joshua](#)
Subject: AGREEMENT: Neogitation Acquisition: For Hire Vehicle (FHV) Transportation Study Contract: Robert Bruce Schaller - EPIN#: 00216N0004
Date: Thursday, December 24, 2015 3:00:42 PM
Attachments: [AGREEMENT FOR CONSULTANT- Bruce Schaller and Joshua version of the agreement - Law Dept revised - 12-21-15.pdf](#)

Hello,

The Law Department reviewed your revised agreement and made additional changes. I should note that most of the boiler-plate languages that were removed were re-added by the Law Department.

Please review the agreement, sign, notarize and return three (3) signed copies to:

Office of the Mayor/Fiscal Operations
100 Gold Street, 2nd Floor
New York, NY 10038
Attention: Marie Delus

If you have any questions pertaining to the boiler-plate language; I will connect you with the Law Department Attorney, Lindsey James, for follow-up.

Thank you,

Marie Delus
Deputy Agency Chief Contracting Officer
Phone #: 212-788-2680
Fax #: 212-788-2406

AGREEMENT FOR CONSULTANT

By this Letter of Agreement, the City of New York (“City” or “Client”), acting by and through the Office of the Mayor, (hereinafter “City”) has engaged Robert Bruce Schaller, Schaller Consulting (“Consultant”), located 94 Windsor Place, Brooklyn, NY 11215, for the period January 11, 2016 through June 30, 2016. The terms of the agreement shall include the following:

ARTICLE I. Scope of Services

WHEREAS, on August 31, 2015, the Mayor’s Office of Operations entered into an agreement with the Consultant, Bruce Schaller, Schaller Consulting, via micro-purchase to provide onsite/remote services;

WHEREAS, on November 2nd, 2015 the Mayor’s Office determined a need for the Consultant to provide additional services, not previously contemplated, that build upon the prior agreement;

WHEREAS, the City will procure these services via a negotiated acquisition;

WHEREAS, the City has determined that the Consultant previous work make him uniquely qualified to meet its additional requirements for this project;

NOW, THEREFORE, in consideration of the mutual covenants herein, the City and Contractor hereby agree as follows:

- Consultant shall provide the following Services:

Consultant shall advise the Office of the Mayor and its FHV study partners at the discretion of the Office of the Mayor on the full scope of the For-Hire Vehicle Transportation Study. The Consultant shall now write a draft narrative report and submit it to the City and/or its FHV consulting team as outlined below:

1. Project Tasks

- Incorporate analysis from the Office of the Mayor and its FHV study partners in the “Fact Pack” into a draft streamlined, narrative report that the City may use at its discretion to provide background on the policy recommendations made by the Office of the Mayor and its City Agency partners
 - Use the “Fact Pack” produced by the For-Hire Vehicle Transportation Study consultant team dated October 21, 2015
 - Direct primary focus on the data and analysis described in the “Fact Pack” under Tasks 1, 2, and 3a, questions 1-2 (pages 1 – 112)
- Upon request, the Consultant shall be provided with data that increases understanding of assertions in the “Fact Pack” to the fullest extent possible
- Written project deliverables shall be delivered as required in an editable format

2. Project Deliverables

- Write a narrative draft report summarizing the data from the “Fact Pack” identified above, excluding analysis on congestion, and send in editable format to the Mayor’s Office (Mindy Tarlow, Mayor’s Office of Operations)
- Provide a stand-alone analysis on congestion and send to the For-Hire Vehicle consulting team in editable format (Aly Spencer, McKinsey and Company)
- Present and review congestion analysis to consultants and city staff as designated by the Mayor’s Office in working session.
- Confidentiality:
 - a. The consultant will ensure that all communications are held confidential.

ARTICLE II. Copyrights – Title and Ownership and Warranties of Title

A. Title and Ownership

1. Upon execution of this Agreement, any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement, and any and all drafts and/or other preliminary materials in any format related to such items, shall become the exclusive property of the City.
2. Any reports, documents, data, photographs and/or other materials produced pursuant to this Agreement ("Copyrightable Materials") shall be considered "work-made-for-hire" within the meaning and purview of Section 101 of the United States Copyright Act, 17 U.S.C. §101, and the City shall be the copyright owner thereof and of all aspects, elements and components thereof in which copyright protection might subsist. To the extent that the Copyrightable Materials do not qualify as "work-made-for-hire," the Consultant hereby irrevocably transfers, assigns and conveys exclusive copyright ownership in and to the Copyrightable Materials to the City, free and clear of any liens, claims, or other encumbrances. The Consultant shall retain no copyright or intellectual property interest in the Copyrightable Materials, and they shall be used by the Consultant for no other purpose without the prior written permission of the City.
3. The Consultant acknowledges that the City may, in its sole discretion, register copyright in the Copyrightable Materials with the U.S. Copyright Office or any other government agency authorized to grant copyright registrations. The Consultant shall cooperate in this effort, and agrees to provide any further documentation necessary to accomplish this.

B. Warranties and Indemnification

1. Warranties of Title

Consultant represents and warrants that the Copyrightable Materials: (a) are wholly original material not published elsewhere (except for material that is in the public domain); (b) do not violate any copyright law; (c) do not constitute defamation or invasion of the right of privacy or

publicity, and (d) are not an infringement of any kind, of the rights of any third party. To the extent that the Copyrightable Materials incorporate any non-original material, the Consultant has obtained all necessary permissions and clearances, in writing, for the use of such non-original material under this Agreement, copies of which shall be provided to the City upon execution of this Agreement.

2. Intellectual Property Indemnification

The Consultant shall defend, indemnify and hold the City harmless from and against any and all claims, suits, damages, judgments, liabilities, costs and expenses, including reasonable attorneys' fees, to which it may be subject because of, or relating to, any claim that any licensed software or enhancements, as applicable, infringes or violates the copyright, trademark, or any other property or personal right of any third party. This indemnification shall survive the termination or expiration of this Agreement. Furthermore, Consultant shall defend to judgment or settlement, at its sole expense, all suits or proceedings brought against Consultant arising out of the foregoing. However, in cases involving software, no such settlement shall be made that prevents the City from continuing to use the software without the City's prior written consent, which consent shall not be withheld unreasonably.

ARTICLE III. Term and Schedule

The total contract term January 11, 2016 through June 30, 2016 or upon reaching the maximum hours billed, whichever is first.

ARTICLE IV. Compensation, Payment and Termination Clause

1. The City shall pay the Consultant \$275 per hour; and the amount of the contract shall not exceed \$38,000 for services set forth in this Agreement, broken down as follows:
 - a. Scope of services: \$27,000 to be used to cover work product as described in Project Tasks
 - b. Reserve: \$11,000 to be used at the City's discretion for additional meetings, analysis and/or presentations.
2. The Consultant shall invoice on a monthly basis. Invoices should be addressed to the Office of the Mayor; 100 Gold Street, 2nd floor, New York, N.Y.; attention: Account Payable; and
3. The City reserves the right to terminate this agreement with two (2) days' notice given to the Consultant of said termination. The Consultant may terminate this agreement with two (2) days' notice given to the director of MIS or his designee. In the event of termination, Consultant may retain any payments already received and shall be paid the pro rata portion of any fee not yet paid.
4. Electronic Fund Transfer:

(a) In accordance with Section 6-107.1 of the New York City Administrative Code, the Contractor agrees to accept payments under this Agreement from the City by electronic funds transfer. An electronic funds transfer is any transfer of funds, other than a transaction originated by check, draft or similar paper instrument, which is initiated through an electronic terminal, telephonic instrument or computer or magnetic tape so as to order, instruct or authorize a financial institution to debit or credit an account. Prior to the first payment made under this Agreement, Contractor shall designate one financial institution or other authorized payment agent and shall complete the attached "EFT Vendor Payment Enrollment Form" in order to provide the Commissioner of Finance with information necessary for Contractor to receive electronic funds transfer payments through the designated financial institution or authorized payment agent. The crediting of the amount of a payment to the appropriate account on the books of a financial institution or other authorized payment agent designated by the Contractor shall constitute full satisfaction by the City for the amount of the payment under this agreement. The account information supplied by the Contractor to facilitate the electronic funds transfer shall remain confidential to the fullest extent provided by law.

(b) The agency head may waive the application of the requirements herein to payments on contracts entered into pursuant to §315 of the City Charter. In addition, the Commissioner of the Department of Finance and the Comptroller may jointly issue standards pursuant to which the contracting agency may waive the requirements hereunder for payments in the following circumstances: (i) for individuals or classes of individuals for whom compliance imposes a hardship; (ii) for classifications or types of checks; or (iii) in other circumstances as may be necessary in the interest of the City.

ARTICLE V. Financial Provisions

Audit:

All receipts, management and disbursement of funds provided by the City pursuant to this Agreement, and the books, records and accounts evidencing such receipts, management and disbursements, are subject to audit by the City, including the City Comptroller, pursuant to the powers and responsibilities conferred upon the City by the New York City Charter and the Administrative Code of the City of New York, as well as all orders and regulations promulgated pursuant thereto.

ARTICLE VI. Insurance and Indemnification

A. Independent Contractor Status

Contractor and the Department agree that the Contractor is an independent contractor, and not an employee of the Department or the City of New York.

B. Consultant Not an Employee of the City

Consultant shall not in any way be considered a servant, contractor, agent or employee of the City of New York. Consultant shall not be entitled to any remuneration from the City, or to any benefits, including but not limited to Workers' Compensation coverage, Disability Benefits coverage, Unemployment Insurance benefits, Social Security coverage or employee retirement membership or any other rights or benefits normally

afforded employees of the City. This Agreement shall not be construed as a joint venture or as to make the City or the Consultant an agent of the other. Each of the parties hereto expressly disclaims any intention to enter into any such agency or joint venture and agrees to conduct itself so as not to act or purport to act on behalf of the other. This Agreement does not authorize Consultant to act as the agent or legal representative of the City for any purpose whatsoever. Consultant is not granted any express or implied right or authority to assume or create any obligation or responsibility on behalf of or in the name of the City or to bind the City in any manner or thing whatsoever.

C. Indemnification

Contractor shall defend, indemnify and hold the City, its officers and employees harmless from any and all claims (even if the allegations of the lawsuit are without merit) or judgments for damages on account of any injuries or death to any person or damage to any property and from costs and expenses to which the City, its officers and employees may be subjected or which it may suffer or incur allegedly arising out of the operations of the Contractor and/or its subcontractors or in any way relating to this Contract to the extent resulting from any negligent act of commission or omission, any intentional tortious act, or failure to comply with the provisions of this Contract or applicable law. Insofar as the facts or law relating to any claim would preclude the City from being completely indemnified by the Contractor, the City shall be partially indemnified by the Contractor to the fullest extent permitted by law.

ARTICLE VII. Conflicts

A. Procurement of Agreement

Consultant represents and warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage fee, contingent fee or any other compensation. The Consultant further represents and warrants that no payment, gift or thing of value has been made, given or promised to obtain this or any other agreement between the parties. The Consultant makes such representations and warranties to induce the City to enter into this Agreement and the City relies upon such representations and warranties in the execution of this Agreement.

B. Conflict of Interest

Consultant represents and warrants that neither it nor any of its directors, officers, members, partners or employees, has any interest nor shall they acquire any interest, directly or indirectly, which would or may conflict in any manner or degree with the performance or rendering of the services herein provided. The Consultant further represents and warrants that in the performance of this Agreement no person having such interest or possible interest shall be employed by it. No elected official or other officer or employee of the City or Department, nor any person whose salary is payable, in whole or in part, from the City Treasury, shall participate in any decision relating to this Agreement which affects his or her personal interest or the interest of any corporation, partnership or association in which he or she is, directly or indirectly, interested; nor shall any such person have any interest, direct or indirect, in this Agreement or in the proceeds thereof.

ARTICLE VIII. Assignments

No assignment of this Contract shall be valid without the prior, written consent of the ACCO, or his or her designee.

ARTICLE VIII. Termination of Agreement

- A. The Department and/or City shall have the right to terminate this Agreement, in whole or in part:
 - 1. Under any right to terminate as specified in any section of this Agreement.
 - 2. Upon the failure of the Contractor to comply with any of the terms and conditions of this Agreement.
 - 3. Upon the Contractor's becoming insolvent.
 - 4. Upon the commencement under the Bankruptcy Act of any proceeding by or against the Contractor, either voluntarily or involuntarily.
 - 5. Upon the Commissioner's determination, termination for any reason without cause.
- B. The Department shall give the Contractor 2 days written notice of termination of this Agreement specifying therein the applicable provisions of subsection A of this section.

ARTICLE IX. Taxpayer Affirmation

Contractor affirms that Contractor is not in arrears to the City of New York upon debt or contract, or taxes, and is not a defaulter as surety or otherwise, upon obligation to the City of New York, and has not been declared not responsible, or disqualified, by any agency of the City of New York, nor is there any proceeding pending relating to the responsibility or qualification of the Contractor to receive public contracts except:

ARTICLE X. MacBride Principles

This Article (MacBride Principles) is applicable if this Contract is for more than \$10,000. It does not apply if the Contractor is a not-for-profit corporation. If this is applicable to this Contract, the MacBride Principles Provisions for New York City Contractors Rider is attached hereto and made a part hereof.

ARTICLE XI Iran Divestment Act Compliance and Bidder's Certification. This Section 5 (Iran Divestment Act Compliance and Bidder's Certification) is applicable if this Contract is for more than \$5000. If this Section 5 is applicable to this Contract, the Iran Divestment Act Compliance Rider and Bidder's Certification is attached hereto and made a part hereof.

ARTICLE XII Confidential Information

(a) The Contractor agrees to hold confidential, both during and after the completion or termination of this Contract, all of the reports, information, or data, furnished to, or prepared, assembled or used by, the Contractor under this Contract. The Contractor agrees that such reports, information, or data shall not be made available to any person or entity without the prior written approval of the Agency. The Contractor agrees to maintain the confidentiality of such reports, information, or data by using a reasonable degree of care, and using at least the same degree of care that the Contractor uses to preserve the confidentiality of its own confidential information. The Contractor shall restrict access to confidential information to persons who have a legitimate work-related purpose to access such information, and will instruct its officers, employees, and agents to maintain confidentiality as required by this Contract. In the event that the data contains social security numbers or other Personal Identifying Information, as such term is defined in Section 3(b) below, the Contractor shall utilize best practice methods (e.g., encryption of electronic records) to protect the confidentiality of such data. The obligation under this Section 3(b) to hold reports, information or data confidential shall not apply where the City would be required to disclose such reports, information or data pursuant to the State Freedom of Information Law (“FOIL”), provided that the Contractor provides advance notice to the City, in writing or by e-mail, that it intends to disclose such reports, information or data and the City does not inform the Contractor, in writing or by e-mail, that such reports, information, or data are not subject to disclosure under FOIL.

(b) The Contractor shall provide notice to the Agency within three (3) days of the discovery by the Contractor of any breach of security, as defined in Administrative Code § 10-501(b), of any data, encrypted or otherwise, in use by the Contractor that contains social security numbers or other personal identifying information as defined in Administrative Code § 10-501 (“Personal Identifying Information”), where such breach of security arises out of the acts or omissions of the Contractor or its employees, subcontractors, or agents. Upon the discovery of such security breach, the Contractor shall take reasonable steps to remediate the cause or causes of such breach, and shall provide notice to the Agency of such steps. In the event of such security breach, without limiting any other right of the City, the Contractor shall be liable for, and the City shall have the right to withhold further payments under this Contract for the purpose of set-off in sufficient sums to cover, the costs of (i) notifications and/or other actions mandated by any law, or administrative or judicial order, to address the breach, (ii) any fines or disallowances imposed by the State or federal government as a result of such disclosure, (iii) credit monitoring services for the victims of such a security breach by a national credit reporting agency, and (iv) any other commercially reasonable preventive measure.

(c) At the City’s request, the Contractor shall return to the Agency any and all confidential information in the possession of the Contractor or its subcontractors.

ARTICLE XIII. Citywide Information Security Policy

To the extent that this Contract is used to purchase information technology services, the Contractor agrees to comply with all citywide information security policies and standards as published by the City of New York’s Department of Information Technology and Telecommunications at <http://www.nyc.gov/infosec>. Citywide policies and standards include a requirement that the Contractor cooperate with and ensure the successful completion of any security accreditation tasks and processes relevant to the Services and /or deliverables it provides. The Contractor must bear the cost of compliance with all such citywide policies and standards.

ARTICLE XIV. Publicity

The Contractor, and its officers, employees,, and agents shall notify the Agency, at any time either during or after completion or termination of this Contract, of any intended statement to the press or any intended issuing of any material for publication in any media of communication (print, news, television, radio, Internet, etc.) regarding the Services provided or the data collected pursuant to this Contract: (a) at least twenty-four (24) hours prior to any statement to the press; or (b) at least five (5) business days prior to the submission of the material for publication, or such shorter periods as are reasonable under the circumstances. The Contractor may not issue any statement or submit any material for publication that includes confidential information as described in Article I (Confidential Information) above.

ARTICLE XV. Subcontracting

(a) The Bidder shall not enter into any subcontract for the performance of its obligations, in whole or in part, under this Contract without submitting a written request for and obtaining the prior approval by the Agency of the subcontractor. Upon the Agency’s request, the Bidder shall provide a copy of the proposed subcontract and information demonstrating that the proposed subcontractor has the necessary facilities, skill, integrity, past experience and financial resources to perform the specified services in accordance with this Contract. If required, the proposed subcontractor’s Vendex Questionnaire must be submitted within thirty (30) days after the ACCO has granted preliminary approval of the proposed subcontractor.

(b) All subcontracts must be in writing and shall contain provisions specifying that (i) the work performed by the subcontractor must be in accordance with the terms of the contract between the City and the Bidder; (ii) nothing contained in the contract between the Bidder and the subcontractor shall impair the rights of the City; and (iii) nothing in the contract between the Bidder and the subcontractor, or under the contract between the City and the Bidder, shall create any contractual relation between the subcontractor and the City.

(c) The Bidder agrees that it is as fully responsible to the Agency for the acts and omissions of its subcontractors and of persons either directly or indirectly employed by such subcontractors as it is for the acts and omissions of any person directly employed by it.

(d) The Agency may revoke in writing the approval of a subcontractor granted under this Section 9 (Subcontracting) if revocation is deemed to be in the interest of the City.

ARTICLE XVI. Dispute Resolution

All disputes between the City and the supplier that arise under, or by virtue of, this Agreement shall be finally resolved in accordance with the provisions of Section 4-09 of the PPB Rules. The procedure for resolving all such disputes set forth in Section 4-09 of the PPB Rules shall be the exclusive means of resolving any such disputes. The dispute resolution provisions of this article and Section 4-09 of the PPB Rules shall not apply to disputes concerning matters dealt with in other sections of the PPB Rules or to disputes involving patents, copyrights, trademarks, or trade secrets (as interpreted by the courts of New York State) relating to proprietary rights in computer software.

ARTICLE XVII. Part of this Agreement

The Agreement consists of the following components:

- A. The Agreement
- B. EFT Application, Investigation Clause, MacBride Principal and Tax Affirmation

ARTICLE XVIII. Compliance with Law

Contractor shall render all services under this Agreement in accordance with applicable provisions of federal, state and local laws, rules and regulations that are in effect at the time such services are rendered.

ARTICLE XIX. Entire Agreement

This Agreement, together with all its attachments, contains all the term, conditions and representations agreed upon by the parties. No other agreement, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto, or to vary any of the terms contained herein, unless it is in the form of a written amendment signed by the Agency Head or his/her designee and the Contractor.

Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

THE CONTRACTOR

BY: _____

BY: _____

TITLE: _____

TITLE: _____

Subscribed and sworn to before me

Subscribed and sworn to before me

This ____ day of _____ 20 ____.

This ____ day of _____ 20 ____.

NOTARY PUBLIC

NOTARY PUBLIC

LAW

**Rev
8/90**

INVESTIGATION CLAUSE

1.1 The parties to this agreement agree to cooperate fully and faithfully with any investigation, audit or inquiry conducted by a State of New York (State) or City of New York (City) governmental agency or authority that is empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath, or conducted by the Inspector General of a governmental agency that is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license that is the subject of the investigation, audit or inquiry.

1.2 (a) If any person who has been advised that his or her statement, and information from such statement, will not be used against him or her in any subsequent criminal proceeding refuses to

testify before a grand jury or other governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath concerning the award of or performance under any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision or public authority thereof, or the Port Authority of New York and New Jersey, or any local development corporation with the City, or any public benefit corporation organized under the laws of the State of New York, or:

1.2 (b) If any person refuses to testify for a reason other than the assertion of his or her privilege against self-incrimination in an investigation, audit or inquiry conducted by the City or State governmental agency or authority empowered directly or by designation to compel the attendance of witnesses and to take testimony under oath, or by the Inspector General of the governmental agency that is a party in interest in, and is seeking testimony concerning the award of, or performance under, any transaction, agreement, lease, permit, contract, or license entered into with the City, the State, or any political subdivision thereof or any local development corporation within the City, then:

1.3(a) The commissioner or agency head whose agency is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license shall convene a hearing upon not less than five (5) days written notice to the parties involved to determine if any penalties should attach for the failure of a person to testify.

1.3(b) If any non-governmental party to the hearing requests an adjournment, the commissioner or agency head who convened the hearing may, upon granting the adjournment, suspend any contract, lease, permit, or license pending the final determination pursuant to paragraph 1.5 below without the City incurring any penalty or damages for delay or otherwise.

1.4 The penalties which may attach after a final determination by the commissioner or agency head may include but shall not exceed:

(a) The disqualification for a period not to exceed five (5) years from the date of an adverse determination for any person, or any entity of which such person was a member at the time the testimony was sought, from submitting bids for, or transacting business with, or entering into or obtaining any contract, lease, permit or license with or from the City and/or

(b) The cancellation or termination of any and all such existing City contracts, leases, permits or licenses that the refusal to testify concerns and that have not been assigned as permitted under this agreement, nor the proceeds of which pledged, to an unaffiliated and unrelated institutional leader for fair value prior to the issuance of the notice scheduling the hearing, without the City incurring any penalty or damages on account of such cancellation or termination; monies lawfully due for goods delivered, work done, rentals, or fees accrued prior to the cancellation or termination shall be paid by the City.

1.5 The commissioner or agency head shall consider and address in reaching his or her determination and in assessing an appropriate penalty the factors in paragraphs (a) and (b) below. He or she may also consider, if relevant and appropriate, the criteria

established in paragraphs (c) and (d) below in any other information which may be relevant and appropriate;

- (a) The party's good faith endeavors or lack thereof to cooperate fully and faithfully with any governmental investigation or audit, including but not limited to the discipline, discharge, or disassociation of any person failing to testify, the production of accurate and complete books and records, and the forthcoming testimony of all other members, agents, assignees or fiduciaries whose testimony is sought.
- (b) The relationship of the person who refused to testify to any entity that is a party of the hearing, including, but not limited to, whether the person whose testimony is sought has an ownership interest in the entity and/or the degree of authority and responsibility the person within the entity.
- (c) The nexus of the testimony sought to the subject entity and its contracts, leases, permits or licenses with the City.
- (d) The effect a penalty may have on an unaffiliated and unrelated party or entity that has a significant interest in an entity subject to penalties under 1.4 above, provided that the party or entity has given actual notice to the commissioner or agency head upon the acquisition of the interest, or at the hearing called for in 1.3(a) above gives notice and proves that such interest was previously acquired. Under either circumstance the party or entity must present evidence at the hearing demonstrating the potential adverse impact a penalty will have on such person or entity.

1.6 (a) The term "license" or "permit" as used herein shall be defined as a license, permit, franchise or concession not granted as a matter of right.

(b) The term "person" as used herein shall be defined as any natural person doing business alone or associated with another person or entity as a partner, director, officer, principal or employee.

(c) The term "entity" as used herein shall be defined as any firm, partnership, corporation, association, or person that receives monies, benefits, licenses, leases, or permits from or through the City or otherwise transact business with the City.

(d) The term "member" as used herein shall be defined as any person associated with another person or entity as a partner, director, officer, principal or employee.

1.7 In addition to and notwithstanding any other provision of this agreement the Commissioner or agency head may in his or her sole discretion terminate this agreement upon not less than three (3) days written notice in the event contractor fails to promptly report in writing to the Commissioner of Investigation of the City of New York any solicitation of money, goods, requests for future employment or other benefit or thing of value, by or on behalf of any employee of the City or other person, firm, corporation or entity for any purpose which may be related to the procurement or obtaining of this agreement by the contractor, or affecting the performance of this contract.

From: [REDACTED]@mckinsey.com
To: Tarlow_Mindy
Cc: [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com
Subject: Fwd: Point to Point - NSW announcement
Date: Saturday, December 26, 2015 7:35:40 AM
Attachments: [M850_3_P2P_TRANSPORT_REFORMS_WCAG.pdf](#)
[Andrew Constance med rel - Point to point transport reforms.pdf](#)
[M850_2_P2P_FACTSHEET_V4_WCAG.pdf](#)
[M850_5_4_PAGER_V5_WCAG.pdf](#)
[Andrew Constance med rel - Point to Point transport reforms to boost accessibility.pdf](#)
[M850_1_CONSUMER_BENEFITS_FACTSHEET_WCAG.pdf](#)

Mindy

As I mentioned, the largest state in Australia, NSW, released its version of the FHV report last week. One of my good friends is [REDACTED] to the [REDACTED] and was involved if you wanted to talk to him or someone else.

I've included some of the summary materials, which are quite simply written.

Major highlights are:

[REDACTED]

Hope you're enjoying the holiday weekend.

Cheers, [REDACTED]

>
>

+ =====+
This email is confidential and may be privileged. If you have received it in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any purpose.
+ =====+

Point to point transport reform

Improving accessibility, choice and inclusion

Wheelchair accessible services

- > We're committed to ensuring wheelchair accessible taxis (WATs) are available and affordable for customers who need them – and will now commit **\$15.5 million** each year to support wheelchair accessible services for point to point services. What we are doing?



Raise the Taxi Transport Subsidy Scheme cap from \$30 to \$60



Expanding the current WAT interest free loan scheme to help get more WATs on the road



Increase the WAT driver incentive payment from \$7.70 (ex GST) to \$15 (ex GST)



Subsidising the cost of a central booking service for WATs in Sydney, saving businesses that provide these services \$2,130 per year



Reducing WAT licence fees in metro areas to zero (in line with the rest of NSW)

- > The NSW Government has also accepted the point to point transport taskforce's recommendation to better target subsidies and incentives to improve the quality and range of services available to customers with disabilities. This review will be a priority for Transport for NSW in the coming year.

Community transport

- > The community transport sector provides critical point to point transport services for thousands of people across the state.
- > We're committed to working with the community transport sector to adapt to these changes.
- > As part of new reforms announced by the NSW Government, community transport providers will continue to be responsible for ensuring their services are operated safely, and that their drivers have passed comprehensive background checks.
- > The reforms will offer community transport operators the potential to provide a range of new booked point to point services – if they wish to and as long as they comply with contract requirements.

More choice in regional NSW

- > Taxis provide essential transport services in rural and regional NSW. Our reforms will reduce costs and red tape for taxis in regional areas and will help make taxi businesses more sustainable.
- > Our reforms give regional customers more choice, with new types of booked services likely to become available. Fewer restrictions on what services can be provided will encourage innovative new services that can better meet customers' needs, as well as better use of existing services.
- > For example, there will no longer be any restrictions on where booked services (including booked taxis) can be provided, with all taxi and booking companies free to provide booked services throughout the state.
- > For the first time, we will introduce annual taxi licences outside of Sydney. A Bill will be brought to Parliament in the New Year to give effect to this decision.



Andrew Constance
Minister for Transport and Infrastructure

MEDIA RELEASE

Thursday 17 December 2015

A NEW TRANSPORT ECONOMY: CONSUMER CHOICE, COMPETITION AND DOWNWARD PRESSURE ON FARES

Minister for Transport and Infrastructure Andrew Constance today announced from midnight tonight, consumers will have more choice, more competition for their business and experience downward pressure on fares with ride-sharing to become legal.

The landmark reforms put taxis and ride-sharing services such as Uber on a more even playing field and pave the way for thousands of new and cheaper service options for customers.

Mr Constance said with more people than ever buying goods and services on their smart phone – it's time NSW updated its out-dated transport regulations to give customers the services they're calling for.

"Customers, taxi and hire car operators, drivers and new entrants have all made clear they want change and today we are making it happen," Mr Constance said.

Today's changes comprise four main components:

- Ride-sharing services will become legal, with a driver authority required in a transition period
- The immediate repeal of more than 50 taxi and hire car regulations, expected to generate \$30 million in benefits each year for the industry
- Safety will be boosted, with a new regulator and Commissioner to oversee the industry
- Establishment of a \$250 million industry adjustment package for taxi and hire car licence plate owners

Under the new model, taxis will continue to have exclusive access to rank and hail jobs, but customers will have the choice to book taxis, hire cars or ride-sharing services on their smart phone, along with many other services yet to come to Australia.

"These reforms are expected to blow the doors of innovation wide open for 'booked' services, where customers can track their driver, provide direct feedback, hold them more accountable and choose from accessible price points," Mr Constance said.

"All up the reform package equates to \$30 million each year in reduced regulatory costs for the industry.

"By taking regulatory and cost pressure off the industry and unlocking more point to point services, we expect to create hundreds of new jobs over the next few years."

The changes will be rolled out over two stages, including the establishment of a stand-alone regulator and Commissioner to crack down on customer safety and ensure the industry is abiding by the rules.

From midnight tonight, more than 50 pieces of red tape for taxi and hire car drivers will be repealed, creating a more level playing field in the point to point transport market.

“Safety measures are being maintained, to ensure we have strong and enforceable standards across drivers, vehicles and the companies providing the service,” Mr Constance said.

“Once Parliament resumes, I will introduce legislation to provide for the full reform package including a new regulator and Commissioner to hold all point to point services to account, with significant power and penalties.

“These include the ability to name and shame companies, seek court imposed fines of millions of dollars and in the worst case scenario a two year prison term for their company personnel.

“For the first time the buck will stop with the company making profit from the services – not just the driver.”

In recognition of the potential impact these changes will have on existing taxi and hire car licence holders, the NSW Government has set aside \$250 million in a structural assistance fund to help licence owners adjust to the new regulatory framework.

“It’s important that we don’t forget those who have poured their savings into taxi licences over the past decades and ensure they get equitable assistance as this industry adjusts to changes in our economy,” Mr Constance said.

The cost of this reform package will be met from consolidated revenue, along with a temporary levy on all point to point transport providers, equivalent to \$1 per trip for a maximum of five years. It will be up to service providers to decide whether or not they choose to pass on this cost to their customers. At the same time, costs for taxi and hire car operators are being reduced with lower license fees and other cost heavy regulations removed, equivalent to \$30 million a year in red tape savings for the industry.

Today’s reforms are part of the NSW Government’s response to the Sturgess Point to Point Transport Report, which handed down its findings last month following more than 5,000 submissions from industry and the public.

For more information go to www.transport.nsw.gov.au/pointtopoint

MEDIA: Josh Murphy | Minister Constance | 0409 086 207
Dominic Cuschieri | Minister Constance | 0467 741 503

A new framework for point to point transport



We're cutting red tape for the point to point industry

From day one we're removing more than 50 pieces of unnecessary regulation which will allow the industry to focus on how to deliver more innovative customer services. By 2019, these reforms will deliver more than \$30 million a year in savings.



Focus on safety

The new law will assign clear accountabilities to ensure services meet the NSW Government's safety and security standards.



Booked services subject to fewer restrictions

Under the reforms, the booked point to point market will be opened up and competition increased.



Ridesharing drivers to operate legally

From day one rideshare drivers will be permitted to operate legally, provided they get a hire car driver authorisation and have a business registration for their car.



A strong new safety regulator

The new framework will be overseen by a new safety regulator that will have unprecedented powers.

Safety

We're maintaining safety standards

Drivers of point to point services, including taxis, will have to undergo medical checks, criminal background checks and meet high driver standards. Importantly, if they don't meet the standards, they simply will not be able to drive a point to point vehicle.

Taxi and booking companies will be held accountable

There will be a modern safety regime with the new regulator in place. The regulator will focus on ensuring that taxi and booking companies are meeting their obligations. This will ensure the safe provision of services instead of handing out infringement notices to drivers for minor offences - most of which are not related to the safety of the services.

Changes to industry

Greater competition means more customers

Taxi drivers will be better off under the new regulatory regime. We know customers take more taxi trips when costs go down and these reforms will mean more opportunities for drivers.

Rank and hail stays the same

Taxis will continue to have exclusive access to the rank and hail market, which represents 70 per cent of a taxi driver's work. Less red tape means lower costs.

The removal of unnecessary regulations that have nothing to do with safety will reduce red-tape by about \$30m each year and give drivers more opportunities to maximise their earnings.

Industry adjustment assistance available

Reform on this scale won't be easy for everyone. That's why there is a \$250 million industry structural adjustment package to provide assistance to perpetual licence owners to adjust to changes in the regulatory framework for booked services, and to provide financial assistance for those facing hardship. A range of business advisory support initiatives will be rolled out by the Office of the NSW Small Business Commissioner to support existing industry participants to adjust to the new operating environment in NSW.

The new regulator

Unprecedented powers

A new stand-alone regulator will be the toughest regulator the NSW point to point transport industry has ever had. It will have extensive investigative and information gathering powers and will be able to initiate prosecutions for serious matters.

Tough fines for non-compliance

The new regulator will have the power to impose significant fines against taxi and booking companies that do not meet their safety obligations. In addition, the new laws will include maximum court-imposed fines based on how much profit the company generates, which may be in the millions of dollars. Courts will also be able to impose prison terms of up to two years for nominated directors and managers found guilty of serious safety breaches.

Point to point transport

The NSW Government response to the taskforce report

In November 2015, the independent Point to Point Transport Taskforce provided the Government its report with 57 recommendations on how to improve the point to point transport industry, which includes taxis, hire cars and emerging services such as ridesharing.

The NSW Government's response to the report will legalise rideshare services and modernise regulation for point to point services to provide more opportunities for all drivers along with stronger safety mechanisms, better competition and choice for customers.

The response also includes assistance for parts of the industry, which will need to adjust to the new regulatory and market changes.

A new regulatory framework

The Taskforce recommended:

A new regulatory framework for point to point transport services that:

- > Focuses on outcomes and innovative service delivery.
- > Distinguishes between booked services (with a booking record) and taxi services hailed or hired from a rank.
- > Makes taxi and booking companies accountable for ensuring services are safe.



NSW Government response:

The new regulatory regime allows rideshare drivers to operate legally, provided they get a hire car driver authorisation and have a business registration for their car. The new model also focuses on customer and driver safety and will reduce red tape and costs for service providers. This will encourage new and innovative services that will better meet the needs of individual customers.

The NSW Government will maintain current standards for safety and security, but industry will be better able to decide the best and most cost-effective means of meeting those standards. Taxi and booking companies will be accountable for ensuring their services are safe. For the first time these companies will have a duty to ensure services are safe.

A new dedicated regulator and graduated penalty regime will be introduced - the toughest regulator the NSW transport industry has ever had - to promote a culture of safety.

What is the difference between booked services and rank and hail taxi services?

Taxis caught from a rank or hailed in the street are anonymous, and so additional security measures, such as security cameras, are necessary. Booked trips come with a record of the journey and so have different safety requirements. Only taxis will be able to provide rank or hail services and there will be strict enforcement of safety standards.

Why do we need to change?

The current prescriptive regulations increase the cost of delivering services and limit the ability of existing industry participants to innovate in response to customer demand.

Under the changes, all industry participants will be obliged to ensure their services are safe. The law will assign clear accountabilities to ensure services meet the safety and security standards. Providers will have more flexibility in making their services safe.

How will the new framework be implemented?

To bring in the new safety framework, the NSW Government will introduce a Bill to Parliament in 2016.

Competition, quality and supply

The Taskforce recommended:

- > Removing restrictive requirements for booked services – for example, vehicles won't need to be licensed to operate in a particular area, restrictions on the kinds of vehicles will be lifted and the companies providing the service will set fares.
- > Stopping the regulation of the quality of services, with industry to be responsible for customer service and other quality issues.
- > Creating legislation to remove existing perpetual taxi licences, and not growing the number of non-wheelchair accessible taxi licences in Sydney for four years.

NSW Government response:

We're removing restrictive regulations for services booked by customers. This reform will create a more level playing field by stripping back unnecessary red tape which has been adding to costs and stifling innovation.

From day one, we're removing more than 50 pieces of unnecessary regulation. This will free up the industry to focus on providing quality services for customers.

By 2019, these reforms will deliver more than \$30 million a year in red tape savings, shorter waiting times and more innovative services. They will increase demand for point to point services, creating new opportunities for existing industry participants to grow their businesses and more jobs in the future.

What about taxi and hire car licences?

A special licence like a hire car licence will not be required for any booked service. This will immediately cut costs for existing hire car operators and make it easier for the point to point transport industry to provide new services. Booked services won't have to operate in particular geographical areas and will be able to accept bookings for journeys anywhere in NSW.

For taxis, the NSW Government has accepted the Taskforce's recommendation to stop the release of perpetual licences. In Sydney, the NSW Government will stop the release of growth taxi licences in Sydney for four years to help the industry adjust. However, the NSW Government has not accepted the recommendation to create legislation to remove existing perpetual taxi licences, as this would significantly affect the rights of taxi licence owners.

For other areas of the state, the NSW Government will introduce a Bill to allow the release of annual licences in the future, similar to arrangements that have been in place in Sydney since 2009.

What will happen to fares?

Like current hire cars and tourist services, fares for all booked services (including in taxis) will be unregulated. This means companies will be able to set their own fares for booked trips. Customers will need to agree on fares before bookings are confirmed, but a rate and estimate of the total fare will be provided.

The NSW Government will continue to set maximum fares for taxis caught at a taxi rank or hailed on the street. As is the case at the moment, companies can charge less than the maximum fare. Well informed customer choices can influence fare offerings. There will be no immediate changes to maximum taxi fares, which will also continue to apply to Taxi Transport Subsidy Scheme trips in the short term.

Adjustment assistance

The Taskforce recommended:

- > Providing assistance to owners of perpetual taxi licences to help them adjust to the changes in the regulatory framework, with additional assistance for those most adversely affected.
- > Providing practical assistance for industry, such as education and guidance.
- > Developing a public education campaign about the changes for customers.

NSW Government response:

A \$250 million industry adjustment assistance package to provide assistance to perpetual licence owners to adjust to changes in the regulatory framework for booked services and a more competitive market. This includes:

- > Transition assistance of \$20,000 per perpetual licence, for up to two licences, for taxi licencees who obtained a licence before 1 July 2015, to help them adjust to a more competitive market.

- > An industry adjustment fund of up to \$142 million for taxi licencees facing hardship as a result of the changes.

- > A buy back scheme for perpetual hire car licences, reflecting the fact that – unlike taxi licences – these licences will have little or no value going forward.

This means that more than 90 per cent of licencees who own only one or two licences will receive structural adjustment assistance payments of \$20,000 for each licence. This structural adjustment assistance is subject to legislation giving effect to the reforms being passed by the NSW Parliament.



What other assistance is available?

In addition to the adjustment assistance package, the NSW Government is providing a range of other support measures to taxi licencees and operators, including:

- > \$3 million for the Office of the NSW Small Business Commissioner to provide a range of business advisory services to taxi operators, to help them to adjust to the new operating environment and make the most of new opportunities.

- > \$15.5 million per year additional funding to support the delivery of safe and reliable wheelchair accessible taxi services to customers who rely on them.

How will this package be funded?

The cost of this assistance will be recovered through a levy on all point to point transport providers, equivalent to \$1 per trip for five years. It will be up to service providers to decide whether or not they choose to pass on this cost to their customers.

Why provide adjustment assistance?

The decision to remove most NSW Government requirements for booked only services will impact on taxi licence values as there will be increased competition for those services. The Government is providing structural adjustment assistance to help licence owners adjust to these changes.

What isn't changing?

The reform package does not change the legal rights of taxi licence owners. Taxi licencees give taxis the right to service the rank and hail market, which accounts for around 70 per cent of taxi work in Sydney. This means taxi licencees will continue to have a significant value in the future.

Transport access and inclusion

The Taskforce recommended:

- > Exploring opportunities to better target subsidies and incentives for improved services for customers with disabilities. Replacing universal service obligations (USOs) with explicit and targeted measures to support different customer groups, where required.
- > Introducing arrangements to release a small number of annual taxi licences that can be used anywhere in the state outside of Sydney.

NSW Government response:

The NSW Government is committed to ensuring wheelchair accessible services are available and affordable for customers who need them. That is why the NSW Government will be committing \$15.5 million a year to support wheelchair accessible services, including:

- > Raising the Taxi Transport Subsidy Scheme cap from \$30 to \$60 per journey. Increasing the wheelchair accessible taxi (WAT) driver incentive payment from \$7.70 (ex GST) to \$15.
- > Reducing WAT licence fees in metro areas to zero (in line with the rest of NSW).
- > Expanding the current WAT interest free loan scheme to help get more WATs on the road.
- > Subsidising the cost of a central booking service for WATs in Sydney, saving businesses that provide these services \$2,130 per year.



The NSW Government has also accepted the recommendation to better target subsidies and incentives for improved services for customers with disabilities. This review will be a priority for Transport for NSW in the coming year.

What about community transport?

The community transport sector provides critical point to point transport services for thousands of customers across the state. The NSW Government will work with them to adapt to these reforms.

As is the case today, community transport organisations will continue to be responsible for ensuring their services are safe and that their drivers have passed background checks.

These reforms will also allow community transport operators to provide a range of new booked point to point services as long as they comply with contract requirements.

What do the reforms mean for regional areas?

Taxis provide essential transport services in rural and regional NSW. These reforms help reduce cost and red tape for taxis in regional areas and will help make taxi businesses sustainable by allowing them to be more flexible about how they do business.

These reforms will also open up more choice for regional customers with new types of booked services likely to become available. Fewer restrictions on what services can be provided will encourage innovative new services that better meet the needs of individual customers.

Additionally, the NSW Government has accepted the Taskforce's recommendation to introduce annual taxi licences outside of Sydney. A Bill will be brought to Parliament in the New Year to give effect to this decision.



Andrew Constance
Minister for Transport and Infrastructure

MEDIA RELEASE

Thursday 17 December 2015

POINT TO POINT TRANSPORT REFORMS TO BOOST ACCESSIBILITY

Minister for Transport and Infrastructure Andrew Constance today released a package of reforms to modernise the point to point transport industry and improve accessibility for all customers, including those with a disability.

The point to point industry includes taxis, hire cars and other transport services that take customers from their point of origin, to their intended destination.

“We have kept customers at the forefront of these changes, and have ensured all customers will benefit, including people with disability who rely on taxis to get around,” Mr Constance said.

“Our reforms will improve accessible point to point services by increasing driver incentives and the subsidy scheme for customers – a huge boost for those who rely on these point to point services on a daily basis.”

The reform package includes \$15.5 million each year to support wheelchair accessible services including:

- Raising the Taxi Transport Subsidy Scheme (TTSS) cap from \$30 to \$60 to improve affordability for customers
- Increasing the Wheelchair Accessible Taxis (WAT) driver incentive payment from \$7.70 (ex GST) to \$15 (ex GST) to give more incentive for taxi drivers to provide services
- Reducing Sydney Wheelchair Accessible Taxi (WAT) licence fees from \$1,000 to zero (bringing them in line with the rest of NSW)
- Expanding the Wheelchair Accessible Taxi (WAT) interest-free loan scheme at a cost of up to \$5 million a year to assist with purchase and modifications for accessible vehicles

The NSW Government will also investigate ways to apply incentives like the TTSS to a broader range of services in the future.

Mr Constance said the landmark reforms will put taxis and ride sharing on a more even playing field and pave the way for thousands of new and cheaper service options for customers.

“This is about getting the industry ready for the future and opening up all the customer benefits and economic gains of a modern transport market,” Mr Constance said.

Mr Constance said the industry reforms also offered opportunities for the community transport sector.

“The community transport sector provides critical point to point transport services for thousands of customers across the state and we’re keen to ensure they take advantage of these reforms.

“Community transport operators will continue to be responsible for ensuring their services are operated safely and have passed comprehensive background checks.

“However we’ve been very careful to ensure they don’t have face any unnecessary red tape, when they should be focusing on their customers.”

For more information go to www.transport.nsw.gov.au/pointtopoint

MEDIA: Josh Murphy | Minister Constance | 0409 086 207
Dominic Cuschieri | Minister Constance | 0467 741 503

A new era for point to point transport

- > We're removing more than 50 pieces of red tape and boosted safety so the point to point industry can focus on customer service, safety and innovation.
- > Taxis will still be the only service that can accept 'rank and hail' jobs, with all point to point services subject to strict safety standards.
- > The package also provides improvements to accessibility for people with a disability including increasing the Taxi Transport Subsidy Scheme and giving more incentives for wheelchair accessible taxi services.
- > From 2016, licence owners can start applying for short-term assistance payments.
- > In the new year, a Bill will be tabled in Parliament to implement a \$250 million industry assistance package for licence owners that will be funded by a levy on industry equivalent to \$1 per trip. It will also establish a new, modernised safety regime and a new regulator to hold companies directly accountable for the safety of the services provided under their brand.

Taxis, hire cars and ridesharing realities

- > The point to point transport industry in NSW including taxis, hire cars and ridesharing services has changed significantly in recent years.
- > Customers have embraced new booking systems through apps and it is estimated that approximately 1 in 10 people in Sydney have used ridesharing services.
- > These booking services include driver ratings and feedback mechanisms that give customers more information and more control.
- > At the same time, the current regulations for taxis and hire cars are too prescriptive, add cost and make it difficult for these services to innovate.
- > It's clear that the current regulations don't work and aren't giving customers better services.
- > For example, 1 in 10 customers are unhappy with on-time arrival, the cleanliness of the taxi and presentation of the driver.
- > We need to prepare our economy for this challenge and give customers a broader range of services that provide better reliability, stronger customer service and more affordable choices.



1 IN 10 CUSTOMERS UNHAPPY WITH ON-TIME ARRIVAL



1 IN 10 CUSTOMERS DISSATISFIED WITH TAXI CLEANLINESS

1. Based on early estimates from ride share operators

The law is changing

- > The current regulations are out of date and focus on the wrong things.
- > Rideshare drivers will be permitted to operate legally, provided they get a hire car driver authorisation and have a business registration for their car.
- > The new legislative framework will focus on customer and driver safety and consumer protection and will reduce red-tape and costs for service providers.
- > Under the reforms all industry participants will be obliged to ensure that point to point transport services are safe. The law will assign clear accountabilities to ensure services meet the NSW Government's safety and security standards.

Benefits for customers

- > Reforms to the point to point market will give customers more choice. It will encourage booked services and taxi services to compete for customers on a level playing field.
- > These reforms will deliver customer benefits from more choice of services, shorter waiting times and more innovative services.

Benefits for the economy

- > From day one, we're lifting more than 50 pieces of unnecessary regulation. This will free up the industry to focus on better services for customers.
- > By 2019, these reforms will deliver more than \$30 million a year in red tape savings.
- > People who see a demand and want to start new services will be able to do so, without excessive regulations and costs.
- > The reforms will increase demand for point to point services, creating more jobs for drivers in the future.

From: [Bruce Schaller](#)
To: [Delus, Marie](#)
Cc: [Sidis, Joshua](#)
Subject: Re: AGREEMENT: Neogitation Acquisition: For Hire Vehicle (FHV) Transportation Study Contract: Robert Bruce Schaller - EPIN#: 00216N0004
Date: Tuesday, January 05, 2016 1:58:27 PM
Attachments: [scan0030.pdf](#)

Marie - It's in the mail, and attached are the two notarized signature pages. You have everything else already.

On Tue, Jan 5, 2016 at 10:18 AM, Delus, Marie <mdelus@cityhall.nyc.gov> wrote:

Yes; please send it to me via both .PDF and US Mail.

Thank you,

Marie Delus

Deputy Agency Chief Contracting Officer

Phone #: [212-788-2680](tel:212-788-2680)

Fax #: [212-788-2406](tel:212-788-2406)

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]

Sent: Monday, January 04, 2016 12:05 PM

To: Delus, Marie

Cc: Sidis, Joshua

Subject: Re: AGREEMENT: Neogitation Acquisition: For Hire Vehicle (FHV) Transportation Study Contract: Robert Bruce Schaller - EPIN#: 00216N0004

Marie - I have the contract completed and notarized. Should I send it to you via pdf or US Mail?

On Thu, Dec 24, 2015 at 3:00 PM, Delus, Marie <mdelus@cityhall.nyc.gov> wrote:

Hello,

The Law Department reviewed your revised agreement and made additional changes. I should note that most of the boiler-plate languages that were removed were re-added by the Law Department.

Please review the agreement, sign, notarize and return three (3) signed copies to:

Office of the Mayor/Fiscal Operations

100 Gold Street, 2nd Floor

New York, NY 10038

Attention: Marie Delus

If you have any questions pertaining to the boiler-plate language; I will connect you with the Law Department Attorney, Lindsey James, for follow-up.

Thank you,

Marie Delus

Deputy Agency Chief Contracting Officer

Phone #: [212-788-2680](tel:212-788-2680)

Fax #: [212-788-2406](tel:212-788-2406)

**BIDDER'S CERTIFICATION OF COMPLIANCE WITH
IRAN DIVESTMENT ACT**

Pursuant to General Municipal Law §103-g, which generally prohibits the City from entering into contracts with persons engaged in investment activities in the energy sector of Iran, the bidder/proposer submits the following certification:

[Please Check One]

BIDDER'S CERTIFICATION

- By submission of this bid or proposal, each bidder/proposer and each person signing on behalf of any bidder/proposer certifies, and in the case of a joint bid each party thereto certifies as to its own organization, under penalty of perjury, that to the best of its knowledge and belief, that each bidder/proposer is not on the list created pursuant to paragraph (b) of subdivision 3 of Section 165-a of the State Finance Law.

- I am unable to certify that my name and the name of the bidder/proposer does not appear on the list created pursuant to paragraph (b) of subdivision 3 of Section 165-a of the State Finance Law. I have attached a signed statement setting forth in detail why I cannot so certify.

Dated: _____, New York
Jan-4, 2016

Robert B. Schaller
SIGNATURE

Robert B. Schaller
PRINTED NAME

Principal
TITLE

Sworn to before me this
4 day of Jan, 2016.

Sajid Patel
Notary Public

Dated: 1/4/16

SAJID PATEL
NOTARY PUBLIC-STATE OF NEW YORK
No. 01PA6318967
Qualified in Kings County
My Commission Expires February 09, 2019

- A. The Agreement
- B. EFT Application, Investigation Clause, MacBride Principal and Tax Affirmation

ARTICLE XVIII. Compliance with Law

Contractor shall render all services under this Agreement in accordance with applicable provisions of federal, state and local laws, rules and regulations that are in effect at the time such services are rendered.

ARTICLE XIX. Entire Agreement

This Agreement, together with all its attachments, contains all the term, conditions and representations agreed upon by the parties. No other agreement, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto, or to vary any of the terms contained herein, unless it is in the form of a written amendment signed by the Agency Head or his/her designee and the Contractor.

Please indicate your consent to this Letter of Agreement, with Attachments, by signing in the space provided.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

THE CITY OF NEW YORK

BY: _____

TITLE: _____

Subscribed and sworn to before me

This ____ day of _____ 20____.

NOTARY PUBLIC

THE CONTRACTOR

BY: *[Signature]*

TITLE: Principal

Subscribed and sworn to before me

This 4 day of January 2016.

[Signature]

NOTARY PUBLIC
SAJID PATEL
NOTARY PUBLIC-STATE OF NEW YORK
No. 01PA6318967
Qualified in Kings County
Commission Expires February 09, 2019
LAW
Rev
8/90

INVESTIGATION CLAUSE

1.1 The parties to this agreement agree to cooperate fully and faithfully with any investigation, audit or inquiry conducted by a State of New York (State) or City of New York (City) governmental agency or authority that is empowered directly or by designation to compel the attendance of witnesses and to examine witnesses under oath, or conducted by the Inspector General of a governmental agency that is a party in interest to the transaction, submitted bid, submitted proposal, contract, lease, permit, or license that is the subject of the investigation, audit or inquiry.

1.2 (a) If any person who has been advised that his or her statement, and information from such statement, will not be used against him or her in any subsequent criminal proceeding refuses to

From: [Delus, Marie](#)
To: ["Bruce Schaller"](#)
Cc: [Sidis, Joshua](#)
Subject: RE: AGREEMENT: Neogitation Acquisition: For Hire Vehicle (FHV) Transportation Study Contract: Robert Bruce Schaller - EPIN#: 00216N0004
Date: Tuesday, January 05, 2016 1:59:38 PM

Thank you; I procurement will go to the next Stage. I will send you an email with the status of the contract as soon as it reach the next steps.

Thank you,

Marie Delus
Deputy Agency Chief Contracting Officer
Phone #: 212-788-2680
Fax #: 212-788-2406

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Deputy Agency Chief Contracting Officer
Phone #: [212-788-2680](tel:212-788-2680)
Fax #: [212-788-2406](tel:212-788-2406)

From: [Delus, Marie](#)
To: "Bruce Schaller"
Cc: [Sheehan, David](#); [Sidis, Joshua](#); [Jimenez, Jose](#)
Subject: RE: Negotitation Acquisition: For Hire Vehicle (FHV) Transportation Study Contract: Robert Bruce Schaller - EPIN#: 00216N0004
Date: Wednesday, January 13, 2016 3:05:23 PM

You're welcome 😊.

Thank you,

Marie Delus
Deputy Agency Chief Contracting Officer
Phone #: 212-788-2680
Fax #: 212-788-2406

From: Bruce Schaller [mailto:bruceschaller2@gmail.com]
Sent: Wednesday, January 13, 2016 2:58 PM
To: Delus, Marie
Cc: Sheehan, David; Sidis, Joshua; Jimenez, Jose
Subject: Re: Negotitation Acquisition: For Hire Vehicle (FHV) Transportation Study Contract: Robert Bruce Schaller - EPIN#: 00216N0004

Great
Thanks for moving this so quickly
Bruce

On Jan 13, 2016 2:38 PM, "Delus, Marie" <mdelus@cityhall.nyc.gov> wrote:
Hello Bruce and Joshua,

Please note that I've received all over-sight approvals and submitted the Negotiated Acquisition package to the Comptroller's Office for review. This is the final review step.

I will send you an email with the final status of this procurement.

Please let me know if you have any questions.

Thank you,

Marie Delus
Deputy Agency Chief Contracting Officer
Phone #: [212-788-2680](tel:212-788-2680)
Fax #: [212-788-2406](tel:212-788-2406)

From: [Tarlow, Mindy](#)
To: [REDACTED]@mckinsey.com; [REDACTED]@mckinsey.com
Cc: [Sidis, Joshua](#)
Subject: RE: Sending
Date: Thursday, January 14, 2016 3:13:00 PM

[REDACTED]

Report: Uber Hasn't Worsened NYC Traffic

\$2 million traffic study 'does not point the finger at Uber'



An Uber driver in Brooklyn. PHOTO ANDREW HINDERAKER FOR THE WALL STREET JOURNAL

By
Andrew Tangel and Josh Dawsey

The Wall Street Journal

Jan. 14, 2016 2:15 p.m. ET

A [long-awaited traffic study](#) has found that Uber and other car-hailing services haven't significantly added to Manhattan's increasingly congested streets, people familiar with the matter said on Thursday.

"It does not point the finger at Uber," said a person briefed on its findings who works in the taxi and for-hire car-services industry. The study hasn't yet been released but is expected to be in the coming days. It was [prompted by a fight last summer](#) between Uber and New York City Mayor [Bill de Blasio](#), when he proposed capping the growth of the city's for-hire vehicle fleet. He backed off after Uber attacked him and City Hall in response, and the city then ordered up the \$2 million congestion study. It was conducted by the consulting firm McKinsey & Co. and a former city transportation official but delayed for months as City Hall officials tried to decide what to do about Uber.

The study is expected to examine factors contributing to slowing traffic speeds in New York City's central business district, using taxi and Uber trip data provided by both parties, another person familiar with the study said. Among its expected findings is that [Uber's growth](#) has led to rapid change in the taxi and for-hire-vehicle industries, he person said. The San Francisco company's growth in the city has been offset by declines in trips by yellow taxis, but this person said that Uber's contribution to traffic congestion could increase if the service continues on the same growth trajectory.

Uber declined to comment. A City Hall spokeswoman didn't immediately respond to a request for comment. City Hall officials have said that they want to avoid another showdown with Uber. Some of the mayor's aides were annoyed when the City Council said last week that it would release its own legislation soon, according to people familiar with the matter.

Council members are expected to focus on driver-licensing, transit funding, accessibility, safety and consumer protections, said a person familiar with the potential legislation.

The study and proposals come amid intensifying competition for New York City riders by app-driven car services such as Uber, [Lyft](#), Via and Gett.

Lyft, Uber and Via, for example, have been aggressively marketing their carpooling services in the city, at times attracting riders with the lower fares even when the "carpool" trip only picks up one passenger, the person familiar with the study noted. Such one-man carpool trips could eventually contribute to more congestion.

The industry is changing rapidly, the person said. "No one really knows how this is going to go."

From: [REDACTED]@mckinsey.com [mailto:[REDACTED]@mckinsey.com]
Sent: Thursday, January 14, 2016 2:53 PM
To: Tarlow, Mindy; [REDACTED]@mckinsey.com; Sidis, Joshua; [REDACTED]@mckinsey.com
Subject: Sending

[REDACTED]

Sent from my iPhone

This email is confidential and may be privileged. If you have received it in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any purpose.

+=====+

From: Sidis_Joshua
To: @mckinsey.com; @mckinsey.com
Subject: FW: ***FOR IMMEDIATE RELEASE*** NEW YORK CITY COUNCIL TO INTRODUCE LEGISLATIVE PACKAGE TO REFORM TAXI AND FOR-HIRE VEHICLE INDUSTRIES
Date: Friday, January 15, 2016 1 07 56 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)

From: Tarlow, Mindy
Sent: Friday, January 15, 2016 12:12 PM
To: Sidis, Joshua
Subject: Fw: ***FOR IMMEDIATE RELEASE*** NEW YORK CITY COUNCIL TO INTRODUCE LEGISLATIVE PACKAGE TO REFORM TAXI AND FOR-HIRE VEHICLE INDUSTRIES

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

From: Gunaratna, Mahen <MGunaratna@cityhall.nyc.gov>
Sent: Friday, January 15, 2016 12:08 PM
To: @Press Office; @IGA; Walzak, Phil; Williams, Dominic; Shorris, Anthony; Tarlow, Mindy
Subject: FW: ***FOR IMMEDIATE RELEASE*** NEW YORK CITY COUNCIL TO INTRODUCE LEGISLATIVE PACKAGE TO REFORM TAXI AND FOR-HIRE VEHICLE INDUSTRIES

From: Varghese, Amy [<mailto:AVarghese@council.nyc.gov>]
Sent: Friday, January 15, 2016 12:02 PM
To: Varghese, Amy
Subject: ***FOR IMMEDIATE RELEASE*** NEW YORK CITY COUNCIL TO INTRODUCE LEGISLATIVE PACKAGE TO REFORM TAXI AND FOR-HIRE VEHICLE INDUSTRIES



**THE COUNCIL OF THE CITY OF NEW YORK
OFFICE OF COMMUNICATIONS**

City Hall
New York, NY 10007
(212) 788-7116

****FOR IMMEDIATE RELEASE****

January 15, 2016

Contact: (212) 788-7116
Release: 003-2016

NEW YORK CITY COUNCIL TO INTRODUCE LEGISLATIVE PACKAGE TO REFORM TAXI AND FOR-HIRE VEHICLE INDUSTRIES

Legislative package helps level the playing field while also fostering innovation and protecting consumers

New York - New York City Council Speaker Melissa Mark-Viverito announced today that the New York City Council will introduce a legislative package to reform the taxi and for-hire vehicle (FHV) industries in New York City. The legislation, which will be introduced by Council Members Ydanis Rodriguez, Corey Johnson, Brad Lander, Fernando Cabrera, Stephen Levin, Rory Lancman, and Dan Garodnick is a result of the efforts of a Council working group led by Transportation Committee Chair Ydanis Rodriguez, along with Council Members Stephen Levin, Brad Lander, and James Vacca. This working group comprehensively reviewed the taxi and FHV industries, continually meeting with industry stakeholders from all sectors over the past six months to discuss their concerns with the current state of regulation and proposals for reform.

"After months of thoughtful deliberation, we have produced a package of bills that will benefit all in the rapidly changing taxi and for-hire vehicle industries," said **Council Member Ydanis Rodriguez**. "We listened to the concerns of advocates, industry representatives and the riding public and now return with solution-oriented proposals to be discussed in the coming months. Going forward, we will continue to receive input on these ideas and more to finalize laws that work for New York City's ever-evolving transportation network. I am pleased that the time we have put into this process has yielded a fine array of bills and I thank Speaker Melissa Mark-Viverito, her team and my colleagues for their care on each of these important issues. I look forward to working with each of them as well as Mayor de Blasio, industry leaders, drivers and riders, as we seek to complete a lasting framework for the future."

"The Council is proud to take the lead on reforming the taxi and for-hire vehicles in New York City while also ensuring continued innovation and convenience," said **Speaker Mark-Viverito**. "This legislation will work to protect consumers and create more accessibility while improving working conditions for drivers. This package is the result of months of study by hard working Council Members along with countless meetings with the industry and stakeholders. We look forward to continuing these conversations and working collaboratively with the de Blasio administration as we work to build a transit system that reflects New York City in the 21st century."

"I am proud to have been a part of the working group that deliberatively and carefully created a package of reforms for the taxi and for-hire vehicle industries," said **Council Member Vacca**. "These policy proposals and pieces of legislation will make great strides toward a fairer, more consumer-friendly industry. I am pleased to address issues relating to persons with disabilities, especially the blind, deaf and hard-of-hearing communities, whose needs have long been overlooked when it comes to the taxi and for-hire-vehicle industries. I thank the Speaker for her leadership on this issue, and I am eager to work with my colleagues in the Council and the administration to bring these proposals to reality."

Council Member Stephen Levin said: "Smartphone apps for taxis and black cars have evolved significantly over the past few years, but rules and regulations haven't kept up. This bill will reduce licensing hurdles, make it easier for more bases and drivers to access the newest and best technologies on the market, and ultimately improve consumer choice and experience by encouraging innovation. I am proud to partner with Speaker Melissa Mark-Viverito on this important legislation and I commend her and Mayor de Blasio for their thoughtful and deliberative leadership on this issue."

Council Member Brad Lander said: "With the taxi and for-hire vehicle industries in transition from new technology and forms of work, the City Council is taking the lead in setting a new regulatory framework that's better for consumers, drivers, people with disabilities, and that creates more parity across the system. I'm especially excited that we will move forward with an innovative 'driver benefits fund' to provide drivers -- whether they drive a yellow or a green taxi, an Uber or a Lyft -- some of the benefits that traditional employees have through their jobs."

The Council identified four areas of major concern—drivers, service classifications, consumer protections, and accessible vehicle service—that it will address in the coming weeks through legislation and budget proposals.

Drivers

- As most drivers are independent contractors, they do not have access to an employer-provided health care plan and often have limited disability insurance coverage. To broaden access to a range of benefits, Council Members Johnson, Rodriguez, and Lander will introduce a bill to require the TLC to directly administer a health care services program and purchase supplemental disability insurance coverage for drivers.
- Licenses to drive taxis and FHV's have different requirements, even though these drivers serve many of the same riders. Council Member Rodriguez will introduce a bill to create a universal license that allows for the operation of a taxi or FHV. The bill would eliminate the requirement that an applicant pass a written English language exam—a significant barrier to entry to driving a taxi—while ensuring that we keep City safety and operating standards high.
- There are over 140,000 licensed taxi and FHV drivers in New York City, with hundreds more applying for a license each week. These applicants can face waits over three months. The Council is exploring ways of streamlining the TLC's licensing process, including oversight over recent efforts to reduce processing time, a review of ongoing and potential technological improvements, and an assessment of any need for funding for additional staff.

Service Classifications

- Livery bases face a unique hurdle to operating as an FHV service as they must provide off-street parking for half of their affiliated vehicles. As the vast majority of livery drivers own their vehicles and take them home when not working, the off-street parking requirement places a tremendous financial burden on bases that provides little benefit to the public. Int. No. 47, introduced by Council Member Cabrera, would eliminate the requirement that livery bases maintain off-street parking spaces. The Council will also work with the TLC to ensure that any complaints related to livery vehicles are fully addressed.
- Smartphone apps that dispatch vehicles have revolutionized the private transportation industry, yet app developers seeking to work with other bases or service classes must meet separate, burdensome licensing requirements. Council Member Levin and Speaker Mark-Viverito will introduce a bill that allows any app used by a licensed base to be used by other bases or medallion owners. By allowing bases and medallion owners to contract with apps that are already licensed, market-tested and valuable technology will be available to smaller bases and taxis seeking a competitive e-dispatch option.
- Black cars are subject to a mandatory retirement schedule, depending on the model year of the vehicle, forcing drivers to buy newer vehicles even though their current vehicle can pass inspection. Council Member Lancman will introduce a bill extending the time that a black car may remain in service.
- The Taxi of Tomorrow was launched as the City's official taxi in 2015, yet an array of stakeholders—including drivers, medallion owners, and advocates for people with disabilities—have raised concerns about the lack of a hybrid option and challenges related to accessibility. The Committee on Transportation will hold an oversight hearing to examine these issues and the impact of the Taxi of Tomorrow on riders, drivers, and medallion owners.

Consumers

- Apps can provide quick and efficient service, but may not provide riders with enough information on pricing to allow them to make an educated decision. Speaker Mark-Viverito, Council Member Garodnick, and Council Member Rodriguez will introduce a bill to increase price transparency in black car trips by allowing riders to receive a price estimate and requiring that the actual fare charged not be more than twenty percent higher than the estimate.
- Apps collect a tremendous amount of information from riders, creating the potential for serious violations of privacy and data breaches. Int. No. 658, introduced by Council Member Garodnick, would require bases to protect passenger information, only use that information for certain purposes, and to report on any security breaches.
- Aside from street hail liveries, FHV's are prohibited from picking up passengers on the street unless the ride was prearranged. Rides accepted through illegal street hails infringe on the rights of yellow and green taxis and leave riders without many of the consumer protections offered through regulated service. Council Member Rodriguez will introduce a bill to increase penalties for illegal street hails, included enhanced penalties for illegal pick-ups in the hail exclusionary zone, and the Council will work to increase the TLC's enforcement squads to combat unregulated pick-ups.

Accessibility

- Riders seeking accessible taxi or FHV service in New York City have long struggled with excessive wait times, unreliable service, and limited options. All residents and visitors should have meaningful access to taxis and FHV's, regardless of any physical, visual, or hearing impairments. The Council is committed to working with stakeholders to develop a comprehensive system that will not only quickly and efficiently connect accessible vehicles and riders, but that will incentivize drivers to offer accessible service.

###





From: [REDACTED]@mckinsey.com
To: Sidis, Joshua
Cc: [REDACTED]@mckinsey.com
Subject: Re: FW: STATEMENT FROM MAYORAL SPOKESPERSON PETER KADUSHIN ON FOR-HIRE VEHICLE AND TRANSPORTATION STUDY REPORT
Date: Friday, January 15, 2016 1:10:53 PM

[REDACTED]

[REDACTED] | McKinsey & Company | +1 [REDACTED]

▼ "Sidis, Joshua" ---01/15/2016 01:08:09 PM--- [REDACTED] From: Newman, Emily

From: "Sidis, Joshua" <JSidis@cityhall.nyc.gov>
To: [REDACTED]@mckinsey.com, [REDACTED]@mckinsey.com, [REDACTED]@mckinsey.com, [REDACTED]@mckinsey.com
Date: 01/15/2016 01:08 PM
Subject: FW: STATEMENT FROM MAYORAL SPOKESPERSON PETER KADUSHIN ON FOR-HIRE VEHICLE AND TRANSPORTATION STUDY REPORT

[REDACTED]

From: Newman, Emily
Sent: Friday, January 15, 2016 12:39 PM
To: Sidis, Joshua
Subject: Re: STATEMENT FROM MAYORAL SPOKESPERSON PETER KADUSHIN ON FOR-HIRE VEHICLE AND TRANSPORTATION STUDY REPORT

[REDACTED]

On Jan 15, 2016, at 12:27, Sidis, Joshua <JSidis@cityhall.nyc.gov> wrote:

[REDACTED]

From: Newman, Emily
Sent: Friday, January 15, 2016 12:27 PM
To: Sidis, Joshua
Subject: Fwd: STATEMENT FROM MAYORAL SPOKESPERSON PETER KADUSHIN ON FOR-HIRE VEHICLE AND TRANSPORTATION STUDY REPORT

[REDACTED]

Begin forwarded message:
From: Mayor's Press Office <pressoffice@cityhall.nyc.gov>
Date: January 15, 2016 at 12:25:16 EST
To: Mayor's Press Office <pressoffice@cityhall.nyc.gov>
Subject: STATEMENT FROM MAYORAL SPOKESPERSON PETER KADUSHIN ON FOR-HIRE VEHICLE AND TRANSPORTATION STUDY REPORT

THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE: January 15, 2015
CONTACT: pressoffice@cityhall.nyc.gov, (212) 788-2958

STATEMENT FROM MAYORAL SPOKESPERSON PETER KADUSHIN ON FOR-HIRE VEHICLE AND TRANSPORTATION STUDY REPORT

"We are pleased to release the findings of our study and look forward to continued work with the City Council and industry partners to create comprehensive proposals to address accessibility, consumer and employee safety, mobility and securing support for our public transit system."

The report is available online:

<http://www1.nyc.gov/site/operations/index.page>

<http://www1.nyc.gov/assets/operations/downloads/pdf/For-Hire-Vehicle-Transportation-Study.pdf>

###

+ ===== +

This email is confidential and may be privileged. If you have received it in error, please notify us immediately and then delete it. Please do not copy it, disclose its contents or use it for any purpose.

+=====+

From: [Bruce Schaller](#)
To: [Delus, Marie](#)
Cc: [Sheehan, David](#); [Sidis, Joshua](#); [Jimenez, Jose](#); [Walsh, Ella](#); [Gaton, Maritza](#)
Subject: Re: Negotiation Acquisition: For Hire Vehicle (FHV) Transportation Study Contract: Robert Bruce Schaller - EPIN#: 00216N0004
Date: Thursday, January 28, 2016 10:16:35 AM

Marie - Terrific. Thank you so much. I will send an invoice this week.
Bruce

On Thu, Jan 28, 2016 at 10:06 AM, Delus, Marie <mdelus@cityhall.nyc.gov> wrote:
Hello,

Please be advised that the contract between the Office of the Mayor and your organization has been registered. The Contract # is CT1 002 20161415544.

I am currently out of my office until next week; however, I wanted to notify you as soon as possible.

I will send you a copy of your agreement, next week, once I return to the office. In the meantime, please submit your invoice to:

Office of the Mayor/Fiscal Operations
100 Gold Street, 2nd Floor
New York, NY 10038
Attention: Ms. Ella Walsh

My best,

Marie Delus
Deputy Agency Chief Contracting Officer

Sent from my iPad

On Jan 13, 2016, at 2:57 PM, Bruce Schaller <bruceschaller2@gmail.com> wrote:

Great
Thanks for moving this so quickly
Bruce

On Jan 13, 2016 2:38 PM, "Delus, Marie" <mdelus@cityhall.nyc.gov> wrote:

Hello Bruce and Joshua,

Please note that I've received all over-sight approvals and submitted the Negotiated Acquisition package to the Comptroller's Office for review. This is the final review step.

I will send you an email with the final status of this procurement.

Please let me know if you have any questions.

Thank you,

Marie Delus

Deputy Agency Chief Contracting Officer

Phone #: [212-788-2680](tel:212-788-2680)

Fax #: [212-788-2406](tel:212-788-2406)

From: [Fromberg, Allan \(TLC\)](#)
To: ["Jessica Leigh Hester"](#)
Cc: jhester@citylab.com; [Gordon, Greg \(TLC\)](#); [Norvell, Wiley](#)
Subject: RE: Hello!
Date: Tuesday, June 02, 2015 3:19:41 PM

No, that captures it perfectly!! Thank you! Apologies on the email.....press@tlc.nyc.gov is a new email drop for us and we've had some access issues with it!

From: Jessica Leigh Hester [mailto:jhester@theatlantic.com]
Sent: Tuesday, June 02, 2015 3:18 PM
To: Fromberg, Allan (TLC)
Cc: jhester@citylab.com; [Gordon, Greg \(TLC\)](#); [Wiley Norvell \(wnorvell@cityhall.nyc.gov\)](mailto:wnorvell@cityhall.nyc.gov)
Subject: Re: Hello!

Hi Allan,

Many thanks for your email. I actually reached out to the TLC on May 29 to request an interview (I emailed the press@tlc.nyc.gov address, but did not receive a response). So I'll happily keep this on file for the future--I'm sure we'll be doing many more stories relating to transportation in NYC, and I look forward to working together.

I do believe that the piece clarifies that the Vision Zero plan hopes to remove the exemption granted to taxis and make those policies conform to the ones for passenger vehicles. Here's what I'm referring to:

We clarify that this is a state exemption in the block text, then go on to say,

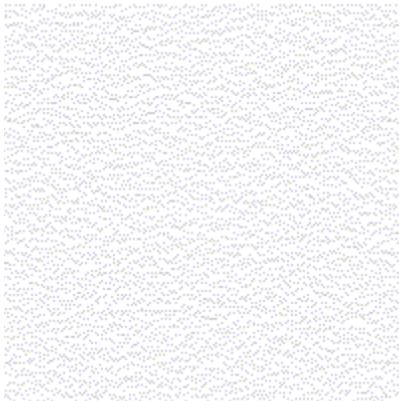
"Taxi drivers and passengers would have to buckle up if Mayor de Blasio's Vision Zero addendum is enacted. In an April report released in conjunction with the initiative's one-year anniversary, the Mayor's office announced a proposal to revise laws about seat belt usage and require all front seat passengers, as well as back seat riders under age 16, to strap in."

Please let me know if this is inaccurate.

Thanks again!

Best,
Jessica

On Tue, Jun 2, 2015 at 3:00 PM, Fromberg, Allan (TLC) <frombera@tlc.nyc.gov> wrote:



Jessica, my name is Allan Fromberg and I work for the NYC Taxi and Limousine. Needless to say, aside from being thought-provoking, your piece was particularly interesting to us, and I wanted to take a moment to thank you for making people think about this incredibly important issue! I should also let you know, in case you wanted to update your piece, that the administration of Mayor Bill de Blasio has made it a legislative priority in Albany to remove the exemption that now exists for taxicabs and various other types of for-hire vehicles (FHVs). Right now, all passengers in the front seat of a vehicle and all passengers under age 16 in the back seat are required by state law to wear seatbelts. Taxis and FHVs have been exempt from this law since 1984, when NYS became the first state to enact a mandatory seatbelt law. The administration's bill proposes to remove the taxi and FHV exemption, so that they would be in-line with personal vehicles.

I should mention that this bill is one of *many* initiatives branching out from Mayor de Blasio's Vision Zero Action Plan, which seeks to end traffic fatalities and serious traffic-related injuries.

If a quote on this would be helpful to you at some point in time, here is something I had on hand from TLC Commissioner Meera Joshi: "Seatbelts save lives, so, if there was ever a time that the existing exemption made sense, it certainly doesn't make sense to us here and now.....the bottom line is that, like *everything* we're doing as part of Mayor de Blasio's Vision Zero Action Plan, this would bring us closer to our goal of zero traffic fatalities and serious injuries."

Thanks again for your article!

[Navigator](#) (from *The Atlantic*)

Ask CityLab: Do I Really Need to Wear a Seat Belt Whenever I Ride in a Taxi?

There's a lot of debate over that strap.

- [Jessica Leigh Hester](#)
- [@jessicahester](#)
- 12:08 PM ET

Comments



[Syda Productions/Shutterstock.com](#)

[Ask CityLab](#) is where we answer thorny questions about urban life. Email your Q's to AskCityLab@CityLab.com.

Dear CityLab: Do I really need to wear a seat belt every time I'm in a cab? Even for short trips?

So much for “click it or ticket.” In many places, cab drivers and riders are exempt from [state laws about buckling up](#). For instance, New York City’s [Taxi and Limousine Commission notes](#) that both drivers and passengers get a pass:

Drivers of yellow medallion taxicabs and for-hire vehicles and their passengers, are exempt from laws regarding car seats and seatbelts. Keep in mind, the TLC encourages everyone in the vehicle to buckle their seatbelts while riding in a cab. There are no Taxi and Limousine Commission rules regarding this, as it is a State exemption.

FYI, similar exemptions also apply to drivers and passengers in emergency vehicles, any car manufactured prior to 1964, buses other than school buses, and to “rural letter carriers,” adds [the New York State DMV](#).

But that free-wheeling lifestyle may have an end date. Taxi drivers and passengers would have to buckle up if Mayor de Blasio’s [Vision Zero](#) addendum is enacted. In an [April report](#) released in conjunction with the initiative’s one-year anniversary, the Mayor’s office announced a proposal to revise laws about seat belt usage and require all front seat passengers, as well as back seat riders under age 16, to strap in. (Unlike the drivers of private vehicles, who stand to receive a fine when passengers break the law, TLC drivers wouldn’t be penalized for riders’ behavior.)

In other areas, the legality depends on whether you’re the driver or the passenger. In [England](#), for instance, taxi passengers are required to wear the restraint, but drivers aren’t. The rationale: Drivers may need to make a quick escape from dangerous riders, [BBC reported](#).

Taxi and livery drivers also get off the hook under [Massachusetts state law](#). But passengers who fail to buckle up can be slapped with a \$25 fine.



([Joe Ravi/Shutterstock.com](#))

But I just don't want to wear one.

Well, that's dumb: Wearing a seat belt can reduce risk of a fatal injury by 45 to 50 percent, the National Highway Transportation Safety Association (NHTSA) [estimates](#). In May, venerated mathematician John Nash and his wife, Alicia, were [flung](#) from the back seat of a taxi on the New Jersey Turnpike; neither were wearing seat belts. Michael O'Loughlin, the campaign director for the advocacy group Cab Riders United, [told the New York Times](#) that doctors even have a name for some of the serious injuries that can occur when backseat passengers are hurled against the plexiglass divider separating them from the front seat: "partition face."

But unfortunately, you're not alone in opting against a restraint. Approximately 62 percent of NYC taxi passengers rode fast and loose last year, reported the [TLC 2014 Taxicab Factbook](#). CityLab asked some cab riders how often they buckle up. (Hint: Most of them don't.) A couple of themes cropped up: distractions (Is this guy taking the fastest route?), an elevated sense of security, and weird misinterpretations of the laws of physics. Here's what they said:

It never even occurs to me, to be honest. Which I know is dumb because those are some of the scariest car rides I've ever been in.

My friend claims he doesn't need to wear one because he thinks that keeping his feet planted on the ground keeps him safe.

I don't even consider cab rides to be car rides. It's almost like I consider them a different type of transportation, because I'm never in a taxi for a long period of time—I rarely take them, and when I do it's 10-15 minutes at the most to get from point A to point B.

To be fair, a few of our interviewees *do* buckle up—and it's largely because they've had some harrowing experiences. This is what they told us:

I was in a terrible car accident in high school; my seat belt saved me that day, and I've buckled up ever since. I insist that my kids and husband do, too.

A friend got rear ended coming home from LaGuardia one Thanksgiving and needed reconstructive surgery after his face hit the plastic divider.

TL;DR: You might not legally *have* to wear a seat belt, but you definitely should.

Allan J. Fromberg
NYC TLC
33 Beaver Street
[212-676-1013](tel:212-676-1013)

--

Jessica Leigh Hester
Associate editor, CityLab.com
@jessicahester

From: [Bajaj, Vikas](#)
To: [Norvell, Wiley](#)
Subject: Re: FHV rules
Date: Tuesday, June 23, 2015 6:07:34 PM

Hi Wiley,

I saw the news story on this. Interesting development. Let's chat tomorrow. I am in meetings 10-11, 1-2 and 3:45-4:15.

Vikas

On Tue, Jun 23, 2015 at 5:58 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Vikas,

Some news breaking on the Uber/For-Hire-Vehicle front. Can we talk in the morning? London doing exact same as NYC and think this is something other cities may follow. I'd like to explain a bit!

Wiley Norvell

Deputy Press Secretary

Office of New York City Mayor Bill de Blasio

[\(212\) 788-2958](tel:(212)788-2958)

[\(917\) 428-8307](tel:(917)428-8307) (mobile)

wnorvell@cityhall.nyc.gov

@wileynorvell

From: [Gastel, Scott](#)
To: ["ygonen@nypost.com"](mailto:ygonen@nypost.com)
Cc: ["Rebecca Harshbarger"](#); [Norvell, Wiley](#)
Subject: Docs
Date: Wednesday, June 24, 2015 11:21:45 AM
Attachments: [FHV-Growth-Limitation-Bill-Briefer.pdf](#)
[FHV Growth Limitation Bills Presentation.pdf](#)

Proposed Bills to Limit and Study the Growth of For-Hire Vehicle (FHV) Licenses

What the Bills Propose:

The TLC may only issue a limited quantity of new For-Hire Vehicle (FHV) licenses until (1) DOT, DEP and TLC complete a study of the impact of FHV industry growth, or (2) August 31, 2016 (whichever comes first). The limitation depends for each base on the number of affiliated vehicles they had as of June 15, 2015:

Bases with:

- 500+ vehicles: may grow by 1%
- 20 to 499 vehicles: may grow by 5%
- 19 or fewer: may grow by 15%

During the growth limitation period TLC, DOT, DEP and other agencies will extensively study the impact of taxi and FHV industry growth on traffic congestion, air quality, noise, and public health. Once completed, the TLC will submit recommendations for mitigating any impacts identified in those areas to the Speaker and the Mayor. In accordance with State law, this growth limitation would *not* apply to green Boro Taxi vehicles.

Why it's necessary now: Unlike other TLC-regulated industries, there is no growth control mechanism in the FHV industry. Recent growth in this industry has been tremendous, and concentrated in the Manhattan Core, which could be a significant factor in (1) traffic congestion/declining vehicle speeds, and (2) air quality. These affect New Yorkers' quality of life, the ability for businesses to thrive, and public health.

Growth in the FHV industry in recent years has been tremendous.

- In the last two years, approximately 20,000 new FHVs have been added to NYC's traffic dynamic.
- In June 2011, there were 38,600 FHVs. Today, there are nearly 63,000 FHVs, a 63% increase.

If things remain as they are, rapid growth in the FHV industry is expected to continue.

- In each month of FY2015, the TLC has issued approximately 2,000 new FHV licenses.
- There are no signs that this level of growth will slow.

New Data Show Manhattan-Centric Growth.

- New FHV trip records show that most new FHV activity — 72% of pickups — is taking place in the already-congested Manhattan Core.

Manhattan Traffic Speeds Have Been Declining.

- Between 2010 and 2014, average Manhattan traffic speeds have declined significantly, from 9.35 mph to 8.51 mph (-8.98%). Bus speeds are also showing declines. During rush hour (4-6pm) they were 5% lower in Nov. 2014 than they were in Nov. 2013. Overall daytime (7am – 7pm) bus speeds were down 3% over this period.
- Preliminarily there are indications that there is a correlation between FHV fleet growth and congestion. The study will help us better understand whether and how FHVs are impacting congestion and related problems.

It is time to “tap the brakes” while we look at the impact this growth is having on the City.

- Before growth continues at this rapid pace, and many more individuals invest in putting new FHV's on the road, logic and prudent policy suggest that we study the impacts so that we can develop an informed policy going forward.

Public and Industry Impacts of the Growth Limitation:

- **Public:** Between the 13,587 taxis and 63,000 FHV's, there is an ample pool of vehicles available to meet demand.
- **Existing FHV Owners/Drivers:** Existing FHV licenses could still be renewed, and FHV license holders would *still* have the ability to maximize their opportunities by switching vehicles and bases. They may also take calls from *any* licensed base of the same business class, with some drivers even potentially benefiting from a time-out in seeing additional competing vehicles added to the fleet.
- **New and Existing Bases:** The growth limitation would not limit a base from affiliating as many existing vehicles as wish to work with it. Bases can also grow by giving each affiliated vehicle more calls (which would be welcome), or by sending extra calls to other bases' vehicles. New bases can form by finding ten existing vehicles that wish to affiliate with them.
- **New Drivers:** They could join the industry by joining a base with vehicle capacity in its temporary growth cap, driving a secondary shift on an existing vehicle, or signing on with a base with existing vehicles needing drivers.

Proposed Bills to Facilitate Study of Congestion by Limiting Issuance of New For-Hire Vehicle (FHV) Licenses



Reasons for Temporary Growth Limitation

Recent FHV Fleet Growth Has Been Tremendous

25,000 new FHV's since 2011

63% growth in FHV fleet

FHV Growth Expected to Continue

2,000 new vehicle licenses issued *each* month of FY2015

FHV Growth Concentrated in Congested Manhattan Core

72% of pickups by high-growth FHV companies take place in congested Manhattan Core

FHV Fleet Growth May Be Causing Worsening Traffic Congestion

- 9% decline in average Manhattan traffic speeds, from 9.35 mph to 8.51 mph*
- 5% decline in rush hour MTA bus speeds**
- Need a study to determine impact associated with FHV's



Public Health



Quality of Life



Ability for Businesses to Thrive

* 2010 to 2014. Source: NYC DOT.
** 2013 to 2014. Source: NYC DOT.

Proposed Bill



- TLC may only issue limited quantity of new FHV licenses until (1) TLC, DOT and DEP complete a study of the impact of FHV industry growth, or (2) August 31, 2016 (whichever comes first).
- The limitations depend on the base's size as of June 15, 2015:
 - 500+ vehicles: may grow 1%
 - 20 to 499 vehicles: may grow 5%
 - 19 or fewer: may grow 15%
- Bill gives City time to study issue during a period of gradual growth and make informed policy.
- Limitation does not apply to green Boro Taxis, which serve the outer boroughs and Northern Manhattan.



Public Will Continue to Have Excellent For-Hire Access



Plenty of Service Will Be Available

- 63,000 FHV's and 13,587 taxis

App-Based Service Will be Widely Available

- Over 25,000 FHV's already use apps for pickups

App-Based Service Can Continue to Grow

- Drivers can use apps regardless of which base they are affiliated with
- Apps can continue to recruit drivers to their bases, or just to use their apps

FHV Industry Can Continue to Thrive While Growth is Slowed



Existing FHV Owners/Drivers

- Still able to renew licenses and switch vehicles and bases
- May take calls from any app or licensed base of the same class
- May benefit from stemming the tide of new vehicles

Existing Bases

- May affiliate new FHV's within growth limitation and/or affiliate FHV's that were previously with other bases
- Can give each affiliated vehicle more calls (welcome by drivers)
- Can send extra calls to other bases' vehicles

New Drivers

- Can join as new vehicle owners with a base that has not hit its limitation
- May join industry by driving second shift on an existing vehicle
- May join by signing on with a base with existing vehicles

From: [Gordon, Greg \(TLC\)](#)
To: [Allan J. Fromberg](#); ["ygonen@nypost.com"](#); ["SGastel@dot.nyc.gov"](#)
Cc: [Norvell, Wiley](#)
Subject: RE: from DOT
Date: Tuesday, June 30, 2015 11:13:30 AM
Attachments: [Temp Limiting FHV Licenses + Study Bill Hearing Testimony 6_30_15 FINAL.pdf](#)

Here you go!

Greg Gordon
Public Affairs Officer
New York City Taxi and Limousine Commission
33 Beaver Street, 22nd Floor
212-676-1169 phone
212-676-1101 fax
347-844-0227 cell
Greg.Gordon@tlc.nyc.gov
www.nyc.gov/tlc

From: Fromberg, Allan (TLC)
Sent: Tuesday, June 30, 2015 11:13 AM
To: 'ygonen@nypost.com'; 'SGastel@dot.nyc.gov'
Cc: 'wnorvell@cityhall.nyc.gov'; Gordon, Greg (TLC)
Subject: Re: from DOT

Greg, can you please send Yoav the testimony as soon as you can? Thanks!

From: Yoav Gonen [<mailto:ygonen@nypost.com>]
Sent: Tuesday, June 30, 2015 11:11 AM
To: Gastel, Scott <SGastel@dot.nyc.gov>
Cc: wnorvell@cityhall.nyc.gov <wnorvell@cityhall.nyc.gov>; Fromberg, Allan (TLC)
Subject: Re: from DOT

Thanks. Can you send me Mira and nilda's testimony pls?

Yoav Gonen
City Hall Bureau Chief
New York Post
Cell: 646-229-8322
yoavgonen

On Jun 30, 2015, at 9:36 AM, Gastel, Scott <SGastel@dot.nyc.gov> wrote:

Yoav:

This is in response to some questions you had re FHV's.

The study proposed in the legislation would allow for DOT to identify potential impacts of taxis, for-hire-vehicles and similar industries. **The live-saving measures you describe are about saving lives, and not about slowing down every day New Yorkers observing the speed limit and traffic rules.** Our projects focus is on addressing speeding and excessive speeds, not about slowing travel times for all. There is a distinct difference here.

On background:

Furthermore, DOT has designed its projects, particularly in Manhattan, to serve overall mobility. DOT tailored each to the unique considerations of the intersections and corridors where they took place. These projects served to provide better transportation choices particularly for high capacity and efficient modes. They resulted in New Yorkers choosing these efficient modes, which improves the mobility for all New Yorkers, including drivers and taxi and for-hire vehicle passengers. The projects unclogged bottlenecks and better managed the myriad of demands placed on our streets. DOT constantly evaluated projects with before and after metrics, and we found that they typically improved mobility or maintained it. We designed projects with the input from the local community and received community support. Overall, our work has improved the mobility, economic output, quality of life and safety of our streets. The period of most significant DOT work in the Manhattan core was from 2008 through 2011. The period where we are seeing slowed traffic based on Taxi GPS data is primarily from 2012 to 2014.

As for the data you've seen recently, here is a description of methodology used from the DOT Sustainable Streets Index: All yellow taxicabs are equipped with GPS devices which create electronic trip sheets for all customer-carrying taxi trips 24 hours a day, seven days a week. The data includes time and location of trip origin and trip destination, time elapsed, distance traveled, and fare. The system records approximately 13 million trips per month. DOT receives the taxi GPS data from the Taxi and Limousine Commission (TLC) in order to study travel patterns and analyze vehicle traffic speeds to support agency policymaking and operations. The taxi speed data are based on the distance and duration of the entire trip for customer-carrying taxi rides within CBD. Speeds reflect both time in motion and time spent stopped in traffic or at red lights. DOT has usable data from fall 2007 to the present.

Comparing the '09 data (rather than '10) to '14 still shows a decline of more than 8.2%.

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Thank you.

Testimony of Meera Joshi

NYC Taxi & Limousine Commission Commissioner/Chair

Testimony On:

Int. No. 842: A Local Law in relation to temporarily limiting the issuance of new for-hire vehicle licenses.

Int. No. 847: A Local Law in relation to requiring a study on the impact of growth in the taxicab and for-hire vehicle industries.

City Council Committee on Transportation

June 30, 2015

Good morning Chair Rodriguez, members of the Transportation Committee, and City Council. I am Meera Joshi, Chair of the New York City Taxi & Limousine Commission. Today with me are two individuals I'm sure you all know well: DOT Commissioner Trottenberg and Nilda Mesa, Director of the Mayor's Office of Sustainability. Thank you for the opportunity to speak today about legislation introduced by Chair Rodriguez and Council Member Levin to limit and study the growth of FHV's for one-year--or the duration of the study--whichever is earliest.

TLC supports limiting the issuance of new FHV licenses while TLC, DOT, DEP, the Mayor's Office of Sustainability and other agencies conduct a study of the impact that rapid FHV industry growth, and growth in other TLC-regulated industries, is having on NYC traffic congestion, air quality, noise, and public health. Following the completion of the study, TLC would submit recommendations to the Speaker and the Mayor for mitigating any impacts identified. These bills would not impact the issuance of green Boro Taxi permits, which is already regulated by state law.

Several emerging trends, new data obtained by the TLC, and concerns regarding the future of mobility, public health, driver welfare and accessibility in New York City have led TLC to support an impact study and a growth limitation during the pendency of the study.

First, some background on how the FHV industry works as compared to other industries under TLC's jurisdiction is helpful.

Unlike other TLC-regulated industries, there is no real growth control mechanism in the FHV industry. For yellow taxis, the number of medallions is set by state and local law. For green taxis, the number of permits that can be issued is set by state law and findings from a market analysis TLC performs between each issuance period. For commuter vans, new authorities are subject to DOT review of community needs and TLC approval. But for FHV's, TLC currently has no authority to limit the number of licenses. They stand alone in the private for-hire world as the sector without a meaningful growth oversight mechanism.

Recent trends demonstrate the potentially problematic consequences of a system without a growth control mechanism. Growth in the FHV industry in the past several years has been tremendous. Since 2011 about 25,000 new FHV's have joined the fleet. There are now nearly 63,000 FHV's, a 66% increase from just four years ago.

We have strong reason to believe that, without Council action, growth in the FHV industry is expected to continue. In *each* month of Fiscal Year 2015, TLC issued approximately 2,000 new FHV licenses. One FHV company has stated that by the end of 2015, it intends to have 10,000 additional drivers. It is estimated that this means, at a minimum, 7,500 additional cars.

Growth isn't necessarily a bad thing, particularly if it is bringing about better service in our city's most transit-starved neighborhoods. We're excited to have new entrants in New York City's FHV market, and that new and old FHV companies alike are leveraging technologies that could improve the efficiency of our transportation network. We're hopeful that true shared riding, long the dream of transportation planners specifically for that "last mile" home from the train station, could finally become a reality due to wider adoption of technology. However, new data TLC has received demonstrates that the past several years' growth in the FHV industry has not focused on transit-starved neighborhoods, but has been Manhattan-centric. New FHV trip records show that most new FHV activity—72% of pickups—is taking place in the Manhattan Core, the most congested area of the city.

The rapid, ongoing growth in the number of vehicles and their concentration in Manhattan could be causing unintended negative consequences. As Commissioner Trottenberg will explain, between 2010 and 2014, average Manhattan traffic speeds declined significantly, from 9.35 mph to 8.51 mph, a decrease of 9%. Bus speeds have also declined. During the evening rush hour¹ Manhattan bus speeds were 5% lower in November 2014 than they were a year earlier, a trend that none of us would like to see continue. Correlation does not equal causation; however, we are at the point at which there are enough data points, and a strong logical nexus between FHV industry growth and Manhattan congestion that a closer look is necessary.

A limitation in growth while we study the issue and develop informed policy is so important because traffic congestion is no minor issue. By some estimates traffic congestion costs the New York Metropolitan Region's economy \$16 billion each year, driven by factors such as the difficulty businesses have trying to move goods around the city. A recent report issued by the Partnership for New York City cited traffic congestion on our roads as a significant factor driving up the high cost of doing business in NYC, and a threat to our continued status as the preferred headquarters for the important global financial services industry.

Beyond serious economic impacts, the negative effects of congestion are also demonstrated in our public health statistics. As Director Mesa will explain in more detail, chronic exposure to traffic-related air pollution has been linked to the risk of respiratory disorders, such as asthma, as well as premature death from heart attacks and strokes. Air pollution from traffic congestion in 83 of the nation's largest urban areas contributes to more than 2,200 premature deaths annually, costing the

¹ 4-6pm

health system at least \$18 billion. The New York Metropolitan Area is second only to Los Angeles in the United States in premature deaths and related costs due to congestion-related air pollution.²²

I also have concerns about two other issues that relate to mobility. First, is driver income. Congestion itself can hurt drivers' income because it limits their ability to get to the next fare. Additionally, although I do believe that the pie of overall for-hire passengers is expanding, it may not be expanding as rapidly as the supply of vehicles. I hear concerns that drivers are cannibalizing one another's business, making it difficult for any single driver to earn a living. The ability for the people who work hard on the streets of NYC to meet expenses and earn a decent living *has* to be something we look at as a city and take into account in our policymaking.

A second concern of mine is mobility for those who need accessible service. Whereas in the yellow and green taxi industries we have clear paths—and progress already—towards accessibility, there is not yet something similar for the FHV industry. As FHVs become ever more part of the fabric of NYC, a pathway towards accessibility in this industry—which is no simple matter in an open-entry system—becomes increasingly important to the ability of people who use wheelchairs to efficiently navigate the city.

For all these reasons, and before more people invest in putting new FHVs on the road, it is time to tap the brakes while we look at the impact of rapid FHV industry growth and growth in other for-hire segments. TLC has already begun coordinating with DOT, DEP, DOHMH and the Mayor's Office of Sustainability on a study that is part of the OneNYC plan, and a limitation on growth would enable us to make better use of the study's findings—and conduct a more robust study—by preventing runaway growth while we study the issue.

While we fully support the bills, we do think there could be another way to distribute the limited growth allotments so that it is as fair as possible. Regardless of the calculation methodology that is ultimately decided on, the growth limitation proposed in Intro. No. 842 would be a significant step.

We've thought through what impacts this step would have on service availability for the public and job opportunities for New Yorkers.

We are certain that the public will not lack for-hire transportation options during the period of the pause. Between the 13,587 yellow taxis and 63,000 FHVs, including green taxis, there are plenty of vehicles available to meet demand. Many of these vehicles are not on the road full-time, and if consumer demand grows, each existing vehicle could as needed be used more intensively.

A few facts boost my confidence that, despite claims to the contrary, passengers will continue to enjoy excellent levels of service. For example, in December 2014, when NYC had nearly 7,000 fewer FHVs than it has today, Uber told *Newsweek* magazine that its median wait time was 3 minutes, 8

²² According to a study by the Harvard School of Public Health. Jonathan I. Levy, Jonathan J. Buonocore, & Katherine von Stackelberg, "The Public Health Costs of Traffic Congestion," Harvard Center for Risk Analysis and Harvard School of Public Health: 2010. <http://ibttta.org/sites/default/files/The%20Public%20Health%20Costs%20of%20Traffic%20Congestion.pdf>

seconds in the outer boroughs and 2 minutes, 25 seconds in Manhattan.³ Wait times for taxis in the areas they cruise are typically just a couple of minutes. Consumers will continue to have plenty of options for fast service during the growth limitation period regardless of whether they prefer to street-hail or e-hail a yellow or green taxi, call a local car service base, or use an app to book an FHV.

New Yorkers who already earn their living in the FHV industry would continue to be able to do so for a number of reasons.

Existing FHV licenses could still be renewed and FHV license holders would still be able to switch vehicles and bases.

Existing bases could still grow their businesses beyond the growth cap outlined in this bill by affiliating FHV drivers that were previously affiliated with other bases, or by giving each affiliated vehicle more calls. Based on the 250 to 700 FHV drivers who get summonses and sometimes even their vehicles seized for illegal street hails each month—an indication that they are not kept busy enough with dispatch work—I suspect that many drivers would welcome more legitimate dispatch work.

Even new drivers wishing to join the industry would have options. They could drive the second shift on an existing vehicle or work with a base with existing vehicles. This could be a good thing for those drivers looking to work without taking on an onerous car loan.

There are several other important questions we've gotten and that I've heard in the media since these bills were introduced, and I'd like to take this opportunity to address them.

First, some have accused the TLC of supporting these bills in an attempt to protect the existing yellow and green taxi industries or the traditional car service industry. I can assure you that is not the case. In recent years new market entrants have come to NYC and flourished. TLC demanded that these new entrants meet the same licensing standards as similar existing companies, and once they did, they enjoyed growth only capped by their potential to provide excellent service.

The numbers and TLC's actions speak for themselves. There are now 76 different FHV apps operating in NYC, and an estimated 25,000 FHV drivers getting their trips through apps.

Any review of TLC rule-making over the past year would find that our primary approach to the profound changes in the industry has been to buckle down and focus on ensuring that passengers have the safety and consumer protections they deserve regardless of whether their car of choice is yellow, green or black.

A great example of this was our most recent rulemaking surrounding dispatch service providers. Throughout the process we had fruitful discussions and received helpful feedback from Uber, Lyft, Via, the longstanding FHV industries, drivers and Council, which ultimately resulted in a set of rules that protects the public while allowing for continued innovation.

³ <http://www.newsweek.com/exclusive-heres-how-long-it-takes-get-uber-across-us-cities-289133>

However, given the trends I described earlier, we *must* recognize that unbridled growth at some point poses its own challenges and we must legislate responsibly.

A second question we've gotten is, given policy debates around the world and here in NYC, whether TLC is supporting this bill to target Uber.

Uber is one of many FHV companies legally operating under TLC licensure, and if enacted, this law would apply to *all* 893 FHV companies. Uber is not the only FHV company that has been growing recently. 654 non-Uber bases actually grew by an average of 14 cars each between last summer and this spring, and *across the board* this growth has added up.

We are even in court right now fighting lawsuits brought against the City by yellow medallion owners and lenders that think FHV companies, including Uber, should not be allowed to provide prompt service to passengers who order them by smartphone apps.

Beyond the growth allotment each base receives, during the period of the study, *any* FHV company can continue to grow further in vehicles by competing to work with vehicles already in the industry. Another great way these companies could grow would be by giving each vehicle more trips, which as I mentioned earlier would be more than welcome by most drivers.

The wealth of breadcrumb data on traffic circulation that FHV's equipped with technology now collect, if they agree to share it with the City, could even help us with the study and shorten the time it takes to complete it by enabling us to understand more about how FHV's move around the city and how this impacts congestion.

Another way in which FHV companies could help with the study pertains to car ownership trends. Census data available so far seems to refute the assertion that rapid growth in the size of the FHV industry in NYC has brought about decreases in car ownership; however, if FHV companies agree to work with the City on surveys of their customers and drivers, this could help us all understand more clearly what impacts a larger number of FHV's are having on car ownership.

There are also those who might wonder whether a better approach would be to let the market and consumer demand dictate how many FHV's are on the road.

Although in many cases I agree that allowing consumer demand to dictate supply is a solid approach, we also know that markets aren't perfect. The government needs to consider and sometimes create policies to account for externalities: that is, impacts on the rest of society that are the result of market transactions between two parties.

Anyone who rides in a vehicle in New York City, whether it's a private vehicle, a taxi, or an FHV, creates some negative externalities on the rest of the community in the form of congestion, noise, pollution and mobility challenges. By taking a hard look at the impact of large numbers of vehicles for hire on NYC streets, the City will weigh the benefits to these vehicles' passengers against any associated negative externalities in terms of congestion and air pollution. The study will try to determine what

policies need to be in place so that we take into account not only individual consumer demand, which the market captures, but also externalities faced by everyone else sharing the city.

What it boils down to is that, at some point, I strongly believe the City needs to step in and make sure that there is balance between those of us who choose the instant gratification and convenience of travel in private vehicles and the much larger group who cannot afford private car service, and for which it is literally inaccessible, and nonetheless are affected by mobility challenges the rapid expansion of this sector could present.

We are at a real crossroads. We need to provide fertile ground for new services to thrive, but not at the expense of those who do not have the privilege of using them regularly. So we will be guided by the data and the need to provide an overall efficient regulatory framework that leverages technology to improve service in all sectors as well as the overall quality of life for all New Yorkers and visitors.

I'd like to sum up by bringing us back to the numbers. As I said earlier, since 2011 we have added about 25,000 vehicles to the fleet. The fleet has grown by 16,000 vehicles since 2013, and by about 5,000 vehicles in just the first half of 2015. Yes, this is a big city. Yes, in a theoretical world without externalities the laws of supply and demand would naturally bring us to some optimal number of vehicles. But month after month we have been licensing 2,000 new vehicles without signs of slowing. This should give even the strongest proponent of an uncapped system some pause. It is time for us to moderate growth for a limited time period while we engage with researchers and other experts, stakeholders, the public and Council, to take a hard look at whether the path we're on is the right one for our economy, public health, and quality of life. We hope that Council will support bills to temporarily limit and study growth in the various for-hire sectors and would be happy to answer any questions you may have.

From: [Henry Goldman \(BLOOMBERG/ NEWSROOM:\)](#)
To: [Norvell, Wiley](#)
Subject: Re:Response from me, on FHV hearing
Date: Tuesday, June 30, 2015 11:16:29 AM

Thank you

From: WNorvell@cityhall.nyc.gov At: Jun 30 2015 09:58:02

To: [Henry Goldman \(BLOOMBERG/ NEWSROOM:\)](#)
Subject: Re:Response from me, on FHV hearing

"We are facing 2,000 more cars coming onto our streets every month—overwhelmingly in the most congested and crowded areas of Manhattan. It's good public policy to temporarily manage that influx of new vehicles so we can fully assess its impact on traffic and air quality. Our global competitors like London are facing the exact same phenomenon, and are responding in the same way. New Yorkers will continue to be well-served during this study period, with access to the most transportation options and the most for-hire vehicles in our city's history."

Wiley Norvell

Deputy Press Secretary

Office of New York City Mayor Bill de Blasio

(212) 788-2958

(917) 428-8307 (mobile)

wnorvell@cityhall.nyc.gov

@wileynorvell

From: [Shore, Berry](#)
To: [Iglesias, Ariel](#)
Cc: [Norvell, Wiley](#)
Subject: FW: Information on FHV Study Legislation
Date: Tuesday, June 30, 2015 11:50:55 AM

Ariel:

Please refer any press inquiry to our press officer for air, Elias Rodriquez.

Elias can be reached at 212-637-3364.

From: Norvell, Wiley [mailto:WNorvell@cityhall.nyc.gov]
Sent: Tuesday, June 30, 2015 10:26 AM
To: Thompson, Ashley; Iglesias, Ariel
Cc: Ruvo, Richard; Wieber, Kirk; Shore, Berry; Mesa, Nilda
Subject: RE: Information on FHV Study Legislation

A pleasure to meet you, Ariel. May I steer reporters your way who are inquiring on this topic?
Best,
WN

Wiley Norvell
Deputy Press Secretary
Office of New York City Mayor Bill de Blasio
(212) 788-2958
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From: Thompson, Ashley
Sent: Tuesday, June 30, 2015 9:52 AM
To: Iglesias.Ariel@epa.gov
Cc: Ruvo.Richard@epa.gov; Wieber.Kirk@epa.gov; Shore.Berry@epa.gov; Mesa, Nilda; Norvell, Wiley
Subject: Information on FHV Study Legislation

Ariel,
As requested, the Powerpoint presentation and testimony for today's hearing on for-hire vehicles are attached. I've also copied Wiley Norvell, from City Hall's press office, who can assist.

Sincerely,

Ashley Thompson
Mayor's Office of City Legislative Affairs
p: 212-788-7774 | m: 646-659-2612

athompson@cityhall.nyc.gov

From: [Tim Fernholz](#)
To: [Norvell, Wiley](#)
Subject: Re: INCOMING: Quartz re: ride-sharing bills -- Tim Fernholz, tim@qz.com, 603-340-1105. DEADLINE: Early afternoon
Date: Wednesday, July 01, 2015 8:29:02 AM

Hey, unfortunately I was turned away at the hearing door and the live-stream didn't work.

On London, a knowledge test is a bit different from an expansion cap.

On the jobs front, you are the first person I've talked to mentioning current jobs; I'm talking about potential future ones. I understand that existing cars can be used more widely, but it seems weird to pretend the cap won't prevent future growth driver jobs of when keeping new cars off the street is the stated purpose and that is the main way new drivers join the platform companies. Especially after the argument from Rodriguez that the problem with new car service cars is that they are on the road so much more than the average driver...

On Wednesday, July 1, 2015, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

All of this was discussed at length at yesterday's hearing by our commissioners.

- 1.) Yes, as our TLC chair conveyed yesterday, the City previously placed a cap on commuter van service to assess its impact.
- 2.) London has been grappling with the same phenomenon and has been looking at a range of solutions (most recently knowledge tests) as a way to manage the growth of FHV service.
- 3.) Jobs—addressed at length at yesterday's hearing. This legislation would only place restrictions on the number of new vehicles coming onto NYC streets, not the number of drivers. New drivers can continue to access employment, enabled by greater utilization of existing vehicles. It is very disingenuous to allege that any current drivers would lose employment, or that new drivers could not secure employment in the sector.

From: "tim@qz.com" <tim@qz.com>

Date: Wednesday, July 1, 2015 at 7:51 AM

To: Wiley Norvell <wnorvell@cityhall.nyc.gov>

Subject: Re: INCOMING: Quartz re: ride-sharing bills -- Tim Fernholz, tim@qz.com, 603-340-1105. DEADLINE: Early afternoon

Hi Wiley,

Just looking this over. Before I update with your quote, can you get back to me with some specifics on the London case? I'm checking with my colleagues there but as far as I know they never froze the number of car-service platform drivers.

And I understand the rationale for freezing hiring during the study, but I'm curious why the city has never frozen operations during a study before? (Or if it has, when?) I see the 24,000 in four years thing

but that's a tiny percentage of the cars on Manhattan's streets.

And is that a no comment on the 10,000 jobs?

thanks,

Tim

On Tue, Jun 30, 2015 at 7:01 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

So sorry this got caught in our filter, Tim. Attached is a presentation explaining this policy's rationale and impact, and below is response from me you can include. Happy to chat through any of this anytime at [646-422-9614](tel:646-422-9614).

Attribute to me:

"We are facing 2,000 more cars coming onto our streets every month—overwhelmingly in the most congested and crowded areas of Manhattan. It's good public policy to temporarily manage that influx of new vehicles so we can fully assess its impact on traffic and air quality. Our global competitors like London are facing the exact same phenomenon, and are responding in the same way. New Yorkers will continue to be well-served during this study period, with access to the most transportation options and the most for-hire vehicles in our city's history."

Best,

Wiley Norvell

Deputy Press Secretary

Office of New York City Mayor Bill de Blasio

[\(212\) 788-2958](tel:(212)788-2958)

[\(917\) 428-8307](tel:(917)428-8307) (mobile)

wnorvell@cityhall.nyc.gov

@wileynorvell

From: Tim Fernholz [<mailto:tim@gz.com>]
Sent: Tuesday, June 30, 2015 9:33 AM
To: Mayor's Press Office
Subject: media inquiry—ride-sharing bills

Hi there,

I'm a reporter at Quartz, the global business news site. I'm writing about two bills before the city council that the Mayor has endorsed—[council bills 842 and 847](#)—that would impose a hiring freeze on platform-based ride-sharing services like Uber during a study of their affect on traffic.

Uber says this will block the creation of 10,000 new jobs in the next year, and notes that there has never been a similar freeze during past traffic studies.

So, questions for the Mayor's office:

- What does the city expect to learn from this study?

- Why does this traffic study require freezing hiring at these companies?

- Does the Mayor's office think that the city has enough car service access, especially in Brooklyn, Queens and Harlem?

- How does this fit with the mayor's economic growth agenda?

- And, I'm hearing a lot of comparisons to NJ governor Chris Christie's politically-motivated "traffic study"—think that's a fair comparison?

I'm writing this morning to publish in the early afternoon, I am available at [603-340-1105](tel:603-340-1105) and will also be outside your offices in a bit if you'd rather talk in person.

best,

Tim

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Tim Fernholz

Reporter, [Quartz](#)

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[+1.347.778.1414](#)

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+1.347.778.1414

From: [Rivoli, Dan](#)
To: [Norvell, Wiley](#)
Subject: RE: comment on letter re: taxi cap
Date: Friday, July 03, 2015 10:28:54 AM
Attachments: [USBC July 1 2015.pdf](#)

From: Norvell, Wiley [mailto:WNorvell@cityhall.nyc.gov]
Sent: Friday, July 03, 2015 10:26 AM
To: Rivoli, Dan
Subject: Re: comment on letter re: taxi cap

Pls send me full letter.

From: Rivoli, Dan [mailto:drivoli@nydailynews.com]
Sent: Friday, July 03, 2015 10:05 AM
To: Norvell, Wiley
Subject: comment on letter re: taxi cap

Hey Wiley,

Hope you're rarin' for the holiday weekend.

Need a comment from you for a story I'm running Monday—a black business group called the U.S. Black Chambers sent a letter from its president Ron Busby to Mayor de Blasio critical of the FHV cap. The 10,000 jobs Uber claims will be lost this year from the cap would mean fewer opportunities to make money for minority New Yorkers and outerborough residents.

A sample:

“Your campaign focused on lifting up communities that had been overlooked, particularly in the outer-boroughs. This would be the first time that City government would adopt a policy that would directly kill thousands of jobs for New Yorkers, especially in the communities for which you advocated.”

I wanted to get comment from the mayor's office on this.

Thanks for taking the request,

Dan Rivoli
NY Daily News
Office: 212-210-1548
Cell: 646-283-8094
Twitter: @danrivoli; @nydntransit



U.S. BLACK CHAMBERS, INC.

The National Voice of Black Business

**Not affiliated with the National Black Chamber of Commerce*

Honorable Bill de Blasio
Mayor
City of New York
City Hall
New York, NY 10007

July 1, 2015

Dear Mayor de Blasio,

As the national voice of black business, we are writing today to express our concern over a new City Council bill that would result in the loss of 10,000 jobs predominantly in communities of color. Capping the number of new for-hire vehicles (FHVs) has serious ramifications for those looking for good jobs to support their families in New York City.

Your campaign focused on lifting up communities that had been overlooked, particularly in the outer-boroughs. This would be the first time that City government would adopt a policy that would directly kill thousands of jobs for New Yorkers, especially in the communities for which you advocated.

New York City currently faces a 6.1% unemployment rate which is higher than the State's current unemployment rate and the national average. We can't afford to lose more jobs at a time when our city's economy is still struggling to rebound and families in every borough are trying to make ends meet.

In addition to the 10,000 jobs that Uber has vowed to create in the next year and that will be wiped out by this bill, in the immediate term, hundreds of New Yorkers who had signed up to earn a living through Uber would be left without work. Since June 15, 2015, 500 new FHV licenses have been issued, and more than 900 appointments have been made for new vehicles to be registered to the bases that use the Uber app. This policy would erase these new job opportunities.

Uber driver-partners are small businesses owners—earning a good living and supporting their families predominantly outside of Manhattan.

We urge you to take your time to think through any new policy that would put these hard working New Yorkers at risk.

In the Spirit of Success,

A handwritten signature in black ink, appearing to read "R. Busby", is written over a horizontal line.

Ron Busby, Sr.
President/CEO
U.S. Black Chambers, Inc.

From: [Rivoli, Dan](#)
To: [Norvell, Wiley](#)
Subject: RE: comment on letter re: taxi cap
Date: Friday, July 03, 2015 6:06:39 PM

Yea I saw, thanks for the heads up

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 03, 2015 6:06 PM
To: Rivoli, Dan
Subject: Re: comment on letter re: taxi cap

And you saw that Bhairavi from the Taxi Workers Alliance (which reps Uber drivers) has come out in favor of the study/cap because status quo is forcing drivers to work for less and less pay?

From: <Rivoli>, Dan Rivoli <drivoli@nydailynews.com>
Date: Friday, July 3, 2015 at 5:20 PM
To: Wiley Norvell <wnorvell@cityhall.nyc.gov>
Subject: RE: comment on letter re: taxi cap

Gotcha, ok. Thanks for clearing that up

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 03, 2015 5:21 PM
To: Rivoli, Dan
Subject: Re: comment on letter re: taxi cap

On background, a big part of Uber's growth is attracting drivers from other bases to come work for them. And I think it's clear, based on the hearing, that when Uber makes projections about jobs or cars or service, they're simply speaking for their own company. That doesn't necessarily mean those are net-positive jobs for the industry as a whole.

From: <Rivoli>, Dan Rivoli <drivoli@nydailynews.com>
Date: Friday, July 3, 2015 at 5:05 PM
To: Wiley Norvell <wnorvell@cityhall.nyc.gov>
Subject: RE: comment on letter re: taxi cap

Thanks Wiley. What do you mean by "prevent them from transferring between bases" – you mean fact that drivers could work with other bases, like how you can be a part timer with Uber and work with, say, XYZ Car Service? How does that relate to getting enough work?

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 03, 2015 4:56 PM
To: Rivoli, Dan
Subject: Re: comment on letter re: taxi cap

Here ya go. Attribute to me:

"Respectfully, the claims of 'job losses' are both inaccurate and misleading. The legislation being considered by the Council is driven by the influx of 2,000 new vehicles coming onto our already congested streets every month. That's why this policy applies only to new vehicles, not to new drivers. It would not prevent new drivers from entering this industry, nor would it prevent them from transferring between bases."

From: <Norvell>, Wiley Norvell <wnorvell@cityhall.nyc.gov>
Date: Friday, July 3, 2015 at 4:18 PM
To: Dan Rivoli <drivoli@nydailynews.com>
Subject: Re: comment on letter re: taxi cap

I feel ya. Same here. Give me 15 and I'll get you something.

From: <Rivoli>, Dan Rivoli <drivoli@nydailynews.com>
Date: Friday, July 3, 2015 at 4:14 PM
To: Wiley Norvell <wnorvell@cityhall.nyc.gov>
Subject: RE: comment on letter re: taxi cap

Sorry should have mentioned it. Just wanna get the story filed before the holiday. Appreciate it.

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 03, 2015 4:14 PM
To: Rivoli, Dan
Subject: Re: comment on letter re: taxi cap

Sorry dude—didn't realize you needed today. Will turn something around for you.

From: <Rivoli>, Dan Rivoli <drivoli@nydailynews.com>
Date: Friday, July 3, 2015 at 3:03 PM
To: Wiley Norvell <wnorvell@cityhall.nyc.gov>
Subject: RE: comment on letter re: taxi cap

Hey Wiley,

How's the statement coming? Know when it'll land? I'm about ready to file for the weekend.

From: Rivoli, Daniel
Sent: Friday, July 03, 2015 10:29 AM
To: 'Norvell, Wiley'
Subject: RE: comment on letter re: taxi cap

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 03, 2015 10:26 AM

From: [Gastel, Scott](#)
To: [Allan J. Fromberg](#)
Cc: [Norvell, Wiley](#)
Subject: FW: Free-market academic backs Uber against de Blasio
Date: Tuesday, July 07, 2015 12:44:18 PM

From: Nicole Gelinias [<mailto:ngelinias@city-journal.org>]
Sent: Tuesday, July 07, 2015 12:43 PM
To: Gastel, Scott
Subject: FW: Free-market academic backs Uber against de Blasio

Do you have #s on the # of FHV trips and taxi trips this year vs. last and, say, 2011? I am trying to add some actual facts to this debate ... thanks. 646 839 3353. Writing for Thursday Post – deadline early tomorrow. I asked the TLC, too, but as you guys are doing the traffic side, figured you should know, too ...

From: Capital Pro [<mailto:info@capitalnewyork.com>]
Sent: Tuesday, July 07, 2015 11:57 AM
To: Nicole Gelinias
Subject: Free-market academic backs Uber against de Blasio

[Free-market academic backs Uber against de Blasio](#)

By Dana Rubinstein

11:56 a.m. | Jul. 7, 2015

A Harvard economics professor has issued a statement in support of Uber in its fight with the de Blasio administration and the City Council over a bill to cap the growth of car services in the city until their impact on traffic can be studied.

In a statement he provided to Uber, and which Uber provided to Capital, Harvard University economics professor Ed Glaeser said, “It is terrible that so many New Yorkers—rich and poor alike—waste so many hours trapped in traffic. But the right answer for urban congestion is not to target a single flow of urban mobility—the users and drivers of Uber. New York needs to follow London and impose a more widespread congestion charge, especially on peak hour driving in Manhattan south of 96th Street.”

Glaeser is affiliated with the right-leaning Manhattan Institute and has been known to [inveigh](#) against “overzealous local regulators.”

[Last week](#), the Council held a contentious hearing on a de Blasio-backed bill that would impose a temporary cap on the growth of car services in New York City so that it can study their rapid growth and their impact on worsening gridlock.

The population of for-hire cars in New York City has grown in lockstep with Uber, which now has more vehicles affiliated with it in New York City than the number of yellow taxis on the streets.

In recent years, even as the total number of vehicles entering Manhattan has declined, traffic speeds have decreased.

City officials believe it's possible that for-hire vehicles are the reason.

"Opinions and ideas around the issue of congestion abound, and it's only empirical data that will ultimately determine which ones are right for the unique characteristics of New York City," said Taxi and Limousine Commission spokesman Allan Fromberg. "One key answer will be to the counter-intuitive question of why car volumes entering Manhattan have decreased, while congestion has increased, coinciding with the explosive growth in the For-Hire Vehicle sector."

Congestion, while apparently worsening, is not a new issue for New York City. The Bloomberg administration tried, and failed, to implement congestion pricing in New York City. De Blasio, then a councilman from Park Slope, [opposed](#) the effort.

In recent years, former city traffic commissioner (Gridlock) Sam Schwartz [has been promoting a more borough-friendly version of that congestion pricing plan](#). De Blasio has yet to take a position on it.

Glaeser argued for a more global approach to congestion.

"In the old Soviet Union, grocery stores sold eggs and butter at prices that were too low," Glaeser said in his statement. "The result was long-lines and stock-outs. New York gives away access to its valuable city streets for free. The result is the urban equivalent of stock-outs: traffic jams and gridlock."

For its part, Uber, which believes itself the target of the proposed rules, has responded with outrage and what one councilman described as "[sarcasm](#)."

It has targeted one of the legislation's sponsors, Steve Levin, in email petitions and Facebook ads. It has sent print mailers to residents in Sunnyside, Queens.

Uber has also solicited support from academics, including Glaeser, as well as Carlo Ratti and Paolo Santi of the MIT Senseable City Laboratory, who [recently](#) authored a study about car utilization and sent along an Uber-friendly missive of their own.

"[I]nnovative transportation applications that make extensive use of trip sharing can substantially contribute to reduce traffic congestion and pollution in the city of New York," they said.

Glaeser has received no funding from Uber, according to the company. Uber is exploring a potential partnership with MIT in the future.

The de Blasio administration's position also has the support of taxi drivers, who worry that the growth in the number of for-hire vehicles has led to more drivers competing against each other for an ever-shrinking piece of the pie.

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From: [Fitzsimmons, Emma](#)
To: [Norvell, Wiley](#)
Subject: Re: Hey
Date: Friday, July 10, 2015 10:42:11 AM

Ah, thank you. I'll reach out to him and yes, we saw Charlie's piece. This isn't for tomorrow's paper - I'll remind Fleg to give you a call.

On Fri, Jul 10, 2015 at 10:31 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

That was andrew raseij from ny tech meetup (prob the biggest voice on nyc tech). Also, did you see charlie komanoff's piece this week? He's probably the most respected traffic analyst in nyc. Is this for tomorrow's paper? Fleg hasn't returned my calls yet.

From: Fitzsimmons, Emma [mailto:emma.fitzsimmons@nytimes.com]
Sent: Friday, July 10, 2015 10:25 AM
To: Norvell, Wiley
Subject: Hey

Good morning,

Hope all is well - happy parade day. You may have already talked to Flegenheimer, but we're working on a story about the FHV limitations and trying to reach out to a bunch of different voices.

After the initial call, you mentioned someone who had supported Uber over the app rules, but was not supporting them on this. Could you remind me who that was? I can't find it in my notes. Is there anyone else we should be reaching out to?

Thanks,

--

Emma Graves Fitzsimmons
The New York Times
[212-556-1442](tel:212-556-1442)

--

Emma Graves Fitzsimmons
The New York Times
212-556-1442

From: [Greenman, Joshua](#)
To: [Norvell, Wiley](#)
Subject: RE: ok, here we go.
Date: Friday, July 17, 2015 1:42:52 PM
Attachments: [uber-bdb-edited.docx](#)

Back to you with changes throughout and some comments in all caps. work off this one, please.

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 17, 2015 1:13 PM
To: Greenman, Joshua
Subject: RE: ok, here we go.

Possible. Asking now.

From: Greenman, Joshua [<mailto:jGreenman@nydailynews.com>]
Sent: Friday, July 17, 2015 1:13 PM
To: Norvell, Wiley
Subject: RE: ok, here we go.

He got all that online. Online can run you in full.
May be another way to run at closer to length if you're pushing hard for that, but only if you wait til Sunday. Not saying yes, but would have to explore. Is that an option on your end?
Could you wait til Sunday?

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 17, 2015 1:11 PM
To: Greenman, Joshua
Subject: RE: ok, here we go.

Didn't Wayne Barrett just get 3,700 words? Can you run this in the body of the paper instead of on the op-ed page? Assume you'll have Uber news running alongside tomorrow.

From: Greenman, Joshua [<mailto:jGreenman@nydailynews.com>]
Sent: Friday, July 17, 2015 1:10 PM
To: Norvell, Wiley
Subject: RE: ok, here we go.

FYI, it's 935 words. Will go through now. For print, we'll have to trim.

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 17, 2015 1:09 PM
To: Greenman, Joshua
Subject: ok, here we go.

I'm at 646-422-9614.

Wiley Norvell
Deputy Press Secretary
Office of New York City Mayor Bill de Blasio

(212) 788-2958
(917) 428-8307 (mobile)
wnorvell@cityhall.nyc.gov
@wileynorvell

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***** (NJ)

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***** (NJ)

A Fair Ride for New Yorkers

By Mayor Bill de Blasio

Our responsibilities as public servants are clear: We're here to keep people safe, make sure workers and consumers are treated fairly, and keep this city growing and competitive.

And right now, like cities across the country and around the world, we're working to do all those things in an industry that's changing fast: for-hire vehicle companies like Uber. More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan. For perspective, that means we're facing the addition of over 25,000 cars to our streets over the next year—the rough equivalent of two times the total number of yellow taxis in all of New York City.

While most businesses recognize the role of the city to set basic standards and look out for the broader public interest, Uber — a \$40 billion corporation — is out with multi-million dollar ads trying to convince New Yorkers that it doesn't need any oversight. IS THAT FAIR? I MEAN, THEY'RE ALREADY UNDER MANY TLC RULES. BUT I'LL LET YOU MAKE ASSERTION.

ANY CHANCE HE'LL ADD A COMMENT ABOUT THE 'DE BLASIO' ON THE APP? WOULD ADD SOME LIVELINESS. IF NOT, OKAY.

This isn't just a New York City issue. In Uber's home state of California, a court just recommended that the company be suspended and fined \$7.3 million for failing to share data with the state, as required by law, to ensure they are not discriminating against passengers <http://www.latimes.com/business/la-fi-uber-suspended-20150715-story.html>.

London is looking at capping or slowing the increase in new for-hire services to address the growing crush of traffic on its streets. In France, cab drivers went on strike and Uber executives were actually taken into police custody for "inciting undeclared work." ADDED THIS BECAUSE WAS REALLY HIGH PROFILE. Massachusetts has moved to raise standards for Uber's workers. And Uber has tangled with regulators in jurisdictions across the country over basic insurance requirements to keep drivers and passengers protected.

When you consider what's at stake — from ensuring workers can make a decent living, to managing the surge of 2,000 new cars on our streets every month, to protecting consumers from overcharges, to making sure we have more accessible vehicles for New Yorkers with disabilities — it's our responsibility to act.

New York City's for-hire vehicle sector has been only lightly regulated for decades because it was a relatively small part of our transportation system. That's all changed.

The upside for riders has been more options when someone needs a ride, and that's a very positive thing. But there are a host of challenges that come with this, and now that Uber has gone from upstart innovator to operating more cars than almost anyone else, we have to make sure that the rules are fair for all New Yorkers.

We want a data-driven approach, guided by detailed study, so we can develop a comprehensive, long-term strategy for a thriving, sustainable and innovative for-hire car market. And we support a short pause in the rapid increase of for-hire vehicles to make sure that the future growth of this industry lives up to the policies and principles we set out as a City. DOESN'T EXPLAIN LENGTH OR LOGIC OF THE PAUSE. PLEASE ELABORATE. BILL AUTHORS SAY YOU NEED TO FREEZE THE MARKET IN ORDER TO DO AN ACCURATE STUDY.

The principles that drive us are simple:

Protect workers. This industry is evolving so rapidly, with the number of vehicles seemingly growing faster than passenger demand, that drivers are fighting for slices of a finite pie by concentrating their efforts in areas already so choked with congestion. DO YOU HAVE EVIDENCE TO SUPPORT THIS? They are working harder to achieve the same (or less) money than before this explosive growth changed the landscape. BROKE THIS INTO TWO SENTENCES BECAUSE WAS WAY TOO LONG.

While we see real benefits to drivers able to supplement their income and work with greater flexibility, we still need basic standards that ensure people who work hard in this sector can earn a decent living. NOT CHALLENGING THIS SENTENCE, BUT: DOES THE CITY DO ANYTHING TO ENSURE THAT CAB DRIVERS EARN A DECENT LIVING?

Protect riders. Riders deserve honest rates and security against surge-pricing schemes that look an awful lot like price-gouging. And Uber shouldn't get immunity if one of its drivers attacks or injures a customer.

Improve accessibility. We need to end discrimination in our transportation system. Because of hard work, half of all yellow taxis will become wheelchair accessible by 2020. But there are now nearly five times as many for-hire cars than taxis on our streets PLEASE CONFIRM THIS IS CORRECT. AND IS IT TAXIS OR YELLOW TAXIS? — and next to no compliance with the requirement that they provide accessible service to people with disabilities. We need more accessibility among for-hire vehicles.

Invest in public transit. For-hire trips by Uber and other companies should contribute to the MTA, just like taxi trips currently do. ADD A DETAIL HERE ON THE 50-CENT PER RIDE CHARGE; MOST READERS WON'T KNOW ANYTHING ABOUT IT. The MTA is facing an over \$15 billion capital shortfall THROUGH WHAT YEAR [AND SHORTFALL IS ALL CAPITAL, YES? OR IS THERE AN

OPERATING SHORTFALL YOU CAN CITE TOO?], and the millions of riders who depend on our subways and buses see that deficit in delays and overcrowding. We need everyone, Uber included, to pay a fair share so we can invest in the subways and buses that millions of New Yorkers rely upon every day.

Promote low-carbon transportation. The city is focused on making our transportation more sustainable by improving access to ride-sharing, investing in low-carbon and multi-modal options like walking and biking, and reducing dependency on private fossil fuel vehicles.

Keep our transportation system moving. More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan, and traffic is getting worse. CAN YOU ADD A FACT TO SUPPORT THIS? TRAFFIC SPEEDS? We need to find a way to manage the huge increase in new vehicles to keep our streets moving, protect air quality and make sure our buses and other vehicles can also get around.

Uber is welcome in New York City. Passengers deserve more and better service — and new companies like Uber are helping provide it. There are and will continue to be more for-hire cars and drivers on our roads than at any time in our history.

But no company's multi-billion-dollar political war chest gives it a blank check to skirt vital protections and oversight for New Yorkers. We wouldn't let ExxonMobil or Wal-Mart or any other corporate giant operate in New York City without basic rules in place to protect the public. And no number of lobbyists or ad campaigns will change that.

De Blasio is mayor of New York City.

From: [Greenman, Joshua](#)
To: [Norvell, Wiley](#)
Subject: RE: edits highlighted in attached
Date: Friday, July 17, 2015 4:41:14 PM

It's the same, with a few phrases tweaked for grammatical reasons. Sorry, didn't mark. You might use document compare to check.

From: Norvell, Wiley [mailto:WNorvell@cityhall.nyc.gov]
Sent: Friday, July 17, 2015 4:35 PM
To: Greenman, Joshua
Subject: RE: edits highlighted in attached

Is this exactly what I sent you or are their cuts/edits?

From: Greenman, Joshua [mailto:jGreenman@nydailynews.com]
Sent: Friday, July 17, 2015 4:24 PM
To: Norvell, Wiley
Subject: RE: edits highlighted in attached

Here's where we are:

A Fair Ride for New Yorkers

By Mayor Bill de Blasio

Our responsibilities as public servants are clear: We're here to keep people safe, make sure workers and consumers are treated fairly, and keep this city growing and competitive. And right now, like cities across the country and around the world, we're working to do all those things in an industry that's changing fast: for-hire vehicle companies like Uber. More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan. For perspective, that means we're facing the addition of over 25,000 cars to our streets over the next year—the rough equivalent of two times the total number of yellow taxis in all of New York City.

While most businesses recognize the role of the city to set basic standards and look out for the broader public interest, Uber — a \$40 billion corporation — is out with multi-million dollar ads trying to convince New Yorkers that it doesn't need more oversight.

This isn't just a New York City issue. In Uber's home state of California, a court just recommended that the company be suspended and fined \$7.3 million for failing to share data with the state, as required by law, to ensure they are not discriminating against passengers.

London is looking at capping or slowing the increase in new for-hire services to address the growing crush of traffic on its streets. Massachusetts has moved to raise standards for Uber's workers. And Uber has tangled with regulators in jurisdictions across the country over basic insurance requirements to keep drivers and passengers protected.

When you consider what's at stake — from ensuring workers can make a decent living, to managing the surge of more than 2,000 new cars on our streets every month, to protecting consumers from overcharges, to making sure we have more accessible vehicles for New

Yorkers with disabilities — it's our responsibility to act.

New York City's for-hire vehicles have been regulated lightly compared to other sectors for decades because they were a relatively small part of our transportation system. That's all changed.

The upside for riders has been more options when someone needs a ride, and that's a very positive thing. But there are a host of challenges that come with this, and now that Uber has gone from upstart innovator to operating more cars than almost anyone else, we have to make sure that the rules are fair for all New Yorkers.

We want a data-driven approach, guided by detailed study, so we can develop a comprehensive, long-term strategy for a thriving, sustainable and innovative for-hire car market. And we support a short pause in the rapid increase of for-hire vehicles to make sure that the future growth of this industry lives up to the policies and principles we set out as a city.

We'd ensure that current service remains in place—and can even grow modestly—but our goal is to ensure that our streets aren't flooded with tens of thousands more cars before we can stand up new rules to govern the marketplace.

The principles that drive us are simple:

Protect workers. This industry is evolving so rapidly, with the number of vehicles skyrocketing even as the pool of New Yorkers who can afford to pay \$10 or \$20 to take car trip is far more limited.

There's a point at which more and more drivers will find themselves fighting over the same group of riders — something we see already with 72% of pick-ups made by high-growth companies like Uber taking place in the heavily congested Manhattan core. While we see real benefits to drivers able to supplement their income and work with greater flexibility, we still need basic standards that ensure people who work hard in this sector can earn a decent living.

Protect riders. Riders deserve honest rates and security against surge-pricing schemes that look an awful lot like price-gouging. And Uber shouldn't get immunity if one of its drivers attacks or injures a customer.

Improve accessibility. We need to end discrimination in our transportation system. Because of hard work, half of all yellow taxis will become wheelchair accessible by 2020. But there are now nearly five times as many for-hire cars than yellow taxis on our streets — and next to no compliance with the requirement that they provide accessible service to people with disabilities. We need more accessibility among for-hire vehicles.

Invest in public transit. For-hire trips by Uber and other companies should contribute to the MTA, just like every taxi trip currently gives 50 cents to keep our transit running. The MTA is facing a capital shortfall of more than \$15 billion over the coming five years, and the millions of riders who depend on our subways and buses see that deficit in delays and overcrowding. We need everyone, Uber included, to pay a fair share so we can invest in the subways and buses that millions of New Yorkers rely upon every day.

Promote low-carbon transportation. The city is focused on making our transportation more

sustainable by improving access to ride-sharing, investing in low-carbon and multi-modal options like walking and biking, and reducing dependency on private fossil fuel vehicles.

Keep our transportation system moving. More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan, and traffic is getting worse. Last year was the slowest year on record for the streets of the Manhattan — barely 8.5 mph on average, and preliminary data from this May shows speeds dropping further to under 8 mph.

We need to find a way to manage the huge increase in new vehicles to keep our streets moving, protect air quality and make sure our buses and other vehicles can also get around. Uber is welcome in New York City. Passengers deserve more and better service — and new companies like Uber are helping provide it. There are and will continue to be more for-hire cars and drivers on our roads than at any time in our history.

But no company's multi-billion-dollar political war chest gives it a blank check to skirt vital protections and oversight for New Yorkers. We wouldn't let ExxonMobil or Wal-Mart or any other corporate giant operate in New York City without basic rules in place to protect the public. And no number of lobbyists or ad campaigns will change that.

De Blasio is mayor of New York.

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 17, 2015 4:13 PM
To: Greenman, Joshua
Subject: edits highlighted in attached

Wiley Norvell
Deputy Press Secretary
Office of New York City Mayor Bill de Blasio
(212) 788-2958
(917) 428-8307 (mobile)
wnorvell@cityhall.nyc.gov
@wileynorvell

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From: [Greenman, Joshua](#)
To: [Norvell, Wiley](#)
Subject: RE: edits highlighted in attached
Date: Friday, July 17, 2015 4:53:40 PM

it says Uber is operating more cars than “almost anyone else.” We’re taking out the “almost.” Okay with you?

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 17, 2015 4:35 PM
To: Greenman, Joshua
Subject: RE: edits highlighted in attached

Is this exactly what I sent you or are their cuts/edits?

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De Blasio is mayor of New York.

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 17, 2015 4:13 PM
To: Greenman, Joshua
Subject: edits highlighted in attached

Wiley Norvell
Deputy Press Secretary
Office of New York City Mayor Bill de Blasio
(212) 788-2958
(917) 428-8307 (mobile)
wnorvell@cityhall.nyc.gov
@wileynorvell

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From: [Greenman, Joshua](#)
To: [Norvell, Wiley](#)
Subject: RE: edits highlighted in attached
Date: Friday, July 17, 2015 5:45:15 PM

Thanks. Michael Aronson is my source, so I know I'm solid.

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 17, 2015 5:32 PM
To: Greenman, Joshua
Subject: RE: edits highlighted in attached

Allan fact checking now.

From: Greenman, Joshua [<mailto:jGreenman@nydailynews.com>]
Sent: Friday, July 17, 2015 5:23 PM
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(NJ)

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From: [Greenman, Joshua](#)
To: [Norvell, Wiley](#)
Subject: RE: edits highlighted in attached
Date: Friday, July 17, 2015 6:05:11 PM

Sure.

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 17, 2015 6:03 PM
To: Greenman, Joshua
Subject: Re: edits highlighted in attached

How's 11am?

From: Greenman, Joshua [<mailto:jGreenman@nydailynews.com>]
Sent: Friday, July 17, 2015 05:54 PM
To: Norvell, Wiley
Subject: RE: edits highlighted in attached

We will post tomorrow. Anytime okay with you? And news story (and editorial about this) in Sunday's paper, along with full piece.

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***** (NJ)

From: [Tangel, Andrew](#)
To: [Norvell, Wiley](#); "[Gastel, Scott](#)"
Cc: "[Tsang, Bonny](#)"; "[Chin, Gloria](#)"; "[Bayona, Jose](#)"
Subject: RE: FHV cap // Wall Street Journal
Date: Friday, July 17, 2015 6:38:12 PM

Thanks much. Will digest this and get back with you. Keep in touch on all things FHV/Uber (along with our reporters in City Hall of course).

Andrew Tangel
Reporter
The Wall Street Journal
212-416-3715 (o)
917-743-0789 (c)
andrew.tangel@wsj.com
Twitter: @AndrewTangel

From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Friday, July 17, 2015 6:33 PM
To: 'Gastel, Scott'; Tangel, Andrew
Cc: 'Tsang, Bonny'; 'Chin, Gloria'; 'Bayona, Jose'
Subject: RE: FHV cap // Wall Street Journal

Sorry for delay dude:

TRAFFIC SPEEDS

On record: Speeds last year were the slowest since data collection began the City began measuring taxi GPS data, and coincided—paradoxically—with a drop in vehicles entering the Manhattan core. These two contradictory phenomena, coupled with the unprecedented increase in for-hire-vehicles, is what is driving our belief that a thorough analysis is needed here. The functioning of our transportation system is a vital priority for us, as regulators. But we are ensuring that during the evaluation period there will continue to be more and better for-hire service than at any time in our history, with modest growth continuing to serve New Yorkers.

On background: All yellow taxis are equipped with GPS devices. DOT receives yellow taxi GPS data from the TLC in order to study travel patterns and analyze vehicle traffic speeds, especially in Manhattan. Each year, DOT calculates the average speed of all yellow taxis traveling with passengers between the hours of 8AM-6PM within the Manhattan CBD. Speeds reflect both time in motion and time spent stopped in traffic or at red lights. The taxi GPS system is the most robust source of speed data in the Manhattan CBD; average speed data is based on a sample size of about 24 million CBD taxi trips per year.

For taxi GPS, the City has reliable data going back to the fall of 2008. 2014 (both calendar and fiscal year) is the slowest year on record since DOT began analyzing taxi GPS data. DOT used calendar year data to enable comparison to the latest data available—calendar year 2014. The result does not change significantly if you use 2009 as a base year, instead of 2010. The data show an 8.2% drop in speeds between calendar 2009 and 2014. Preliminary data from 2015 confirm this trend: speed in May 2015 were down to 7.96 mph compared to 8.29 mph in 2014 (a 3.8% drop) and 9.18 mph in

2010 (a 13.1% drop).

Manhattan CBD Daytime Traffic Speeds – Based on Taxi GPS

Fiscal Year	Avg. Speed	Calendar Year	Avg. Speed
2009 (7/08-6/09)	9.15	2009	9.27
2010 (7/09-6/10)	9.38	2010	9.35
2011 (7/10-6/11)	9.16	2011	8.93
2012 (7/11-6/12)	9.09	2012	9.3
2013 (7/12-6/13)	9.14	2013	8.9
2014 (7/13-6/14)	8.72	2014	8.51

***As of May 2015, Daytime Traffic Speeds in the CBD had dropped to 7.96 mph

BUS SPEEDS

Between November 2013 and November 2014, average MTA bus running speeds in Manhattan south of 96th Street dropped by 5% during the evening rush (4-6pm). [Bus speeds in Manhattan south of 96th Street fell by 3% for the 7 am-7 pm period.] All MTA buses are equipped with GPS devices, which power the MTA’s BusTime system. DOT receives BusTime data from the MTA in order to identify ways to improve bus speed and reliability on slow routes.

BUS RIDERSHIP

Between 2013 and 2014, local bus ridership in Manhattan declined by 6%. This decrease is part of an overall trend in declining bus ridership in New York, but the decreases have been most significant in Manhattan. [Between 2009 and 2014, bus ridership in Manhattan has dropped 16%]

% Change in bus ridership by Borough

	2013-2014 change	2009-2014 change
Brooklyn Local	-2%	-12%
Bronx Local	1%	2%
Manhattan Local	-6%	-16%
Queens Local	-2%	-1%
Staten Is Local	2%	1%
Express Total	-2%	-3%
Citywide	-1%	
Outer Boros Only	0%	

-
-

TRAFFIC VOLUMES

A preliminary review shows that traffic volumes into the CBD have been flat or slightly down

between 2010 and 2014, indicating that external traffic into the CBD is not a primary factor in increasing traffic in the Manhattan CBD. [Preliminary data indicate that average daily traffic into the Manhattan CBD in 2014 is at its lowest level since 2001.]

Average Fall Weekday Vehicles Entering the Mn and Mn CBD

Year	Mn CBD Only	All Mn Crossings
2000	831,000	1,955,506
2001	696,000	1,712,961
2002	792,000	1,857,050
2003	817,000	1,897,411
2004	822,000	1,908,565
2005	805,000	1,884,733
2006	801,000	1,907,118
2007	791,000	1,880,818
2008	756,000	1,830,907
2009	771,000	1,828,065
2010	778,000	1,848,718
2011	764,000	1,808,247
2012	751,000	1,806,649
2013	747,000	1,807,484
2014	731,000	1,776,013

% change 2010-2014 Mn CBD traffic: -6.0%

% change 2010-2014 All Mn crossings: -3.9%

From: Norvell, Wiley
Sent: Friday, July 17, 2015 1:58 PM
To: 'Gastel, Scott'; 'Tangel, Andrew'
Cc: Tsang, Bonny; Chin, Gloria; Bayona, Jose
Subject: RE: FHV cap // Wall Street Journal

Yup. I have some/most of this to share.

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Adding Wiley here. We'll get you a reply.

From: Tangel, Andrew [<mailto:Andrew.Tangel@wsj.com>]
Sent: Friday, July 17, 2015 1:27 PM
To: Gastel, Scott
Subject: FHV cap // Wall Street Journal

Scott,

We are going to be covering the city's proposed cap on for-hire vehicles early next week. Would the DOT be able to share with us DOT data showing speeds (all traffic and MTA buses) and vehicle trips into the CBD over, say, the last five years? Any analysis produced by the DOT would be helpful too.

I'm available if you can talk through this.

Thanks,
Andrew

=====

Andrew Tangel
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From: [Vikas Bajaj](#)
To: [Norvell, Wiley](#)
Subject: Re: the piece
Date: Saturday, July 18, 2015 8:03:27 AM

Yes, I am sure this is not the last time we write about this. Happy to chat further as this moves ahead.

> On Jul 17, 2015, at 10:33 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:
>
> We're disappointed, of course.
>
> I'd point out that Congestion Pricing (which London has, and which has not solved its FHV problem) only targets in-bound CBD traffic, which isn't the source of our recent congestion, as the data we provided indicates.
>
> And, given all the hysteria, we had hoped the NYT would sound a sober note about the apocalyptic campaign Uber is running—which they've run in other jurisdictions where they've faced regulation, and is especially distasteful.
>
> In any case, this will probably be one of the defining issues of our transportation system for the next decade, so I hope we have more than one bite at the apple with you here. Let's continue the discussion!
>
> Best,
> Wiley

From: [Norvell, Wiley](#)
To: [Hinton, Karen](#)
Subject: Op-ed
Date: Saturday, July 18, 2015 8:27:22 AM

ICYMI: Mayor de Blasio—A Fair Ride for New Yorkers

The op-ed below from Mayor de Blasio was just published on the Daily News' website and will run in print in Sunday's edition.

LINK TKTK

A Fair Ride for New Yorkers
by Mayor Bill de Blasio

Our responsibilities as public servants are clear: We're here to keep people safe, make sure workers and consumers are treated fairly, and keep this city growing and competitive. And right now, like cities across the country and around the world, we're working to do all those things in an industry that's changing fast: the for-hire vehicle sector being reshaped by fast-growing companies like Uber.

More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan. For perspective, that means we're facing the addition of over 25,000 cars to our streets over the next year — the rough equivalent of two times the total number of yellow taxis in all of New York City.

While most businesses recognize the role of the city to set basic standards and look out for the broader public interest, Uber — a \$40 billion corporation — is out with multi-million dollar ads trying to convince New Yorkers that it doesn't need more oversight.

This isn't just a New York City issue. In Uber's home state of California, a court just recommended that the company be suspended and fined \$7.3 million for failing to share data with the state, as required by law, to ensure they are not discriminating against passengers.

London is looking at capping or slowing the increase in new for-hire services to address the growing crush of traffic on its streets. Massachusetts has moved to raise standards for Uber's workers. And Uber has tangled with regulators in jurisdictions across the country over basic insurance requirements to keep drivers and passengers protected.

When you consider what's at stake — from ensuring workers can make a decent living, to managing the surge of more than 2,000 new cars on our streets every month, to protecting consumers from overcharges, to making sure we have more accessible vehicles for New Yorkers with disabilities — it's our responsibility to act.

New York City's for-hire vehicles have been regulated lightly compared to other sectors for decades because they were a relatively small part of our transportation system. That's all changed.

The upside for riders has been more options when someone needs a ride, and that's a very positive thing. But there are a host of challenges that come with this, and now that Uber has gone from upstart innovator to operating more cars than anyone else, we have to make sure that the rules are fair for all New Yorkers.

We want a data-driven approach, guided by detailed study, so we can develop a comprehensive, long-term strategy for a thriving, sustainable and innovative for-hire car market. And we support a short pause in the rapid increase of for-hire vehicles to make sure that the future growth of this industry lives up to the policies and principles we set out as a city.

We'll ensure that current service remains in place - and can even grow modestly — but our goal is to ensure that our streets aren't flooded with tens of thousands more cars before we can stand up new rules to govern the marketplace.

The principles that drive us are simple:

Protect workers. This industry is evolving so rapidly, with the number of vehicles skyrocketing even as the pool of New Yorkers who can afford to pay \$10 or \$20 to take car trip is far more limited. There's a point at which more and more drivers will find themselves fighting over the same group of riders - something we see already with 72% of pick-ups made by high-growth companies like Uber taking place in the heavily congested Manhattan core. While we see real benefits to drivers able to supplement their income and work with greater flexibility, we still need basic standards that ensure people who work hard in this sector can earn a decent living.

Protect riders. Riders deserve honest rates and security against surge-pricing schemes that look an awful lot like price-gouging. And Uber shouldn't get immunity if one of its drivers attacks or injures a customer.

Improve accessibility. We need to end discrimination in our transportation system. Because of hard work, half of all yellow taxis will become wheelchair accessible by 2020. But there are now nearly five times as many for-hire cars than yellow taxis on our streets — and next to no compliance with the requirement that they provide accessible service to people with disabilities. We need more accessibility among for-hire vehicles.

Invest in public transit. For-hire trips by Uber and other companies should contribute to the MTA, just like every taxi trip currently gives 50 cents to keep our transit running. The MTA is facing a capital shortfall of more than \$15 billion over the coming five years, and the millions of riders who depend on our subways and buses see that deficit in delays and overcrowding.

We need everyone, Uber included, to pay a fair share so we can invest in the subways and buses that millions of New Yorkers rely upon every day.

Promote low-carbon transportation. The city is focused on making our transportation more sustainable by improving access to ride-sharing, investing in low-carbon and multi-modal options like walking and biking, and reducing dependency on private fossil fuel vehicles.

Keep our transportation system moving. More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan, and traffic is getting worse. Last year was the slowest year on record for the streets of the Manhattan — barely 8.5 mph on average, and preliminary data from this May shows speeds dropping further to under 8 mph.

We need to find a way to manage the huge increase in new vehicles to keep our streets moving, protect air quality and make sure our buses and other vehicles can also get around. Uber is welcome in New York City. Passengers deserve more and better service — and new companies like Uber are helping provide it. There are and will continue to be more for-hire cars and drivers on our roads than at any time in our history.

But no company's multi-billion-dollar political war chest gives it a blank check to skirt vital protections and oversight for New Yorkers. We wouldn't let ExxonMobil or Wal-Mart or any other corporate giant operate in New York City without basic rules in place to protect the public. And no number of lobbyists or ad campaigns will change that.

De Blasio is mayor of New York.

From: [Hinton, Karen](#)
To: [Hinton, Karen](#)
Subject: Mayor de Blasio - A Fair Ride for New Yorkers
Date: Saturday, July 18, 2015 11:23:10 AM

ICYMI: Mayor de Blasio—A Fair Ride for New Yorkers

The op-ed below from Mayor de Blasio was just published on the Daily News' website and will run in print in Sunday's edition.

<http://www.nydailynews.com/opinion/bill-de-blasio-fair-ride-new-yorkers-article-1.2296041>

**A Fair Ride for New Yorkers
by Mayor Bill de Blasio**

Our responsibilities as public servants are clear: We're here to keep people safe, make sure workers and consumers are treated fairly, and keep this city growing and competitive. And right now, like cities across the country and around the world, we're working to do all those things in an industry that's changing fast: the for-hire vehicle sector being reshaped by fast-growing companies like Uber.

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Invest in public transit. For-hire trips by Uber and other companies should contribute to the MTA, just like every taxi trip currently gives 50 cents to keep our transit running. The MTA is facing a capital shortfall of more than \$15 billion over the coming five years, and the millions of riders who depend on our subways and buses see that deficit in delays and overcrowding.

We need everyone, Uber included, to pay a fair share so we can invest in the subways and buses that millions of New Yorkers rely upon every day.

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From: [Fromberg, Allan \(TLC\)](#)
To: [Hagelgans, Andrea](#); [Anderson, Michael \(TLC\)](#); [Furrey, Charles \(TLC\)](#); [Garber, Jeffrey \(TLC\)](#); [Genser, Emily \(TLC\)](#); [Goddin, Daniel \(TLC\)](#); [Goldapper, Ira \(TLC\)](#); [Singleton, Jessica](#); [Grunfeld, Jeffrey S. \(TLC\)](#); [Kurland, Ben \(TLC\)](#); [Labadie, Madeline \(TLC\)](#); [Murray, Edward \(TLC\)](#); [Paulucci, Theadora \(TLC\)](#); [Rausen, Joanne \(TLC\)](#); [Roth, Jeffrey \(TLC\)](#); [Spitalnick, Amy \(OMB\)](#); [Sukonnik, Marina \(TLC\)](#); [Vais, Izabella \(TLC\)](#); [Valdivia, Midori \(TLC\)](#); [Walsh, Keith \(TLC\)](#); ["billheinzen@gmail.com"](#); [Wilson, Chris \(TLC\)](#); [Cohen, Sherry \(TLC\)](#); [Davidson, Cindi \(TLC\)](#); [Miller, Dawn \(TLC\)](#); [Williams, Dominic](#); [Eluto, Sherryl \(TLC\)](#); [Fox, Aileen \(TLC\)](#); [Freud, Conan \(TLC\)](#); [Gordon, Greg \(TLC\)](#); [Grindley, Martin \(TLC\)](#); [Joshi, Meera \(TLC\)](#); [Joyce, Patrick \(TLC\)](#); [Ahlers, Kate O'Brien \(Law\)](#); [Klahr, David \(TLC\)](#); [Leyva, Erika \(TLC\)](#); [Goldberg-Cahn, Michelle \(Law\)](#); [Moore, Elaine \(TLC\)](#); [Paolucci, Nicholas \(Law\)](#); [Quintero, Omar \(TLC\)](#); [Rojas, Carmen \(TLC\)](#); [Royter, Serge \(TLC\)](#); [Scanlon, Raymond \(TLC\)](#); [Switzer, Brian \(TLC\)](#); [Timmeny, Daniel \(TLC\)](#); [Wanttaja, Ryan \(TLC\)](#); [Weiss, Gary \(TLC\)](#); [Norvell, Wiley](#)
Subject: A Fair Ride
Date: Saturday, July 18, 2015 1:18:52 PM

Opinion

Bill de Blasio: A fair ride for New Yorkers
BILL DE BLASIO
NEW YORK DAILY NEWS Today, 11:00 AM ET
NEW YORK DAILY NEWS

Our responsibilities as public servants are clear: We're here to keep people safe, make sure workers and consumers are treated fairly, and keep this city growing and competitive.

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Subject: NYTWA/Coalition to Rally for Council Bills
Date: Sunday, July 19, 2015 8:41:16 PM

Media Advisory

Taxi Workers and Allies Rally and Press Conference for FHV Cap

Media Advisory for Monday, July 20th, 1 p.m.

PROGRESSIVE GROUPS, COMMUNITIES OF COLOR, TAXI WORKERS ANNOUNCE COALITION TO COMBAT UBER'S CYNICAL, DIVISIVE, FALSE "RACE STRATEGY"

Coalition to target \$40 billion Uber for exploiting workers, cheating customers, worsening traffic, and shirking responsibilities to disabled riders, MTA users

WHO: Councilman Ydanis Rodríguez, New York Taxi Workers Alliance, International Association of Machinists, Central Labor Council, Transport Workers Local 100, New York Communities for Change, The Black Institute, Make the Road New York, workers, advocates and supporters.

WHAT: A press conference on Uber's destructive economic model and the self-serving race strategy and fictitious jobs claims used to promote it. Ubernomics recasts taxi driving income as supplemental income, justifying low-wages and relentless competition between drivers on the streets. All the while, profits keep rising for Uber's billionaire hedge fund backers. Taxi drivers and their allies are calling on the City Council to pass common-sense regulation to temporarily limit the issuance of new FHV (for-hire-vehicle) permits while an environmental impact study of the current 66,000 black cars – 66% more than just four years ago - is conducted.

WHERE: City Hall steps, Lower Manhattan.

WHEN: Monday July 20, 1 p.m.

WHY: Highly paid lobbyists – Uber has 250 nationwide, or one-third more than Wal-Mart - are leading its charge against a bill that would temporarily limit the number of black car and livery vehicle licenses by falsely claiming that it would hurt communities of color and leave the outer boroughs underserved. 72% of Uber trips are in the Manhattan's central business district.

Currently, over 30,000 yellow taxi and Uber drivers – 94% immigrant - are just scraping by, all competing in congested streets for limited fares. If allowed to go unchecked, Uber would sign-up 10,000 more workers – underpaid at other full-time jobs - to compete for the scraps, earning take home pay lower than employees at McDonald's or Wal-Mart, as congestion and competition would put all drivers in the race to the bottom.

Ubernomics is not the answer to underemployment; uplifting low-wage workers and protecting full-time work is the only way forward.

From: [Allan J. Fromberg](#)
To: natalie.shutler@nytimes.com
Cc: [Norvell, Wiley](#)
Subject: FHV Growth Limitation Bills Presentation.pdf
Date: Sunday, July 19, 2015 11:28:32 PM
Attachments: [FHV Growth Limitation Bills Presentation.pdf](#)

I thought this might be helpful as well.

-- Allan J. Fromberg

Sent from my iPad

Proposed Bills to Facilitate Study of Congestion by Limiting Issuance of New For-Hire Vehicle (FHV) Licenses



Reasons for Temporary Growth Limitation

Recent FHV Fleet Growth Has Been Tremendous

25,000 new FHV's since 2011

63% growth in FHV fleet

FHV Growth Expected to Continue

2,000 new vehicle licenses issued *each* month of FY2015

FHV Growth Concentrated in Congested Manhattan Core

72% of pickups by high-growth FHV companies take place in congested Manhattan Core

FHV Fleet Growth May Be Causing Worsening Traffic Congestion



- 9% decline in average Manhattan traffic speeds, from 9.35 mph to 8.51 mph*
- 5% decline in rush hour MTA bus speeds**
- Need a study to determine impact associated with FHV's



Public Health



Emergency Services



Quality of Life



Ability for Businesses to Thrive

* 2010 to 2014. Source: NYC DOT.
** 2013 to 2014. Source: NYC DOT.

Proposed Bill



- TLC may only issue limited quantity of new FHV licenses until (1) TLC, DOT and DEP complete a study of the impact of FHV industry growth, or (2) August 31, 2016 (whichever comes first).
- The limitations depend on the base's size as of June 15, 2015:
 - 500+ vehicles: may grow 1%
 - 20 to 499 vehicles: may grow 5%
 - 19 or fewer: may grow 15%
- Bill gives City time to study issue during a period of gradual growth and make informed policy.
- Limitation does not apply to green Boro Taxis, which serve the outer boroughs and Northern Manhattan.



Public Will Continue to Have Excellent For-Hire Access



Plenty of Service Will Be Available

- 63,000 FHV's and 13,587 taxis

App-Based Service Will be Widely Available

- Over 25,000 FHV's already use apps for pickups

App-Based Service Can Continue to Grow

- Drivers can use apps regardless of which base they are affiliated with
- Apps can continue to recruit drivers to their bases, or just to use their apps

FHV Industry Can Continue to Thrive During While Growth is Slowed



Existing FHV Owners/Drivers

- Still able to renew licenses and switch vehicles and bases
- May take calls from any app or licensed base of the same class
- May benefit from stemming the tide of new vehicles

Existing Bases

- May affiliate new FHV's within growth limitation and/or affiliate FHV's that were previously with other bases
- Can give each affiliated vehicle more calls (welcome by drivers)
- Can send extra calls to other bases' vehicles

New Drivers

- Can join as new vehicle owners with a base that has not hit its limitation
- May join industry by driving second shift on an existing vehicle
- May join by signing on with a base with existing vehicles

From: [Allan J. Fromberg](#)
To: natalie.shutler@nytimes.com
Cc: [Norvell, Wiley](#)
Subject: FHV-Growth-Limitation-Bill-Briefer.pdf
Date: Sunday, July 19, 2015 11:29:34 PM
Attachments: [FHV-Growth-Limitation-Bill-Briefer.pdf](#)

Sorry, this one, too!

Sent from my iPad

Proposed Bills to Limit and Study the Growth of For-Hire Vehicle (FHV) Licenses

What the Bills Propose:

The TLC may only issue a limited quantity of new For-Hire Vehicle (FHV) licenses until (1) DOT, DEP and TLC complete a study of the impact of FHV industry growth, or (2) August 31, 2016 (whichever comes first). The limitation depends for each base on the number of affiliated vehicles they had as of June 15, 2015:

Bases with:

- 500+ vehicles: may grow by 1%
- 20 to 499 vehicles: may grow by 5%
- 19 or fewer: may grow by 15%

During the growth limitation period TLC, DOT, DEP and other agencies will extensively study the impact of taxi and FHV industry growth on traffic congestion, air quality, noise, and public health. Once completed, the TLC will submit recommendations for mitigating any impacts identified in those areas to the Speaker and the Mayor. In accordance with State law, this growth limitation would *not* apply to green Boro Taxi vehicles.

Why it's necessary now: Unlike other TLC-regulated industries, there is no growth control mechanism in the FHV industry. Recent growth in this industry has been tremendous, and concentrated in the Manhattan Core, which could be a significant factor in (1) traffic congestion/declining vehicle speeds, and (2) air quality. These affect New Yorkers' quality of life, the ability for businesses to thrive, public health and emergency services.

Growth in the FHV industry in recent years has been tremendous.

- In the last two years, approximately 20,000 new FHVs have been added to NYC's traffic dynamic.
- In June 2011, there were 38,600 FHVs. Today, there are nearly 63,000 FHVs, a 63% increase.

If things remain as they are, rapid growth in the FHV industry is expected to continue.

- In each month of FY2015, the TLC has issued approximately 2,000 new FHV licenses.
- There are no signs that this level of growth will slow.

New Data Show Manhattan-Centric Growth.

- New FHV trip records show that most new FHV activity — 72% of pickups — is taking place in the already-congested Manhattan Core.

Manhattan Traffic Speeds Have Been Declining.

- Between 2010 and 2014, average Manhattan traffic speeds have declined significantly, from 9.35 mph to 8.51 mph (-8.98%). Bus speeds are also showing declines. During rush hour (4-6pm) they were 5% lower in Nov. 2014 than they were in Nov. 2013. Overall daytime (7am – 7pm) bus speeds were down 3% over this period.
- Preliminarily there are indications that there is a correlation between FHV fleet growth and congestion. The study will help us better understand whether and how FHVs are impacting congestion and related problems.

It is time to “tap the brakes” while we look at the impact this growth is having on the City.

- Before growth continues at this rapid pace, and many more individuals invest in putting new FHV's on the road, logic and prudent policy suggest that we study the impacts so that we can develop an informed policy going forward.

Public and Industry Impacts of the Growth Limitation:

- **Public:** Between the 13,587 taxis and 63,000 FHV's, there is an ample pool of vehicles available to meet demand.
- **Existing FHV Owners/Drivers:** Existing FHV licenses could still be renewed, and FHV license holders would *still* have the ability to maximize their opportunities by switching vehicles and bases. They may also take calls from *any* licensed base of the same business class, with some drivers even potentially benefiting from a time-out in seeing additional competing vehicles added to the fleet.
- **New and Existing Bases:** The growth limitation would not limit a base from affiliating as many existing vehicles as wish to work with it. Bases can also grow by giving each affiliated vehicle more calls (which would be welcome), or by sending extra calls to other bases' vehicles. New bases can form by finding ten existing vehicles that wish to affiliate with them.
- **New Drivers:** They could join the industry by joining a base with vehicle capacity in its temporary growth cap, driving a secondary shift on an existing vehicle, or signing on with a base with existing vehicles needing drivers.

From: [Norvell, Wiley](#)
To: "Ben Popper"
Subject: RE: Comment for story on proposed cap to Uber drivers
Date: Monday, July 20, 2015 10:59:49 AM
Attachments: [FHV Growth Limitation Bills Presentation.pdf](#)

Attached, and some additional material below:

Manhattan CBD Daytime Traffic Speeds – Based on Taxi GPS

Fiscal Year	Avg. Speed	Calendar Year	Avg. Speed
2009 (7/08-6/09)	9.15	2009	9.27
2010 (7/09-6/10)	9.38	2010	9.35
2011 (7/10-6/11)	9.16	2011	8.93
2012 (7/11-6/12)	9.09	2012	9.3
2013 (7/12-6/13)	9.14	2013	8.9
2014 (7/13-6/14)	8.72	2014	8.51

***As of May 2015 (Fiscal 2015), PRELIMINARY DATA Daytime Traffic Speeds in the CBD had dropped to 7.96 mph

On background:

All yellow taxis are equipped with GPS devices. DOT receives yellow taxi GPS data from the TLC in order to study travel patterns and analyze vehicle traffic speeds, especially in Manhattan. Each year, DOT calculates the average speed of all yellow taxis traveling with passengers between the hours of 8AM-6PM within the Manhattan CBD. Speeds reflect both time in motion and time spent stopped in traffic or at red lights. The taxi GPS system is the most robust source of speed data in the Manhattan CBD; average speed data is based on a sample size of about 24 million CBD taxi trips per year.

For taxi GPS, the City has reliable data going back to the fall of 2008. *2014 (both calendar and fiscal year) is the slowest year on record since DOT began analyzing taxi GPS data.* DOT used calendar year data to enable comparison to the latest data available—calendar year 2014. The result does not change significantly if you use 2009 as a base year, instead of 2010. The data show an 8.2% drop in speeds between calendar 2009 and 2014. Preliminary data from 2015 confirm this trend: speed in May 2015 were down to 7.96 mph (this is the figure you'd use

if you were comparing fiscal years).

As part of the upcoming study, the City will analyze the role that increased traffic from the Bronx, Brooklyn, Upper Manhattan, Queens, and New Jersey may be playing in increased congestion in the Manhattan CBD. **A preliminary review shows that traffic volumes into the CBD have been flat or slightly down between 2010 and 2014, indicating that external traffic into the CBD is not a primary factor in increasing traffic in the Manhattan CBD.** [Preliminary data indicate that average daily traffic into the Manhattan CBD in 2014 is at its lowest level since 2001.]

Average Fall Weekday Vehicles Entering the Mn and Mn CBD

Year	Mn CBD Only	All Mn Crossings
2000	831,000	1,955,506
2001	696,000	1,712,961
2002	792,000	1,857,050
2003	817,000	1,897,411
2004	822,000	1,908,565
2005	805,000	1,884,733
2006	801,000	1,907,118
2007	791,000	1,880,818
2008	756,000	1,830,907
2009	771,000	1,828,065
2010	778,000	1,848,718
2011	764,000	1,808,247
2012	751,000	1,806,649
2013	747,000	1,807,484
2014	731,000	1,776,013

% change 2010-2014 Mn CBD traffic: -6.0%

% change 2010-2014 All Mn crossings: -3.9%

From: Ben Popper [mailto:ben.popper@theverge.com]

Sent: Monday, July 20, 2015 10:56 AM

To: Norvell, Wiley

Subject: Re: Comment for story on proposed cap to Uber drivers

Thanks for chatting this morning.

Don't forget to send over that data and details on the proposed cap.

Cheers, Ben

On Mon, Jul 20, 2015 at 9:56 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Hey Ben—you can reach me at [646-422-9614](tel:646-422-9614). Happy to discuss.

Best,

Wiley Norvell

Deputy Press Secretary

Office of New York City Mayor Bill de Blasio
[\(212\) 788-2958](tel:(212)788-2958)
[\(917\) 428-8307](tel:(917)428-8307) (mobile)
wnorvell@cityhall.nyc.gov
[@wileynorvell](#)

Begin forwarded message:

From: Ben Popper <ben.popper@theverge.com>
Date: July 20, 2015 at 9:54:42 AM EDT
To: <NGrybauskas@cityhall.nyc.gov>
Subject: Comment for story on proposed cap to Uber drivers

Hello Mrs. Grybauskas - I'm going to be covering the City Hall vote tomorrow on a proposed cap to the number of Uber drivers who can operate in NYC. I would love to chat today to get context on background and perhaps a quote for the record. Can you assist, or connect me with a communications person who can?

Thanks, Ben

--

Ben Popper
Business Editor - [The Verge](#)

--

Ben Popper
Business Editor - [The Verge](#)

Proposed Bills to Facilitate Study of Congestion by Limiting Issuance of New For-Hire Vehicle (FHV) Licenses



Reasons for Temporary Growth Limitation



Recent FHV Fleet Growth Has Been Tremendous

25,000 new FHV's since 2011

63% growth in FHV fleet

FHV Growth Expected to Continue

2,000 new vehicle licenses issued *each* month of FY2015

FHV Growth Concentrated in Congested Manhattan Core

72% of pickups by high-growth FHV companies take place in congested Manhattan Core

FHV Fleet Growth May Be Causing Worsening Traffic Congestion



- 9% decline in average Manhattan traffic speeds, from 9.35 mph to 8.51 mph*
- 5% decline in rush hour MTA bus speeds**
- Need a study to determine impact associated with FHV's



Public Health



Quality of Life



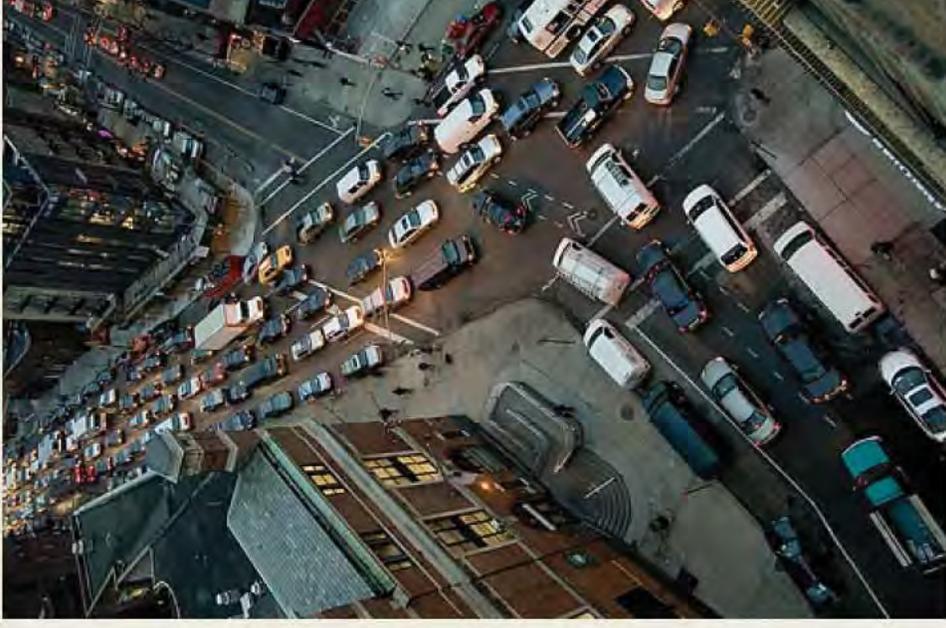
Ability for Businesses to Thrive

* 2010 to 2014. Source: NYC DOT.
** 2013 to 2014. Source: NYC DOT.

Proposed Bill



- TLC may only issue limited quantity of new FHV licenses until (1) TLC, DOT and DEP complete a study of the impact of FHV industry growth, or (2) August 31, 2016 (whichever comes first).
- The limitations depend on the base's size as of June 15, 2015:
 - 500+ vehicles: may grow 1%
 - 20 to 499 vehicles: may grow 5%
 - 19 or fewer: may grow 15%
- Bill gives City time to study issue during a period of gradual growth and make informed policy.
- Limitation does not apply to green Boro Taxis, which serve the outer boroughs and Northern Manhattan.



Public Will Continue to Have Excellent For-Hire Access



Plenty of Service Will Be Available

- 63,000 FHV's and 13,587 taxis

App-Based Service Will be Widely Available

- Over 25,000 FHV's already use apps for pickups

App-Based Service Can Continue to Grow

- Drivers can use apps regardless of which base they are affiliated with
- Apps can continue to recruit drivers to their bases, or just to use their apps

FHV Industry Can Continue to Thrive While Growth is Slowed



Existing FHV Owners/Drivers

- Still able to renew licenses and switch vehicles and bases
- May take calls from any app or licensed base of the same class
- May benefit from stemming the tide of new vehicles

Existing Bases

- May affiliate new FHV's within growth limitation and/or affiliate FHV's that were previously with other bases
- Can give each affiliated vehicle more calls (welcome by drivers)
- Can send extra calls to other bases' vehicles

New Drivers

- Can join as new vehicle owners with a base that has not hit its limitation
- May join industry by driving second shift on an existing vehicle
- May join by signing on with a base with existing vehicles

From: [Norvell, Wiley](#)
To: [Adams, Marti](#)
Subject: For MSNBC
Date: Monday, July 20, 2015 11:01:23 AM
Attachments: [FHV Growth Limitation Bills Presentation.pdf](#)

Explanation of the bills attached.

Proposed Bills to Facilitate Study of Congestion by Limiting Issuance of New For-Hire Vehicle (FHV) Licenses



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Quality of Life



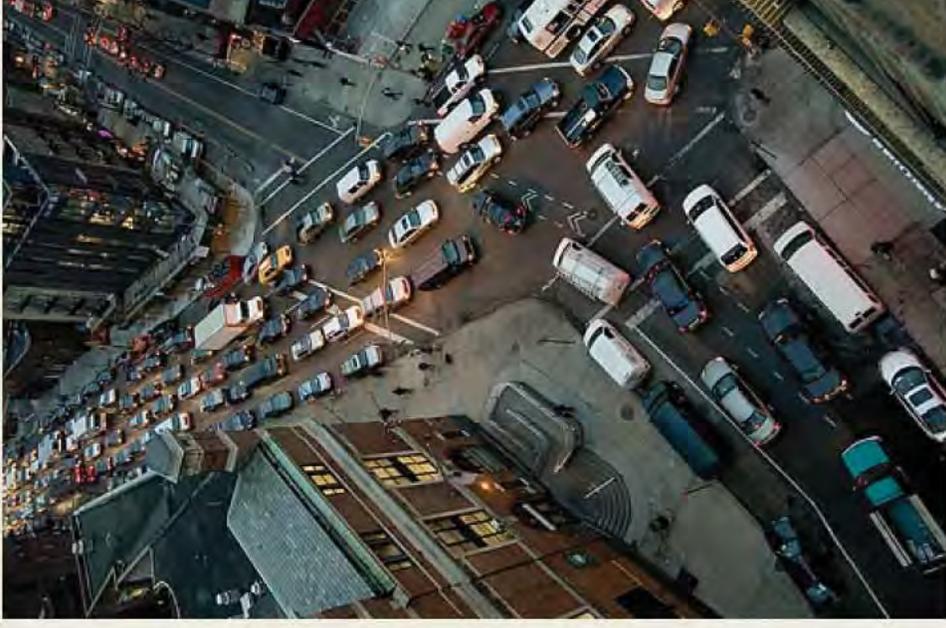
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From: [Clips](#)
Subject: GOTHAMIST: De Blasio Wants To Save NYC From An Uber "Flood"
Date: Monday, July 20, 2015 11:52:05 AM

De Blasio Wants To Save NYC From An Uber "Flood"

GOTHAMIST – Emma Whitford

http://gothamist.com/2015/07/20/uber_deblasio_nyc.php

The City Council could vote to put a temporary cap on Uber's expansion as soon as Thursday, and yesterday the Daily News published an op-ed by Mayor de Blasio explaining why he supports the cap: to prevent Uber from "flooding" the streets of New York.

"Our goal is to ensure that our streets aren't flooded with tens of thousands more cars before we can stand up new rules to govern the marketplace," he wrote, running through a bulleted list of concerns: Unregulated Uber would mean more competition between drivers, and more surge pricing, he argued. More traffic, more carbon emissions, and more vehicles without mandatory wheelchair accessibility (50% of yellow cabs will be wheelchair accessible by 2020).

Under the proposed legislation, Uber would only be allowed to add 200 additional drivers to its platform between now and August 2016. The DOT and TLC argue that the cap, which would apply to all for hire vehicles, is necessary in order to conduct an accurate study of the FHV industry's environmental impact (their ranks have jumped 66% since 2011).

Uber counters that de Blasio is acting under pressure from taxi barons. (Bloomberg News reports that de Blasio received over \$500,000 in campaign donations in 2013 for his mayoral campaign from the "traditional taxi and limousine industry.") Uber also says that the cap would force them to turn away 10,000 potential Uber drivers in the next year. This number is based off of Uber's calculation that they must hire hundreds of new drivers each week, to keep up with the 25,000 New Yorkers who join the platform on a weekly basis.

Yesterday's op-ed is the most the mayor has spoken up on the issue since legislation was proposed in June. Uber, meanwhile, has been explicit in targeting the mayor. Last Thursday, the app was updated in New York to include a "De Blasio" tab, which allows users to preview what wait times will look like (spoiler: very long), if the temporary cap legislation passes.

On Wednesday, the company released a TV spot featuring Uber drivers. "I make more money, and get to spend more time with my family," says one. "When the mayor came in town, he promised to provide jobs," adds another.

Meanwhile, many have countered that "job" is a generous definition for what Uber provides to its drivers. "There are serious questions about how Uber treats its customers, its workers," said Deputy Mayor Anthony Shorris in an e-mail to Uber supporters on Friday, to which Uber's New York GM Josh Mohrer responded, point-for-point in an open letter.)

At a City Council hearing on the legislation last month, TLC commissioner Meera Joshi said dryly, "'Jobs' is a funny term. Jobs I associate with healthcare, vacation time, and pensions. These are streams of income, but they are not jobs."

On Tuesday, the company hosted a press conference at Sylvia's Restaurant in Harlem, with black community leaders who have expressed opposition to the cap, on the grounds that it will destroy those 10,000 jobs.

"Uber's latest claim that the latest legislation to cap its growth will 'affect communities of color' is

appalling," said Jonathan Westin, Executive Director of New York Communities for Change, in a statement on Friday. "While Uber's CEO joins the billionaire's list, workers get scraps: low-wages, no health insurance, no unemployment benefits, and no job security."

Later today, Transportation Committee Chair Ydanis Rodriguez will reportedly rally against Uber at City Hall, with members of the New York Taxiworkers Alliance and the Transport Workers Union Local 100. Both of these groups are particularly concerned about increased competition for riders as the FHV industry continues to grow. (Bloomberg also notes that Rodriguez accepted over \$8,500 in donations from the taxi industry in 2013.)

From: [Tangel, Andrew](#)
To: [Norvell, Wiley](#)
Subject: RE: FHV cap // Wall Street Journal
Date: Monday, July 20, 2015 12:10:36 PM

Wiley, in this chart, what does the first “average speed” column signify vs. the second “average speed column? The former being the average speed during the fiscal year noted, the latter being the average speed in the calendar year?

And the average speeds only refer to the daytime traffic speeds in the Manhattan as measured by yellow taxi GPS data, correct?

Thanks,
Andrew

Manhattan CBD Daytime Traffic Speeds – Based on Taxi GPS

Fiscal Year	Avg. Speed	Calendar Year	Avg. Speed
2009 (7/08-6/09)	9.15	2009	9.27
2010 (7/09-6/10)	9.38	2010	9.35
2011 (7/10-6/11)	9.16	2011	8.93
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2013 (7/12-6/13)	9.14	2013	8.9
2014 (7/13-6/14)	8.72	2014	8.51

***As of May 2015, Daytime Traffic Speeds in the CBD had dropped to 7.96 mph

=====
Andrew Tangel
Reporter
The Wall Street Journal
212-416-3715 (o)
917-743-0789 (c)
andrew.tangel@wsj.com
Twitter: @AndrewTangel

From: Norvell, Wiley [mailto:WNorvell@cityhall.nyc.gov]
Sent: Friday, July 17, 2015 6:33 PM
To: 'Gastel, Scott'; Tangel, Andrew
Cc: 'Tsang, Bonny'; 'Chin, Gloria'; 'Bayona, Jose'
Subject: RE: FHV cap // Wall Street Journal

Sorry for delay dude:

TRAFFIC SPEEDS

On record: Speeds last year were the slowest since data collection began the City began measuring taxi GPS data, and coincided—paradoxically--with a drop in vehicles entering the Manhattan core. These two contradictory phenomena, coupled with the unprecedented increase in for-hire-vehicles, is what is driving our belief that a thorough analysis is needed here. The functioning of our transportation system is a vital priority for us, as regulators. But we are ensuring that during the evaluation period there will continue to be more and better for-hire service than at any time in our history, with modest growth continuing to serve New Yorkers.

On background: All yellow taxis are equipped with GPS devices. DOT receives yellow taxi GPS data from the TLC in order to study travel patterns and analyze vehicle traffic speeds, especially in Manhattan. Each year, DOT calculates the average speed of all yellow taxis traveling with passengers between the hours of 8AM-6PM within the Manhattan CBD. Speeds reflect both time in motion and time spent stopped in traffic or at red lights. The taxi GPS system is the most robust source of speed data in the Manhattan CBD; average speed data is based on a sample size of about 24 million CBD taxi trips per year.

For taxi GPS, the City has reliable data going back to the fall of 2008. 2014 (both calendar and fiscal year) is the slowest year on record since DOT began analyzing taxi GPS data. DOT used calendar year data to enable comparison to the latest data available—calendar year 2014. The result does not change significantly if you use 2009 as a base year, instead of 2010. The data show an 8.2% drop in speeds between calendar 2009 and 2014. Preliminary data from 2015 confirm this trend: speed in May 2015 were down to 7.96 mph compared to 8.29 mph in 2014 (a 3.8% drop) and 9.18 mph in 2010 (a 13.1% drop).

Manhattan CBD Daytime Traffic Speeds – Based on Taxi GPS

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2009 (7/08-6/09)	9.15	2009	9.27
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2014 (7/13-6/14)	8.72	2014	8.51

***As of May 2015, Daytime Traffic Speeds in the CBD had dropped to 7.96 mph

BUS SPEEDS

Between November 2013 and November 2014, average MTA bus running speeds in Manhattan

south of 96th Street dropped by 5% during the evening rush (4-6pm). [Bus speeds in Manhattan south of 96th Street fell by 3% for the 7 am-7 pm period.] All MTA buses are equipped with GPS devices, which power the MTA's BusTime system. DOT receives BusTime data from the MTA in order to identify ways to improve bus speed and reliability on slow routes.

BUS RIDERSHIP

Between 2013 and 2014, local bus ridership in Manhattan declined by 6%. This decrease is part of an overall trend in declining bus ridership in New York, but the decreases have been most significant in Manhattan. [Between 2009 and 2014, bus ridership in Manhattan has dropped 16%]

% Change in bus ridership by Borough

	2013-2014 change	2009-2014 change
Brooklyn Local	-2%	-12%
Bronx Local	1%	2%
Manhattan Local	-6%	-16%
Queens Local	-2%	-1%
Staten Is Local	2%	1%
Express Total	-2%	-3%
Citywide	-1%	
Outer Boros Only	0%	

TRAFFIC VOLUMES

A preliminary review shows that traffic volumes into the CBD have been flat or slightly down between 2010 and 2014, indicating that external traffic into the CBD is not a primary factor in increasing traffic in the Manhattan CBD. [Preliminary data indicate that average daily traffic into the Manhattan CBD in 2014 is at its lowest level since 2001.]

Average Fall Weekday Vehicles Entering the Mn and Mn CBD

Year	Mn CBD Only	All Mn Crossings
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2013	747,000	1,807,484
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% change 2010-2014 Mn CBD traffic: -6.0%
% change 2010-2014 All Mn crossings: -3.9%

From: Norvell, Wiley
Sent: Friday, July 17, 2015 1:58 PM
To: 'Gastel, Scott'; 'Tangel, Andrew'
Cc: Tsang, Bonny; Chin, Gloria; Bayona, Jose
Subject: RE: FHV cap // Wall Street Journal

Yup. I have some/most of this to share.

From: Gastel, Scott [<mailto:SGastel@dot.nyc.gov>]
Sent: Friday, July 17, 2015 1:58 PM
To: 'Tangel, Andrew'
Cc: Norvell, Wiley; Tsang, Bonny; Chin, Gloria; Bayona, Jose
Subject: RE: FHV cap // Wall Street Journal

Adding Wiley here. We'll get you a reply.

From: Tangel, Andrew [<mailto:Andrew.Tangel@wsj.com>]
Sent: Friday, July 17, 2015 1:27 PM
To: Gastel, Scott
Subject: FHV cap // Wall Street Journal

Scott,

We are going to be covering the city's proposed cap on for-hire vehicles early next week. Would the DOT be able to share with us DOT data showing speeds (all traffic and MTA buses) and vehicle trips into the CBD over, say, the last five years? Any analysis produced by the DOT would be helpful too.

I'm available if you can talk through this.

Thanks,
Andrew

=====

Andrew Tangel
Reporter
The Wall Street Journal
212-416-3715 (o)
917-743-0789 (c)
andrew.tangel@wsj.com
Twitter: @AndrewTangel

From: [Klein, Monica](#)
To: [B](#)
Subject: DN - Your oped: A fair ride for New Yorkers: How the city should respond to the rapid rise of Uber
Date: Monday, July 20, 2015 12:41:52 PM

A fair ride for New Yorkers: How the city should respond to the rapid rise of Uber

DAILY NEWS - Bill de Blasio - July 18, 2015

Our responsibilities as public servants are clear: We're here to keep people safe, make sure workers and consumers are treated fairly, and keep this city growing and competitive.

And right now, like cities across the country and around the world, we're working to do all those things in an industry that's changing fast: the for-hire vehicle sector being reshaped by fast-growing companies like Uber.

More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan. For perspective, that means we're facing the addition of over 25,000 cars to our streets over the next year — the rough equivalent of two times the total number of yellow taxis in all of New York City.

While most businesses recognize the role of the city to set basic standards and look out for the broader public interest, Uber — a \$40 billion corporation — is out with multi-million dollar ads trying to convince New Yorkers that it doesn't need more oversight.

This isn't just a New York City issue. In Uber's home state of California, a court just recommended that the company be suspended and fined \$7.3 million for failing to share data with the state, as required by law, to ensure they are not discriminating against passengers.

London is looking at capping or slowing the increase in new for-hire services to address the growing crush of traffic on its streets. Massachusetts has moved to raise standards for Uber's workers. And Uber has tangled with regulators in jurisdictions across the country over basic insurance requirements to keep drivers and passengers protected.

When you consider what's at stake — from ensuring workers can make a decent living, to managing the surge of more than 2,000 new cars on our streets every month, to protecting consumers from overcharges, to making sure we have more accessible vehicles for New Yorkers with disabilities — it's our responsibility to act.

New York City's for-hire vehicles have been regulated lightly compared to other sectors for decades because they were a relatively small part of our transportation system. That's all changed.

The upside for riders has been more options when someone needs a ride, and that's a very positive thing. But there are a host of challenges that come with this, and now that Uber has gone from upstart innovator to operating more cars than anyone else, we have to make sure that the rules are fair for all New Yorkers.

We want a data-driven approach, guided by detailed study, so we can develop a comprehensive, long-

term strategy for a thriving, sustainable and innovative for-hire car market. And we support a short pause in the rapid increase of for-hire vehicles to make sure that the future growth of this industry lives up to the policies and principles we set out as a city.

We'll ensure that current service remains in place — and can even grow modestly — but our goal is to ensure that our streets aren't flooded with tens of thousands more cars before we can stand up new rules to govern the marketplace.

The principles that drive us are simple:

Protect workers. This industry is evolving so rapidly, with the number of vehicles skyrocketing even as the pool of New Yorkers who can afford to pay \$10 or \$20 to take car trip is far more limited.

There's a point at which more and more drivers will find themselves fighting over the same group of riders — something we see already with 72% of pick-ups made by high-growth companies like Uber taking place in the heavily congested Manhattan core.

While we see real benefits to drivers able to supplement their income and work with greater flexibility, we still need basic standards that ensure people who work hard in this sector can earn a decent living.

Protect riders. Riders deserve honest rates and security against surge-pricing schemes that look an awful lot like price-gouging. And Uber shouldn't get immunity if one of its drivers attacks or injures a customer.

Improve accessibility. We need to end discrimination in our transportation system. Because of hard work, half of all yellow taxis will become wheelchair accessible by 2020. But there are now nearly five times as many for-hire cars than yellow taxis on our streets — and next to no compliance with the requirement that they provide accessible service to people with disabilities. We need more accessibility among for-hire vehicles.

Invest in public transit. For-hire trips by Uber and other companies should contribute to the MTA, just like every taxi trip currently gives 50 cents to keep our transit running. The MTA is facing a capital shortfall of more than \$15 billion over the coming five years, and the millions of riders who depend on our subways and buses see that deficit in delays and overcrowding.

We need everyone, Uber included, to pay a fair share so we can invest in the subways and buses that millions of New Yorkers rely upon every day.

Promote low-carbon transportation. The city is focused on making our transportation more sustainable by improving access to ride-sharing, investing in low-carbon and multi-modal options like walking and biking, and reducing dependency on private fossil fuel vehicles.

Keep our transportation system moving. More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan, and traffic is getting worse. Last year was the slowest year on record for the streets of the Manhattan — barely 8.5 mph on average, and preliminary data from this May shows speeds dropping further to under 8 mph.

We need to find a way to manage the huge increase in new vehicles to keep our streets moving, protect air quality and make sure our buses and other vehicles can also get around.

Uber is welcome in New York City. Passengers deserve more and better service — and new companies like Uber are helping provide it. There are and will continue to be more for-hire cars and drivers on our roads than at any time in our history.

But no company's multi-billion-dollar political war chest gives it a blank check to skirt vital protections and oversight for New Yorkers. We wouldn't let ExxonMobil or Wal-Mart or any other corporate giant operate in New York City without basic rules in place to protect the public. And no number of lobbyists or ad campaigns will change that.

From: [Norvell, Wiley](#)
To: ["courtney.gross@ny1news.com"](mailto:courtney.gross@ny1news.com)
Subject: this breaks it down
Date: Monday, July 20, 2015 1:18:00 PM
Attachments: [FHV Growth Limitation Bills Presentation.pdf](#)

Wiley Norvell
Deputy Press Secretary
Office of New York City Mayor Bill de Blasio
(212) 788-2958
(917) 428-8307 (mobile)
wnorvell@cityhall.nyc.gov
@wileynorvell

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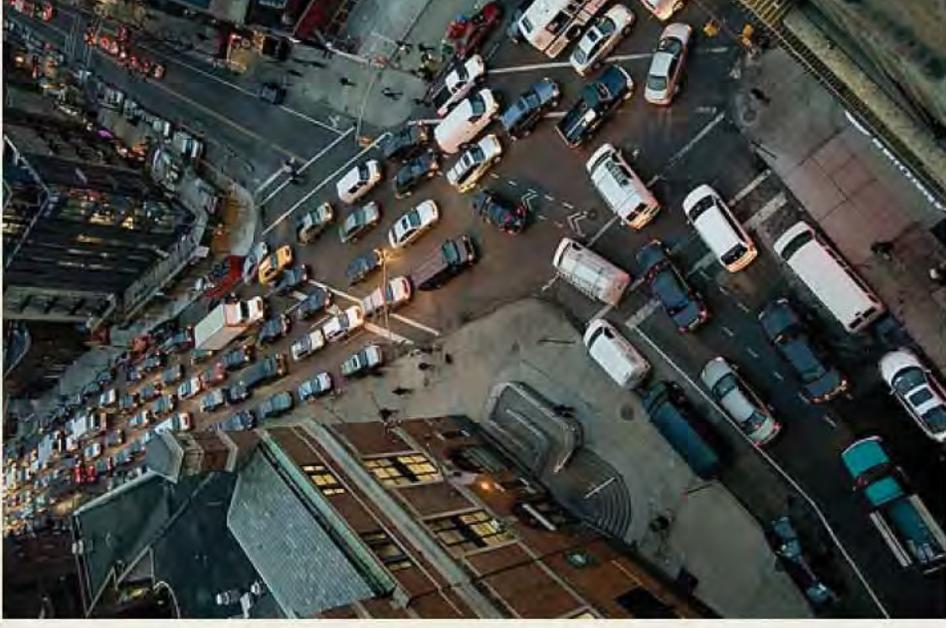
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** 2013 to 2014. Source: NYC DOT.

Proposed Bill



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From: [Norvell, Wiley](#)
To: [Singleton, Jessica](#); [Kim-Mai Cutler](#)
Subject: RE: Who's your taxi, Uber person?
Date: Monday, July 20, 2015 1:33:39 PM
Attachments: [FHV Growth Limitation Bills Presentation.pdf](#)

-----Original Message-----

From: Singleton, Jessica
Sent: Monday, July 20, 2015 8:25 AM
To: Kim-Mai Cutler
Cc: Norvell, Wiley
Subject: Re: Who's your taxi, Uber person?

Hi! Adding Wiley who can help you with this.

> On Jul 20, 2015, at 02:42, Kim-Mai Cutler <kim@techcrunch.com> wrote:
>
> Is there anyone I can talk to on background to understand what's going on?
>
> -Kim

Proposed Bills to Facilitate Study of Congestion by Limiting Issuance of New For-Hire Vehicle (FHV) Licenses



Reasons for Temporary Growth Limitation



Recent FHV Fleet Growth Has Been Tremendous

25,000 new FHV's since 2011

63% growth in FHV fleet

FHV Growth Expected to Continue

2,000 new vehicle licenses issued *each* month of FY2015

FHV Growth Concentrated in Congested Manhattan Core

72% of pickups by high-growth FHV companies take place in congested Manhattan Core

FHV Fleet Growth May Be Causing Worsening Traffic Congestion



- 9% decline in average Manhattan traffic speeds, from 9.35 mph to 8.51 mph*
- 5% decline in rush hour MTA bus speeds**
- Need a study to determine impact associated with FHV's



Public Health



Quality of Life



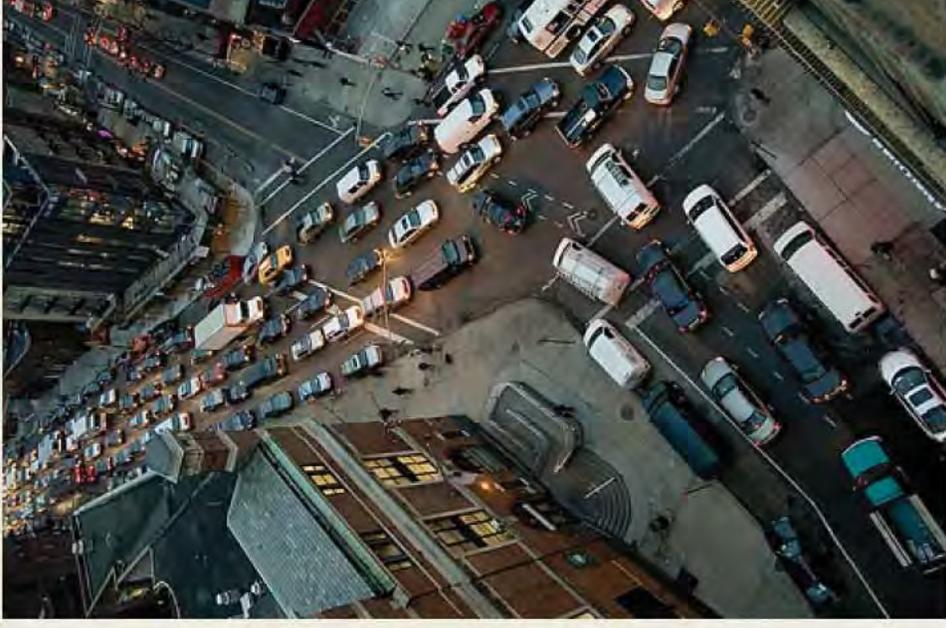
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From: [Norvell, Wiley](#)
To: ["Tangel, Andrew"; "Gastel, Scott"](#)
Subject: RE: Trottenberg interview // WSJ
Date: Monday, July 20, 2015 2:40:20 PM
Attachments: [FHV Growth Limitation Bills Presentation.pdf](#)

Hi Andrew,

Ringin you in a sec. Some thoughts/info below and attached.

For analysis on this issue, Charles Komanoff, who authored the MoveNY toll plan, has an interesting piece I'd recommend:
<http://www.streetsblog.org/2015/07/08/uber-and-manhattan-gridlock-are-rising-together/>

Detailed info below:

Manhattan CBD Daytime Traffic Speeds – Based on Taxi GPS

Fiscal Year	Avg. Speed	Calendar Year	Avg. Speed
2009 (7/08-6/09)	9.15	2009	9.27
2010 (7/09-6/10)	9.38	2010	9.35
2011 (7/10-6/11)	9.16	2011	8.93
2012 (7/11-6/12)	9.09	2012	9.3
2013 (7/12-6/13)	9.14	2013	8.9
2014 (7/13-6/14)	8.72	2014	8.51

As of May 2015 (Fiscal 2015), PRELIMINARY Daytime Traffic Speeds in the CBD had dropped to 7.96 mph

Average Fall Weekday Vehicles Entering the Mn and Mn CBD

Year	Mn CBD Only	All Mn Crossings
2000	831,000	1,955,506
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2002	792,000	1,857,050
2003	817,000	1,897,411
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2005	805,000	1,884,733
2006	801,000	1,907,118
2007	791,000	1,880,818
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2009	771,000	1,828,065

2010	778,000	1,848,718
2011	764,000	1,808,247
2012	751,000	1,806,649
2013	747,000	1,807,484
2014	731,000	1,776,013

Total yellow cabs: 13,587

Green cabs (which serve only outer boroughs and upper Manhattan): 7,239

63,451 for-hire vehicles

20,638 FHV's are affiliated with Uber

Approximate number of yellow cab rides per day: 430,000, about 32 per cab

Approximate number of Uber rides per day: 100,000, about 8 per car

Approximate number of green cab rides per day: 57,000

Number of accessible yellow cabs: 581. Starting on Jan. 1, 50% of the fleet (around 7,000) will be phased-in by 2020

Number of accessible Uber cars: 0

Additional info: 100% of green cab pick-ups are in Upper Manhattan or outer boroughs. 72% of pick-ups by emerging players like Uber are in the Manhattan core.

From: Tangel, Andrew [mailto:Andrew.Tangel@wsj.com]

Sent: Monday, July 20, 2015 1:59 PM

To: 'Gastel, Scott'

Cc: Norvell, Wiley

Subject: Trottenberg interview // WSJ

Hi Scott, Wiley:

Is Commissioner Trottenberg available for an interview later today (late afternoon, early evening) or early Tuesday? Wanted to talk about congestion in Manhattan, automobile pollution and what a study of the growth in for-hire vehicles would accomplish.

Please let me know what times might work. Working on a broad story about Uber and other car-services in New York, what's at stake for the city and those companies with the proposed cap.

Thanks,

Andrew

=====

Andrew Tangel

Reporter

The Wall Street Journal

212-416-3715 (o)

917-743-0789 (c)

andrew.tangel@wsj.com

Twitter: @AndrewTangel

Proposed Bills to Facilitate Study of Congestion by Limiting Issuance of New For-Hire Vehicle (FHV) Licenses



Reasons for Temporary Growth Limitation



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Public Health



Quality of Life



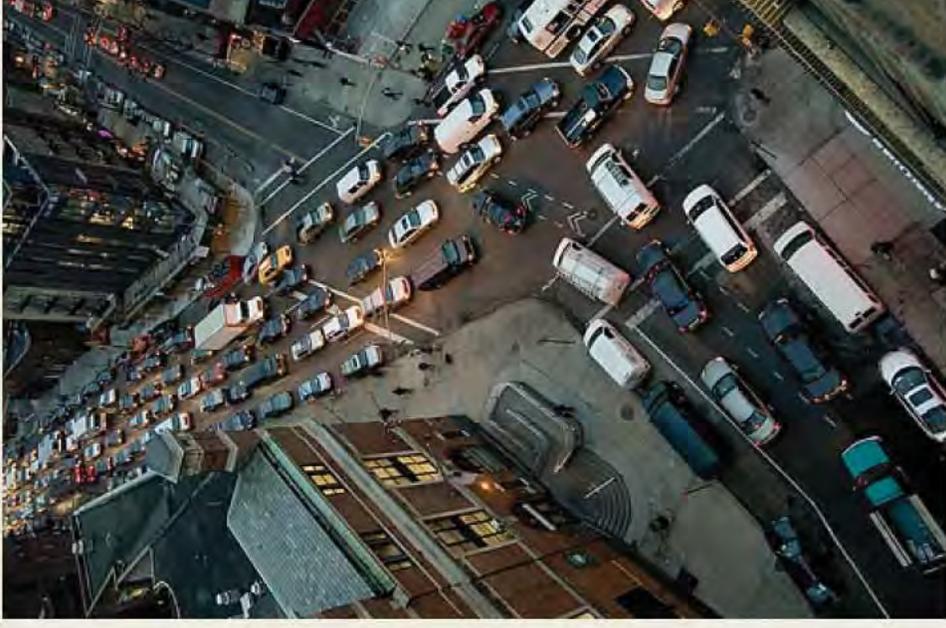
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From: [Norvell, Wiley](#)
To: ["Gastel, Scott"; "Carl.Bialik@fivethirtyeight.com"](#)
Cc: [Allan J. Fromberg; "Tsang, Bonny"](#)
Subject: RE: inquiry from ESPN/FiveThirtyEight about Uber & NYC
Date: Monday, July 20, 2015 2:40:40 PM
Attachments: [FHV Growth Limitation Bills Presentation.pdf](#)

Also, see attached.

From: Norvell, Wiley
Sent: Monday, July 20, 2015 2:39 PM
To: 'Gastel, Scott'; 'Carl.Bialik@fivethirtyeight.com'
Cc: Allan J. Fromberg; Tsang, Bonny
Subject: RE: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Hi Carl,

For analysis on this issue, Charles Komanoff, who authored the MoveNY toll plan, has an interesting piece I'd recommend:

<http://www.streetsblog.org/2015/07/08/uber-and-manhattan-gridlock-are-rising-together/>

Detailed info below. You can reach me anytime at 646-422-9614.

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Wiley Norvell

Deputy Press Secretary

Office of New York City Mayor Bill de Blasio

(212) 788-2958

(917) 428-8307 (mobile)

wnorvell@cityhall.nyc.gov

@wileynorvell

From: Gastel, Scott [<mailto:SGastel@dot.nyc.gov>]

Sent: Monday, July 20, 2015 1:43 PM

To: 'Carl.Bialik@fivethirtyeight.com'

Cc: Norvell, Wiley; Allan J. Fromberg; Tsang, Bonnie

Subject: Re: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Hi Carl:

Not sure if you tried City Hall or TLC yet, but I want loop them both in here. Wiley is the Mayor's Deputy Press Secretary running point on this issue and Allan runs TLC's press operation.

The City will be in touch.

Scott Gastel

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
Sent: Monday, July 20, 2015 12:48 PM
To: Tsang, Bonny; Gastel, Scott
Subject: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Ms. Tsang, Mr. Gastel,

I'm a writer for FiveThirtyEight, Nate Silver's website that focuses on data and quantitative journalism.

I'm interested in checking some of the claims on each side in the dispute between Uber and NYC about capping number of Uber cars on the road.

Is someone with the DOT available to answer questions and provide data?

Among my questions:

What proportion of Uber rides originate in, end in, or both, a borough other than Manhattan? What percentage of all NYC rides? Same Qs for Lyft and for NYC taxis.

What is the average speed of traffic, by neighborhood and time of day, and how has that changed over the time that Uber has been operating in NYC?

What if any other metrics than average speed do you have for congestion, and how have those changed during Uber's operations in NYC?

What do you make of Uber's claim that 10,000 jobs are at risk from the city's proposal?

How specifically is the city planning to study Uber's effect on congestion, and to separate it from other potential causes, such as road construction or population growth in the outer boroughs?

Thanks very much,

Carl Bialik

Writer, [FiveThirtyEight](#)
carl.bialik@fivethirtyeight.com
+1-718-875-0272
<http://fivethirtyeight.com/contributors/carl-bialik/>

Proposed Bills to Facilitate Study of Congestion by Limiting Issuance of New For-Hire Vehicle (FHV) Licenses



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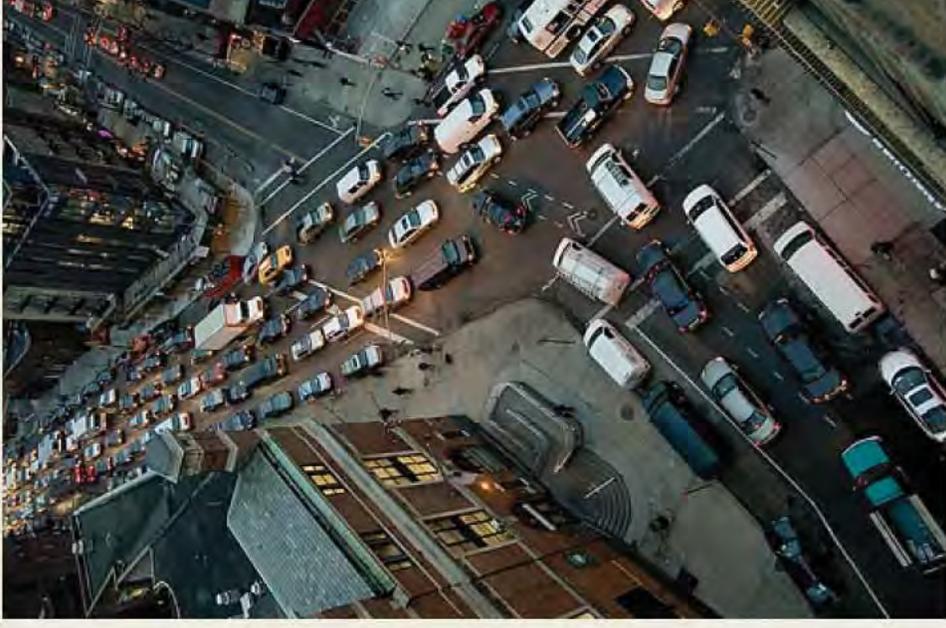
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From: [Norvell, Wiley](#)
To: ["kate.gibson@cbsinteractive.com"](mailto:kate.gibson@cbsinteractive.com)
Subject: RE: INCOMING: CBS re: Uber app -- Kate Gibson, kate.gibson@cbsinteractive.com
Date: Monday, July 20, 2015 3:40:06 PM
Attachments: [FHV Growth Limitation Bills Presentation.pdf](#)

<http://www.nydailynews.com/opinion/bill-de-blasio-fair-ride-new-yorkers-article-1.2296041>

From: Mayor's Press Office
Sent: Monday, July 20, 2015 1:28 PM
To: @Incoming
Subject: INCOMING: CBS re: Uber app -- Kate Gibson, kate.gibson@cbsinteractive.com

From: Kate Gibson [<mailto:kate.gibson@cbsinteractive.com>]
Sent: Monday, July 20, 2015 1:14 PM
To: Mayor's Press Office
Subject: journalist request

Hi there,

I'm a reporter for CBS News, looking for comment from mayor's office on Uber's "de Blasio" option on its app, and also looking for help in trying to figure when the City Council votes on a bill to curb issuance of for-hire vehicle licenses.

Thanks,

Kate Gibson
212 975-6835

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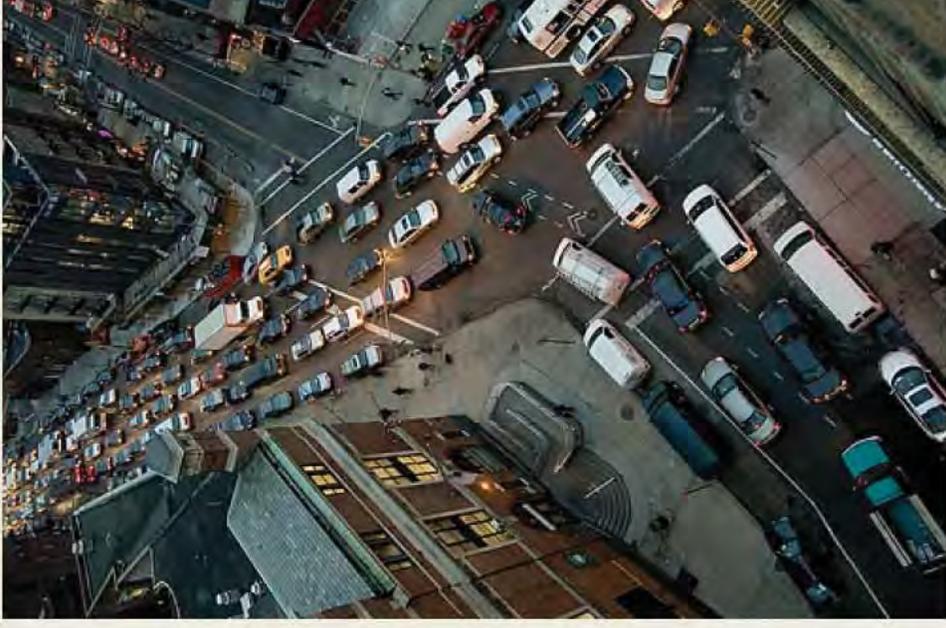
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From: [Mayor's Press Office](#)
To: [@Incoming](#)
Subject: FYI -- : For Karen Hinton. Re: "Uber X (outside of NYC, and in)- is it a Cartel?"
Date: Monday, July 20, 2015 5:40:35 PM

FYI..

-----Original Message-----

From: Mark Shurtleff [<mailto:markshurtleff@greenwheels.us>]
Sent: Monday, July 20, 2015 5:25 PM
To: Mayor's Press Office
Subject: For Karen Hinton. Re: "Uber X (outside of NYC, and in)- is it a Cartel?"

July 20, 2015
Hello Karen (and Team),

In light of the media buzz about a GM for a private company challenging the Mayor of the most diverse city, and in some respects the largest city in the world, to a debate, I offer my insights.

I'm an independent research analyst and consultant that specializes in personal mobility solutions, including taxi cabs and taxi alternatives. And car rentals, car sharing, and car pooling, on a global basis. I've covered the spaces since 2006, after working for many years at firms on and near Wall Street. I track and examine Uber's operations in in cities, states, and provinces, globally:

<https://www.linkedin.com/pub/mark-shurtleff/6/a62/221>

It may be too late to limit Uber's growth: last June was the time to do it, when Uber had less than 7,000 vehicles. Or better still, in October 2013, when it had about 3,000 vehicles. Over this period, many taxi drivers have purchased a black car or livery and signed-on with Uber. And more New Yorkers have smart phones than they did 22 months ago. Let's be clear: Uber wants to diminish the powers of the TLC and the Mayor. "Big Taxi" is Uber's target: if anyone doubts Uber's political savvy, they should look to Las Vegas. Uber, after wrangling, now has access to a \$600 million taxi and fhv business- Uber wants ALL of it. If it grows the market by 25%, in 3 to 5 yrs, and wins half, a 25% commission on \$375 million is \$90 million per year in almost pure profit. The media doesn't bother to size the local markets, but I do. The US taxi and fhv market generates about \$50 billion: NYC contributes about \$6 billion. The global market generates \$500 billion. If Uber expands it 20% and wins just 10%, commissions at 25% will be \$15 billion. Uber's CEO and GMs know this, but the media opts not to discuss market sizes.

<http://www.capitalnewyork.com/article/city-hall/2014/06/8546592/uber-expand-further-black-car-territory>

Sidebar:

If you Google the words "Uber" and "Cartel", you'll find one (1) article- this is quite astonishing, given that millions of articles, republished included, have been written about Uber and its business(es). What we have is a regulated monopoly that competes with an under-regulated cartel that fixes prices-and raise them when its math says it's time to surge.

<http://m.smh.com.au/business/is-cab-app-just-an-uber-cartel-20150109-12ktd5.html>

Revenue is a key stat: in May, at Uber's 4th Anniversary, it announced that in 4 years it generated \$250 Million in net revenues (commissions)- I estimate half was in 2014 and early-2015. Assuming a 25% commission rate, Uber has put \$750 million in drivers' pockets, before operating expenses and depreciation. This is a data point Uber's GM would harp-on if given a chance to debate. Yellow cabs' gross fare box revenue is about \$2.4 billion, as per the TLC. Green cabs, aka boro taxis, may end-up going "back to black" livery vehicles as Uber's popularity continues to rise. A lot of the permit holders should've expected that Uber would expand to the outer boros. Many spent \$6 to \$7,000 to convert their liveries to green taxis.

Let me know if you'd like to talk. Thanks.

PS: Uber's operations and activities should be covered by transportation reporters- not technology reporters. Facebook doesn't have employees in an office in Baku, Azerbaijan who recruit members (or drivers and riders). Uber competes with "Baku Taksi Company", which has about 2,000 of the (iconic) London Black Cabs (painted purple). See <http://www.bakitaksi.az> for more info.

Warm regards,

Mark Shurtleff
Chief Analyst, Consultant, and Founder
Personal Mobility Solutions and Alternative Transportation Systems Green Wheels Research Services New York, NY San Francisco, CA
917-617-9977
MarkShurtleff@GreenWheels.US

Sent from my Verizon Wireless BlackBerry

From: [Fromberg, Allan \(TLC\)](#)
To: [Norvell, Wiley](#)
Cc: [Joshi, Meera \(TLC\)](#)
Subject: FW: CNBC Inquiry
Date: Tuesday, July 21, 2015 11:03:28 AM

[REDACTED]

From: Thompson, Ben (NBCUniversal) [<mailto:Ben.Thompson@nbcuni.com>]
Sent: Tuesday, July 21, 2015 10:33 AM
To: Fromberg, Allan (TLC)
Subject: RE: CNBC Inquiry

Thank you!

We could definitely do Friday morning in the 11a hour.

Ben Thompson | Sr. Segment Producer | Phone: 201-735-2290 | Cell: 201-280-4931 | [@BenThompson00](#)



First in Business Worldwide

900 Sylvan Avenue | Englewood Cliffs, NJ 07632

From: Fromberg, Allan (TLC) [<mailto:frombera@tlc.nyc.gov>]
Sent: Monday, July 20, 2015 3:19 PM
To: Thompson, Ben (NBCUniversal)
Subject: RE: CNBC Inquiry

Will give that a shot and let you know.

From: Thompson, Ben (NBCUniversal) [<mailto:Ben.Thompson@nbcuni.com>]
Sent: Monday, July 20, 2015 2:35 PM
To: Fromberg, Allan (TLC)
Subject: RE: CNBC Inquiry

Thanks for clarifying Allan – and I used the term cap as a quick way to sum up- definitely understand the nuances to it all.

Given that this could be Thursday or Friday – perhaps we can see if Meera could join either morning in the 10a or 11a hours?

Ben Thompson | Sr. Segment Producer | Phone: 201-735-2290 | Cell: 201-280-4931 | [@BenThompson00](#)



First in Business Worldwide

900 Sylvan Avenue | Englewood Cliffs, NJ 07632

From: Fromberg, Allan (TLC) [<mailto:frombera@tlc.nyc.gov>]
Sent: Monday, July 20, 2015 2:26 PM

To: Thompson, Ben (NBCUniversal)
Subject: RE: CNBC Inquiry

A few important clarifications! 1) it's not "Mayor de Blasio's Uber cap." It's two pieces of City Council-sponsored legislation that, approved, would create a one-year "pause" during which there will be limited growth (bases can add between two and 15% more vehicles, depending on how big they are), to assist in the council-proposed congestion/environmental study (the second bill would specify the study), and it would be imposed on the entire For-Hire Vehicle (FHV) industry, not just Uber – Uber just happens to have 20,638 out of the total 63,451 FHVs. 2) It's not a licensing pause for drivers, it's just a pause on the issuance of additional vehicle licenses. There would still be significant opportunities for drivers!

So, I can't speak for the Council's process, but I can tell you that the earliest the bill could be voted on is Thursday, July 23.

When did you want the interview?

From: Thompson, Ben (NBCUniversal) [<mailto:Ben.Thompson@nbcuni.com>]
Sent: Monday, July 20, 2015 1:58 PM
To: Fromberg, Allan (TLC)
Subject: CNBC Inquiry

Allan:

Ben Thompson here with CNBC's *Squawk on the Street*, I hope you are well! I know you've worked with my colleague, Emily Caruthers in the past, but she has since left the company & I wanted to check in with two quick questions:

1. When will Mayor de Blasio's Uber caps set to take effect? I've been hearing tomorrow?
2. Might Meera Joshi consider joining us to discuss the impact & the NYC TLC Response?

Best,

Ben Thompson | Sr. Segment Producer | Phone: 201-735-2290 | Cell: 201-280-4931 |  @BenThompson00



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900 Sylvan Avenue | Englewood Cliffs, NJ 07632

From: citywidetech@googlegroups.com on behalf of [Brack, Ryan \(CTO\)](#)
To: citywidetech@googlegroups.com
Subject: NYC Tech News 7/18-7/21
Date: Tuesday, July 21, 2015 12:12:26 PM

In case you missed them, here are two OpEds worth reading on the for-hire vehicle topic -- the first from Mayor de Blasio and the second by First Deputy Mayor Shorris:

A fair ride for New Yorkers: How the city should respond to the rapid rise of Uber [[NY Daily News](#)]

A Temporary Cap on For-Hire Cars Is Necessary [[New York Times](#)]

City launches 2015 Big Apps competition [[Capital New York](#)]

BigBelly applying to serve WIFI via NYC trash cans [[Hacked](#)]

SoHo Teen Wins Award From City For Invention to Help Deaf People [[DNA Info](#)]

New York City Transit Uses Analytics to Improve Service to Public [[Govtech](#)]

New York's Booming Tech Startup Industry Is On Track For A 7-Year Funding High [[CBinsights](#)]

This is the Year to be Queer: Even in Tech [[AlleyWatch](#)]

An app to help you win the parking-ticket war [[New York Times](#)]

WIFI Risings in NYC phone booths: Google, Q'comm help outfit 10,000 sites [[EETimes](#)]

With \$7.35M raise for Common, General Assembly Co-Founder gets into the "Co-Living" movement [[TechCrunch](#)]

Cuomo delays funding for stem cell research [[Capital New York](#)]

City FiOS Audit Shows Cable System Flaws [[Capital New York](#)]

Going Underground: As Land Prices Rise, New York Institutions Seek Subterranean Space [[Observer](#)]

New York Proton Center Will Be the First Proton Beam Therapy Facility in New York State [[Press Release](#)]

[New York] Real estate developers flock to gadgets that make building better [[Crain's New York](#)]

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For more options, visit <https://groups.google.com/d/optout>.

From: [Furnas, Benjamin](#)
To: "[Eddie Bautista](#)"
Cc: [Williams, Dominic](#); [Lupo, Jon Paul](#); [Norvell, Wiley](#)
Subject: RE: Letter to Speaker MMV
Date: Tuesday, July 21, 2015 1:25:27 PM
Attachments: [For Hire Vehicle study letter of support.pdf](#)

Thank you Eddie! I assume you have sent directly as well?

From: Eddie Bautista [mailto:eddie@nyc-eja.org]
Sent: Monday, July 20, 2015 7:39 PM
To: Furnas, Benjamin
Cc: Williams, Dominic; Lupo, Jon Paul; Norvell, Wiley
Subject: Re: Letter to Speaker MMV

Ben, here you go - sorry for the delay:

Eddie Bautista
Executive Director
NYC Environmental Justice Alliance (NYC-EJA)
166A 22nd Street
Brooklyn, NY 11232
eddie@NYC-EJA.org
nyceja@gmail.com

347-841-4410
www.NYC-EJA.org

Over 20 years of fighting for healthier and more just communities - one block at a time...



On Jul 14, 2015, at 3:55 PM, Furnas, Benjamin <BFurnas@cityhall.nyc.gov> wrote:

<Draft FHV Letter 7.14.15.docx>



166A 22nd Street
Brooklyn, NY 11232 | NYC-EJA.org

On the ground — and at the table.

July 20, 2015

Dear Speaker Mark-Viverito:

I hope this letter finds you well.

I'm reaching out today to share with you our support for several bills under consideration at the City Council, namely *Int. No. 842: A Local Law in relation to temporarily limiting the issuance of new for-hire vehicle licenses* and *Int. No. 847: A Local Law in relation to requiring a study on the impact of growth in the taxicab and for-hire vehicle industries*. As the city's only citywide coalition representing the environmental justice interests of low-income communities and communities of color, it is vitally important that these bills are successfully enacted as quickly as possible.

Unlike the yellow cab industry, which has historically grown in moderation only after a comprehensive environmental review, there is no growth control mechanism in the for-hire vehicle (FHV) industry. There has been unprecedented and frankly explosive growth in this industry over the past several years, which has notably been concentrated in the Manhattan Core. We agree with the bill's sponsors that this saturation of vehicles could represent a significant factor in traffic congestion and declining vehicle speeds, and of particular concern to us, the quality of our air.

TLC statistics confirm that, in the last two years, approximately 20,000 new for-hire vehicles have been dumped into the stew that is NYC's traffic dynamic. A more dramatic perspective on this is the fact that, in June 2011, there were 38,600 FHVs. Today, that number exceeds 63,000 FHVs — an increase of 63%. It is also true that the TLC has issued approximately 2,000 new FHV licenses for every month, this year, and there is no indication that, if unchecked, this level of growth will slow. We have also learned that, paradoxically, while traffic speeds (and most importantly, bus speeds — moving the largest number of people in the most environmentally-efficient way) — have slowed, even as the number of vehicles entering the Manhattan core has decreased.

The data are compelling, and they point to the need for a comprehensive study of substantial scope, and I believe that, with the Council's guidance and oversight through *Int. No. 847*, we will have this necessary analysis. That said, we are also of the strong belief that a period of managed, limited growth in the FHV industry offers the means by which this study would achieve its greatest value potential.



Please do not hesitate to reach out to me if you have any questions,

Sincerely,



Eddie Bautista

Executive Director

New York City Environmental Justice Alliance

From: eddie@nyc-eja.org
To: [Furnas, Benjamin](#)
Cc: [Williams, Dominic](#); [Lupo, Jon Paul](#); [Norvell, Wiley](#)
Subject: Re: Letter to Speaker MMV
Date: Tuesday, July 21, 2015 1:31:31 PM

Oops - no, I haven't. What's a good email for MMV's people?

Eddie Bautista
Executive Director
NYC Environmental Justice Alliance
166A 22nd Street
Brooklyn, NY 11232
Eddie@nyc-eja.org
Nyceja@gmail.com
WWW.NYC-EJA.org
347-841-4410

From: Furnas, Benjamin
Sent: Tuesday, July 21, 2015 1:26 PM
To: 'Eddie Bautista'
Cc: Williams, Dominic; Lupo, Jon Paul; Norvell, Wiley
Subject: RE: Letter to Speaker MMV

Thank you Eddie! I assume you have sent directly as well?

From: Eddie Bautista [<mailto:eddie@nyc-eja.org>]
Sent: Monday, July 20, 2015 7:39 PM
To: Furnas, Benjamin
Cc: Williams, Dominic; Lupo, Jon Paul; Norvell, Wiley
Subject: Re: Letter to Speaker MMV

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Eddie Bautista
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eddie@NYC-EJA.org
nyceja@gmail.com

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www.NYC-EJA.org

Over 20 years of fighting for healthier and more just communities - one block at a time...



On Jul 14, 2015, at 3:55 PM, Furnas, Benjamin <BFurnas@cityhall.nyc.gov> wrote:

<Draft FHV Letter 7.14.15.docx>

From: [Rogers, Kate \(NBCUniversal\)](#)
To: [Norvell, Wiley](#)
Subject: Hello- statement on FHV vote tomorrow for CNBC?
Date: Tuesday, July 21, 2015 2:10:58 PM

Hi there—I know the Mayor wrote an op-ed over weekend. Wanted to see if there were any additional comments you can provide in a statement to CNBC ahead of Thursday's vote?

Thanks!

Kate

Kate Rogers
Reporter
Phone: 201-735-2640
Cell: 201-218-5671

 @katerogersnews



First in Business Worldwide

900 Sylvan Avenue | Englewood Cliffs, NJ 07632

From: [Norvell, Wiley](#)
To: "Bialik, Carl"; "Gastel, Scott"
Cc: [Allan J. Fromberg](#); "Tsang, Bonny"
Subject: RE: inquiry from ESPN/FiveThirtyEight about Uber & NYC
Date: Wednesday, July 22, 2015 9:25:37 AM
Attachments: [Congestion Charts.pdf](#)

Hi Carl,

Doing our best to hustle on this for you. Should be able to get you more on the data side. Your latest Qs answered below. Also, some strong data here:

As a parallel, an increase of 2,000 medallion taxi cabs had a significant adverse traffic impact that needed to be mitigated in the EIS process. Strong parallels since Uber/app-drive vehicles service the same areas and have similar behavior: (pp. 5-6 in http://www.nyc.gov/html/tlc/downloads/pdf/statement_of_findings_11_04_2013.pdf),

and chapter 15 in full EIS:

http://www.nyc.gov/html/tlc/downloads/pdf/taxi_deis_september_2013.pdf

You Q's:

Q. Does TLC or DOT or anyone else in NYC govt have a traffic model that can simulate impact to congestion speed of adding cars to the road?

A. Yes. DOT has such a model. Other private sector folks have different ones. For example, Charles Komanoff's Balanced Transportation Analyzer:

<http://www.streetsblog.org/2015/07/08/uber-and-manhattan-gridlock-are-rising-together/>

Q. How do you define CBD and daytime speeds? And are these based on readings every minute of every day's daytime period, or a sampling?

A. All yellow taxis are equipped with GPS devices. DOT receives yellow taxi GPS data from the TLC in order to study travel patterns and analyze vehicle traffic speeds, especially in Manhattan. Each year, DOT calculates the average speed of all yellow taxis traveling with passengers between the hours of 8AM-6PM within the Manhattan CBD. Speeds reflect both time in motion and time spent stopped in traffic or at red lights. The taxi GPS system is the most robust source of speed data in the Manhattan CBD; average speed data is based on a sample size of about 24 million CBD taxi trips per year. For taxi GPS, the City has reliable data going back to the fall of 2008. 2014 (both calendar and fiscal year) is the slowest year on record since DOT began analyzing taxi GPS data. DOT used calendar year data to enable comparison to the latest data available—calendar year 2014. The result does not change significantly if you use 2009 as a base year, instead of 2010. The data show an 8.2% drop in speeds between calendar 2009 and 2014. Preliminary data from 2015 confirm this trend: speed in May 2015 were down to 7.96 mph compared to 8.29 mph in 2014 (a 3.8% drop) and 9.18 mph in 2010 (a 13.1% drop).

Q. Do you have the comparable numbers for years before 2009? Want to see what the

trend was before Uber et al

A. Unfortunately not. We only installed the taxi GPS system in 2008 (but keep in mind the rapid growth in FHV's didn't start until 2012, so those first 3 years are a fair baseline). See attached charts.

Q, "As of May 2015 (Fiscal 2015), PRELIMINARY Daytime Traffic Speeds in the CBD had dropped to 7.96 mph" — this is 2015 through May? Or for all of fiscal 2015?

A. That is the last data we have, from the month of May 2015. Believe full FY data is still being compiled.

Writer, [FiveThirtyEight](#)

carl.bialik@fivethirtyeight.com

+1-718-875-0272

<http://fivethirtyeight.com/contributors/carl-bialik/>

From: <Bialik>, Carl Bialik <carl.bialik@fivethirtyeight.com>

Date: Monday, July 20, 2015 at 9:44 PM

To: "Norvell, Wiley" <WNorvell@cityhall.nyc.gov>, "'Gastel, Scott'" <SGastel@dot.nyc.gov>

Cc: "Allan J. Fromberg" <frombera@tlc.nyc.gov>, "'Tsang, Bonny'" <btsang@dot.nyc.gov>

Subject: Re: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Thanks very much. A few followups:

--Can you send annual numbers for yellow cabs, green cabs, FHV's, Uber-affiliated FHV's?

--For this stat, can you define "emerging players" and "Manhattan core"?

72% of pick-ups by emerging players like Uber are in the Manhattan core.

Also do you have the equivalent percentage for drop-offs?

--Do you have the comparable percentages for yellow cabs? And for Ubers only as opposed to all emerging FHV's?

—"Approximate number of Uber rides per day: 100,000, about 8 per car" — wouldn't this be 5 per car if there are about 20,000 Ubers?

—"5% decline in rush hour MTA bus speeds"

from the presentation — that's from 2013 to 2014. Do you have annual rush hour and non-rush hour bus speeds, for more than just 2013 and 2014?

—presentation also says: "Need a study to determine impact associated with FHV's" — have details of proposed study?

Writer, [FiveThirtyEight](#)

carl.bialik@fivethirtyeight.com

+1-718-875-0272

<http://fivethirtyeight.com/contributors/carl-bialik/>

From: <Norvell>, Wiley <WNorvell@cityhall.nyc.gov>

Date: Monday, July 20, 2015 at 7:40 PM

To: "'Gastel, Scott'" <SGastel@dot.nyc.gov>, Carl Bialik <carl.bialik@fivethirtyeight.com>

Cc: "Allan J. Fromberg" <frombera@tlc.nyc.gov>, "'Tsang, Bonny'" <btsang@dot.nyc.gov>

Subject: RE: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Also, see attached.

From: Norvell, Wiley

Sent: Monday, July 20, 2015 2:39 PM

To: 'Gastel, Scott'; 'Carl.Bialik@fivethirtyeight.com'

Cc: Allan J. Fromberg; Tsang, Bonny

Subject: RE: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Hi Carl,

For analysis on this issue, Charles Komanoff, who authored the MoveNY toll plan, has an interesting piece I'd recommend:

<http://www.streetsblog.org/2015/07/08/uber-and-manhattan-gridlock-are-rising-together/>

Detailed info below. You can reach me anytime at 646-422-9614.

Manhattan CBD Daytime Traffic Speeds – Based on Taxi GPS

Fiscal Year	Avg. Speed	Calendar Year	Avg. Speed
2009 (7/08-6/09)	9.15	2009	9.27
2010 (7/09-6/10)	9.38	2010	9.35
2011 (7/10-6/11)	9.16	2011	8.93
2012 (7/11-6/12)	9.09	2012	9.3
2013 (7/12-6/13)	9.14	2013	8.9
2014 (7/13-6/14)	8.72	2014	8.51

As of May 2015 (Fiscal 2015), PRELIMINARY Daytime Traffic Speeds in the CBD had dropped to 7.96 mph

Average Fall Weekday Vehicles Entering the Mn and Mn CBD

Year	Mn CBD Only	All Mn Crossings
2000	831,000	1,955,506
2001	696,000	1,712,961

2002	792,000	1,857,050
2003	817,000	1,897,411
2004	822,000	1,908,565
2005	805,000	1,884,733
2006	801,000	1,907,118
2007	791,000	1,880,818
2008	756,000	1,830,907
2009	771,000	1,828,065
2010	778,000	1,848,718
2011	764,000	1,808,247
2012	751,000	1,806,649
2013	747,000	1,807,484
2014	731,000	1,776,013

Total yellow cabs: 13,587

Green cabs (which serve only outer boroughs and upper Manhattan): 7,239

63,451 for-hire vehicles

20,638 FHV's are affiliated with Uber

Approximate number of yellow cab rides per day: 430,000, about 32 per cab

Approximate number of Uber rides per day: 100,000, about 8 per car

Approximate number of green cab rides per day: 57,000

Number of accessible yellow cabs: 581. Starting on Jan. 1, 50% of the fleet (around 7,000) will be phased-in by 2020

Number of accessible Uber cars: 0

Additional info: 100% of green cab pick-ups are in Upper Manhattan or outer boroughs. 72% of pick-ups by emerging players like Uber are in the Manhattan core.

Wiley Norvell

Deputy Press Secretary

Office of New York City Mayor Bill de Blasio

(212) 788-2958

(917) 428-8307 (mobile)

wnorvell@cityhall.nyc.gov

@wileynorvell

From: Gastel, Scott [<mailto:SGastel@dot.nyc.gov>]

Sent: Monday, July 20, 2015 1:43 PM

To: 'Carl.Bialik@fivethirtyeight.com'

Cc: Norvell, Wiley; Allan J. Fromberg; Tsang, Bonny

Subject: Re: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Hi Carl:

Not sure if you tried City Hall or TLC yet, but I want loop them both in here. Wiley is the Mayor's Deputy Press Secretary running point on this issue and Allan runs TLC's press operation.

The City will be in touch.

Scott Gastel

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
Sent: Monday, July 20, 2015 12:48 PM
To: Tsang, Bonny; Gastel, Scott
Subject: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Ms. Tsang, Mr. Gastel,

I'm a writer for FiveThirtyEight, Nate Silver's website that focuses on data and quantitative journalism.

I'm interested in checking some of the claims on each side in the dispute between Uber and NYC about capping number of Uber cars on the road.

Is someone with the DOT available to answer questions and provide data?

Among my questions:

What proportion of Uber rides originate in, end in, or both, a borough other than Manhattan? What percentage of all NYC rides? Same Qs for Lyft and for NYC taxis.

What is the average speed of traffic, by neighborhood and time of day, and how has that changed over the time that Uber has been operating in NYC?

What if any other metrics than average speed do you have for congestion, and how have those changed during Uber's operations in NYC?

What do you make of Uber's claim that 10,000 jobs are at risk from the city's proposal?

How specifically is the city planning to study Uber's effect on congestion, and to separate it from other potential causes, such as road construction or population growth in the outer boroughs?

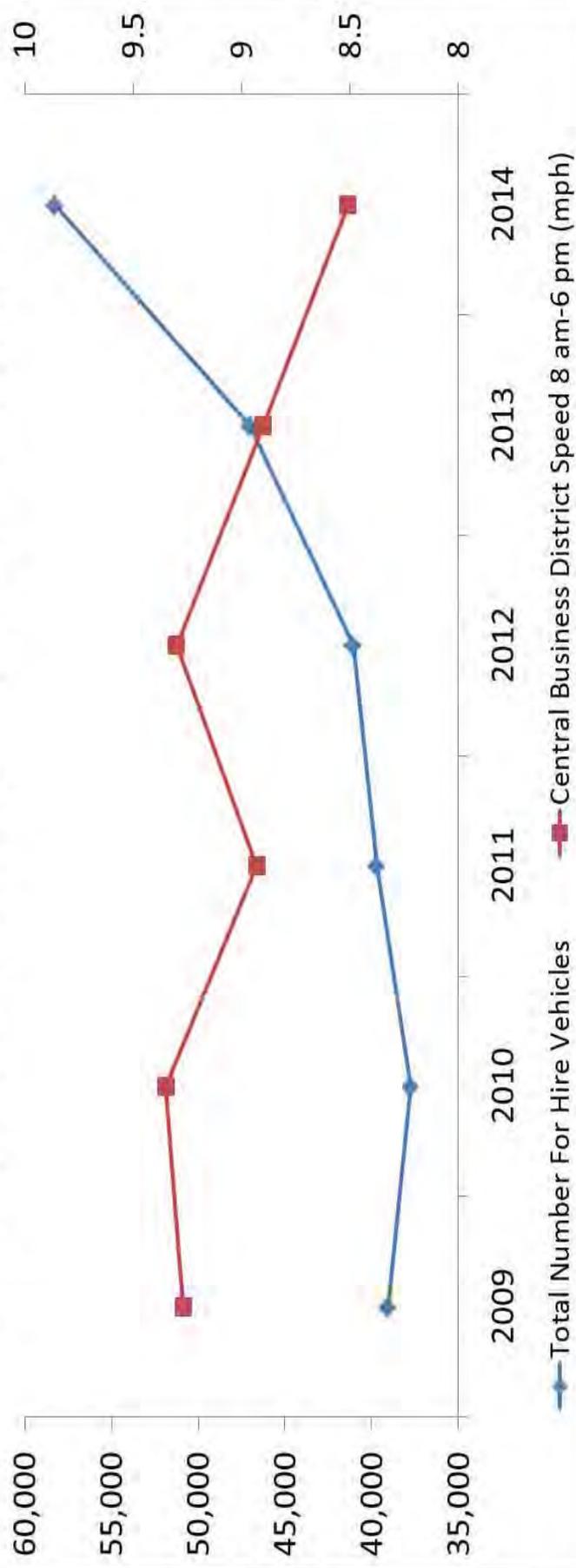
Thanks very much,

Carl Bialik

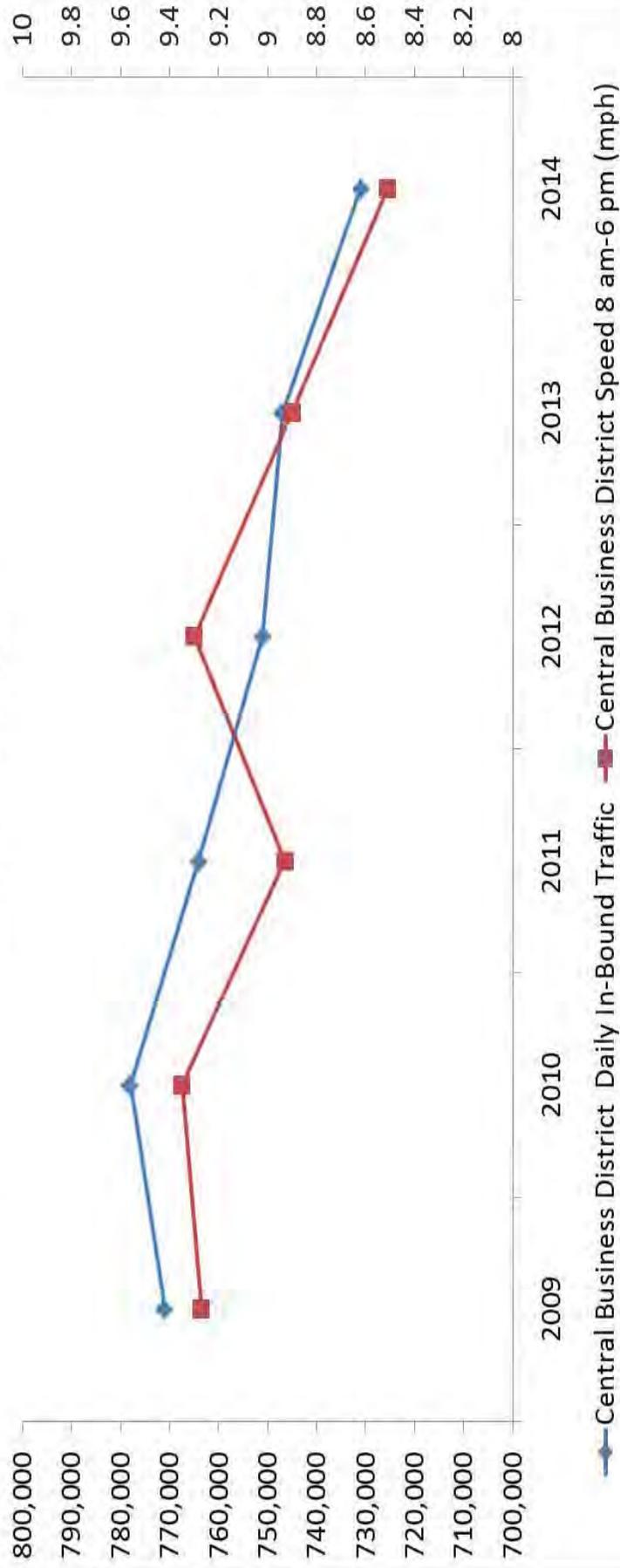
Writer, [FiveThirtyEight](#)
carl.bialik@fivethirtyeight.com
+1-718-875-0272
<http://fivethirtyeight.com/contributors/carl-bialik/>

Trends in For-Hire Vehicle Growth and Manhattan Central Business District Traffic

From 2009-2014, the number of For Hire Vehicles increased. Speeds in the Central Business District declined in the same time period.



From 2009-2014, the number of vehicles that entered the Central Business District decreased. The speeds declined in the CBD in the same time period.



From: [Bialik, Carl](#)
To: [Norvell, Wiley](#); "[Gastel, Scott](#)"
Cc: [Allan J. Fromberg](#); "[Tsang, Bonny](#)"
Subject: Re: inquiry from ESPN/FiveThirtyEight about Uber & NYC
Date: Wednesday, July 22, 2015 9:42:17 AM

Thanks very much.

What were the actual numbers for 2009 and FY 2009? I see them plotted in the attachment but not an actual number.

"an increase of 2,000 medallion taxi cabs had a significant adverse traffic impact that needed to be mitigated in the EIS process." — what was the source of the finding of significant adverse traffic impact? These were projections — based on DOT model?

What does DOT model say specifically about the impact of increase in FHV's on speed? What are the comparable numbers to Komanoff's in the link you sent?

Since you're highlighting May 2015 numbers — what were the numbers for May in prior years in the data set?

Are Uber, Lyft et al currently providing to NYC their GPS data? If not, why aren't they required to?

Meera Joshi said in testimony: "Census data available so far seems to refute the assertion that rapid growth in the size of the FHV industry in NYC has brought about decreases in car ownership" — what data specifically was he citing?

The NY Times and NY Post have said that the Move NY plan would relieve congestion much more than caps on growth of FHV companies. What is the mayor's position on Move NY?

Writer, [FiveThirtyEight](#)
carl.bialik@fivethirtyeight.com
+1-718-875-0272
<http://fivethirtyeight.com/contributors/carl-bialik/>

From: <Norvell>, Wiley <WNorvell@cityhall.nyc.gov>
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To: Carl Bialik <carl.bialik@fivethirtyeight.com>, "'Gastel, Scott'" <SGastel@dot.nyc.gov>
Cc: "Allan J. Fromberg" <frombera@tlc.nyc.gov>, "'Tsang, Bonny'" <btsang@dot.nyc.gov>
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and chapter 15 in full EIS:

http://www.nyc.gov/html/tlc/downloads/pdf/taxi_deis_september_2013.pdf

You Q's:

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Q. Do you have the comparable numbers for years before 2009? Want to see what the trend was before Uber et al

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Cc: "Allan J. Fromberg" <frombera@tlc.nyc.gov>, "'Tsang, Bonny'" <btsang@dot.nyc.gov>
Subject: Re: inquiry from ESPN/FiveThirtyEight about Uber & NYC

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72% of pick-ups by emerging players like Uber are in the Manhattan core.
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Writer, [FiveThirtyEight](#)
carl.bialik@fivethirtyeight.com
+1-718-875-0272
<http://fivethirtyeight.com/contributors/carl-bialik/>

From: <Norvell>, Wiley <WNorvell@cityhall.nyc.gov>
Date: Monday, July 20, 2015 at 7:40 PM
To: "'Gastel, Scott'" <SGastel@dot.nyc.gov>, Carl Bialik <carl.bialik@fivethirtyeight.com>
Cc: "Allan J. Fromberg" <frombera@tlc.nyc.gov>, "'Tsang, Bonny'" <btsang@dot.nyc.gov>
Subject: RE: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Also, see attached.

From: Norvell, Wiley
Sent: Monday, July 20, 2015 2:39 PM
To: 'Gastel, Scott'; 'Carl.Bialik@fivethirtyeight.com'
Cc: Allan J. Fromberg; Tsang, Bonny
Subject: RE: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Hi Carl,

For analysis on this issue, Charles Komanoff, who authored the MoveNY toll plan, has an interesting piece I'd recommend:
<http://www.streetsblog.org/2015/07/08/uber-and-manhattan-gridlock-are-rising-together/>

Detailed info below. You can reach me anytime at 646-422-9614.

Manhattan CBD Daytime Traffic Speeds – Based on Taxi GPS

Fiscal Year	Avg. Speed	Calendar Year	Avg. Speed
2009 (7/08-6/09)	9.15	2009	9.27
2010 (7/09-6/10)	9.38	2010	9.35
2011 (7/10-6/11)	9.16	2011	8.93
2012 (7/11-6/12)	9.09	2012	9.3
2013 (7/12-6/13)	9.14	2013	8.9
2014 (7/13-6/14)	8.72	2014	8.51

As of May 2015 (Fiscal 2015), PRELIMINARY Daytime Traffic Speeds in the CBD had dropped to 7.96 mph

Average Fall Weekday Vehicles Entering the Mn and Mn CBD

Year	Mn CBD Only	All Mn Crossings
2000	831,000	1,955,506
2001	696,000	1,712,961
2002	792,000	1,857,050
2003	817,000	1,897,411
2004	822,000	1,908,565
2005	805,000	1,884,733
2006	801,000	1,907,118
2007	791,000	1,880,818
2008	756,000	1,830,907
2009	771,000	1,828,065
2010	778,000	1,848,718
2011	764,000	1,808,247

2012	751,000	1,806,649
2013	747,000	1,807,484
2014	731,000	1,776,013

Total yellow cabs: 13,587

Green cabs (which serve only outer boroughs and upper Manhattan): 7,239

63,451 for-hire vehicles

20,638 FHV's are affiliated with Uber

Approximate number of yellow cab rides per day: 430,000, about 32 per cab

Approximate number of Uber rides per day: 100,000, about 8 per car

Approximate number of green cab rides per day: 57,000

Number of accessible yellow cabs: 581. Starting on Jan. 1, 50% of the fleet (around 7,000) will be phased-in by 2020

Number of accessible Uber cars: 0

Additional info: 100% of green cab pick-ups are in Upper Manhattan or outer boroughs. 72% of pick-ups by emerging players like Uber are in the Manhattan core.

Wiley Norvell

Deputy Press Secretary

Office of New York City Mayor Bill de Blasio

(212) 788-2958

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From: Gastel, Scott [<mailto:SGastel@dot.nyc.gov>]

Sent: Monday, July 20, 2015 1:43 PM

To: 'Carl.Bialik@fivethirtyeight.com'

Cc: Norvell, Wiley; Allan J. Fromberg; Tsang, Bonny

Subject: Re: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Hi Carl:

Not sure if you tried City Hall or TLC yet, but I want loop them both in here. Wiley is the Mayor's Deputy Press Secretary running point on this issue and Allan runs TLC's press operation.

The City will be in touch.

Scott Gastel

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]

Sent: Monday, July 20, 2015 12:48 PM

To: Tsang, Bonny; Gastel, Scott

Subject: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Ms. Tsang, Mr. Gastel,

I'm a writer for FiveThirtyEight, Nate Silver's website that focuses on data and quantitative journalism.

I'm interested in checking some of the claims on each side in the dispute between Uber and NYC about capping number of Uber cars on the road.

Is someone with the DOT available to answer questions and provide data?

Among my questions:

What proportion of Uber rides originate in, end in, or both, a borough other than Manhattan? What percentage of all NYC rides? Same Qs for Lyft and for NYC taxis.

What is the average speed of traffic, by neighborhood and time of day, and how has that changed over the time that Uber has been operating in NYC?

What if any other metrics than average speed do you have for congestion, and how have those changed during Uber's operations in NYC?

What do you make of Uber's claim that 10,000 jobs are at risk from the city's proposal?

How specifically is the city planning to study Uber's effect on congestion, and to separate it from other potential causes, such as road construction or population growth in the outer boroughs?

Thanks very much,

Carl Bialik

Writer, [FiveThirtyEight](#)

carl.bialik@fivethirtyeight.com

+1-718-875-0272

<http://fivethirtyeight.com/contributors/carl-bialik/>

From: [Norvell, Wiley](#)
To: ["Bialik, Carl"](#); ["Gastel, Scott"](#)
Cc: [Allan J. Fromberg](#); ["Tsang, Bonny"](#)
Subject: RE: inquiry from ESPN/FiveThirtyEight about Uber & NYC
Date: Wednesday, July 22, 2015 10:04:50 AM

Here are those actuals. Working on others.

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From: Bialik, Carl [mailto:Carl.Bialik@fivethirtyeight.com]
Sent: Wednesday, July 22, 2015 9:42 AM
To: Norvell, Wiley; 'Gastel, Scott'
Cc: Allan J. Fromberg; 'Tsang, Bonny'
Subject: Re: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Thanks very much.

What were the actual numbers for 2009 and FY 2009? I see them plotted in the attachment but not an actual number.

"an increase of 2,000 medallion taxi cabs had a significant adverse traffic impact that needed to be mitigated in the EIS process." — what was the source of the finding of significant adverse traffic impact? These were projections — based on DOT model?

What does DOT model say specifically about the impact of increase in FHV's on speed?
What are the comparable numbers to Komanoff's in the link you sent?

Since you're highlighting May 2015 numbers — what were the numbers for May in prior years in the data set?

Are Uber, Lyft et al currently providing to NYC their GPS data? If not, why aren't they required to?

Meera Joshi said in testimony: "Census data available so far seems to refute the assertion that rapid growth in the size of the FHV industry in NYC has brought about decreases in car ownership" — what data specifically was he citing?

The NY Times and NY Post have said that the Move NY plan would relieve congestion much more than caps on growth of FHV companies. What is the mayor's position on Move NY?

Writer, [FiveThirtyEight](#)

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From: <Norvell>, Wiley <WNorvell@cityhall.nyc.gov>

Date: Wednesday, July 22, 2015 at 2:25 PM

To: Carl Bialik <carl.bialik@fivethirtyeight.com>, "'Gastel, Scott'" <SGastel@dot.nyc.gov>

Cc: "Allan J. Fromberg" <frombera@tlc.nyc.gov>, "'Tsang, Bonny'" <btsang@dot.nyc.gov>

Subject: RE: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Hi Carl,

Doing our best to hustle on this for you. Should be able to get you more on the data side. Your latest Qs answered below. Also, some strong data here:

As a parallel, an increase of 2,000 medallion taxi cabs had a significant adverse traffic impact that needed to be mitigated in the EIS process. Strong parallels since Uber/app-drive vehicles service the same areas and have similar behavior: (pp. 5-6 in http://www.nyc.gov/html/tlc/downloads/pdf/statement_of_findings_11_04_2013.pdf),

and chapter 15 in full EIS:

http://www.nyc.gov/html/tlc/downloads/pdf/taxi_deis_september_2013.pdf

You Q's:

Q. Does TLC or DOT or anyone else in NYC govt have a traffic model that can simulate impact to congestion speed of adding cars to the road?

A. Yes. DOT has such a model. Other private sector folks have different ones. For example, Charles Komanoff's Balanced Transportation Analyzer:

<http://www.streetsblog.org/2015/07/08/uber-and-manhattan-gridlock-are-rising-together/>

Q. How do you define CBD and daytime speeds? And are these based on readings every minute of every day's daytime period, or a sampling?

A. All yellow taxis are equipped with GPS devices. DOT receives yellow taxi GPS data from the TLC in order to study travel patterns and analyze vehicle traffic speeds, especially in Manhattan. Each year, DOT calculates the average speed of all yellow taxis traveling with passengers between the hours of 8AM-6PM within the Manhattan CBD. Speeds reflect both time in motion and time spent stopped in traffic or at red lights. The taxi GPS system is the most robust source of speed data in the Manhattan CBD; average speed data is based on a sample size of about 24 million CBD taxi trips per year. For taxi GPS, the City has reliable data going back to the fall of 2008. 2014 (both calendar and fiscal year) is the slowest year on record since DOT began analyzing taxi GPS data. DOT used calendar year data to enable comparison to the latest data available—calendar year 2014. The result does not change significantly if you use 2009 as a base year, instead of 2010. The data show an 8.2% drop in speeds between calendar 2009 and 2014. Preliminary data from 2015 confirm this trend: speed in May 2015 were down to 7.96 mph compared to 8.29 mph in 2014 (a 3.8% drop) and 9.18 mph in 2010 (a 13.1% drop).

Q. Do you have the comparable numbers for years before 2009? Want to see what the trend was before Uber et al

A. Unfortunately not. We only installed the taxi GPS system in 2008 (but keep in mind the rapid growth in FHV's didn't start until 2012, so those first 3 years are a fair baseline). See attached charts.

Q, "As of May 2015 (Fiscal 2015), PRELIMINARY Daytime Traffic Speeds in the CBD had dropped to 7.96 mph" — this is 2015 through May? Or for all of fiscal 2015?

A. That is the last data we have, from the month of May 2015. Believe full FY data is still being compiled.

Writer, [FiveThirtyEight](#)

carl.bialik@fivethirtyeight.com

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From: <Bialik>, Carl Bialik <carl.bialik@fivethirtyeight.com>

Date: Monday, July 20, 2015 at 9:44 PM

To: "Norvell, Wiley" <WNorvell@cityhall.nyc.gov>, "'Gastel, Scott'" <SGastel@dot.nyc.gov>

Cc: "Allan J. Fromberg" <frombera@tlc.nyc.gov>, "'Tsang, Bonny'" <btsang@dot.nyc.gov>

Subject: Re: inquiry from ESPN/FiveThirtyEight about Uber & NYC

Thanks very much. A few followups:

--Can you send annual numbers for yellow cabs, green cabs, FHV's, Uber-affiliated FHV's?

--For this stat, can you define "emerging players" and "Manhattan core"?

72% of pick-ups by emerging players like Uber are in the Manhattan core.

Also do you have the equivalent percentage for drop-offs?

--Do you have the comparable percentages for yellow cabs? And for Ubers only as opposed to all emerging FHV's?

—"Approximate number of Uber rides per day: 100,000, about 8 per car" — wouldn't this be 5 per car if there are about 20,000 Ubers?

—"5% decline in rush hour MTA bus speeds"

from the presentation — that's from 2013 to 2014. Do you have annual rush hour and non-rush hour bus speeds, for more than just 2013 and 2014?

—presentation also says: "Need a study to determine impact associated with FHV's" — have details of proposed study?

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From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
Sent: Monday, July 20, 2015 12:48 PM
To: Tsang, Bonny; Gastel, Scott
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From: [Norvell Wiley](#)
To: [Hinton Karen](#); [Walzak Phil](#); [Wolfe Emma](#); [Lupo Jon Paul](#); [Williams Dominic](#); [Shorris Anthony](#); [Schnake Mahl Gabriel](#)
Subject: Gothamist--Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn
Date: Wednesday, July 22, 2015 10:53:29 AM
Attachments: [image002.png](#)

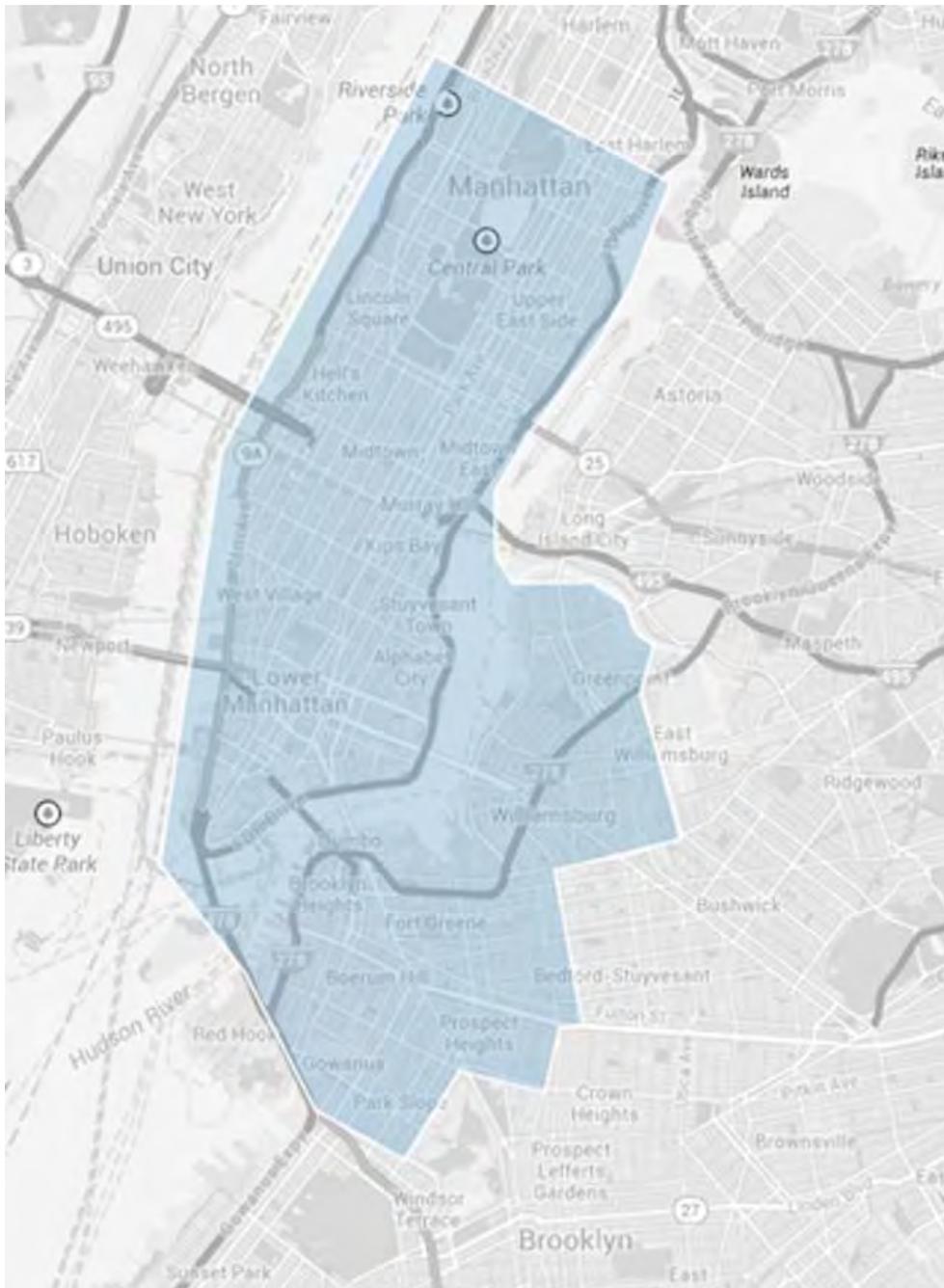
http://gothamist.com/2015/07/22/uber_fight_day_5782.php
Gothamist--Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn

BY **EMMA WHITFORD** IN **NEWS** ON JUL 22, 2015 10:48 AM



(Jean Phillippe WALLET/Shutterstock)

A mass e-mail sent to new Uber drivers in New York City late last fall encouraged those drivers to "position" themselves in the "busiest areas of the city"—Manhattan below the north end of Central Park, plus a swath of Brooklyn from Greenpoint south to Park Slope—if they hoped to receive a "guaranteed" \$5,000 for their first full month of driving. The e-mail states: "If you are found avoiding busy areas, you will not be eligible for the guarantee."



Map presented to new Uber drivers last December, incentivizing them to position themselves in the highlighted areas (via Uber)

An Uber spokesperson confirmed that this particular incentive was only in place between October and December of last year. The Mayor's office counters that, regardless, the incentive (which was also published on Uber's website, and is [still outlined on the app's Newsroom page](#)) contradicts the message that Uber has been sending in recent weeks—that Uber fills a void in the outer boroughs, where taxis "often refuse people in minority neighborhoods."

De Blasio spokesman Wiley Norvell said of the incentive, "It takes some serious duplicity to run millions of dollars in ads talking about a five borough city, while pushing and paying drivers to spend all their time in lower Manhattan and a small fraction of Brooklyn." He added, "This multi-billion dollar corporation is not being straight with New Yorkers. Far from solving inequities, these practices just augment them." Norvell also pointed out that the three month promotion encompassed several of New York's [official gridlock alert days](#), when the DOT encourages New Yorkers to take public transit in Manhattan.

Here is Uber's cheeky response to the Mayor's office, in full:

"Last time I checked, Hell's Kitchen to East Harlem was not 'lower Manhattan' and Park Slope to Greenpoint was not just a small fraction of Brooklyn. This was a short-term incentive to meet high demand during the holiday season and has not been in effect anytime this year. During the short time it was in place, reliable rides were still readily available in the outer boroughs."

Included in Uber's map of "busiest areas" is Manhattan's Central Business District below 60th Street, which has been central to the TLC and DOT's argument in favor of capping the growth of for-hire vehicles [FHVs] until next April. At a City Council hearing last month, the TLC and DOT [pointed out](#) that since 2011, the number of licensed FHVs in the city has jumped 66% from 25,000 to 63,000—specifically in the already-congested Manhattan CBD where, according to DOT data, 72% of FHV pickups take place.

Under the proposed legislation, which will likely go to a vote on Thursday, Uber would only be allowed to add 200 additional drivers to its platform between now and April 2016.

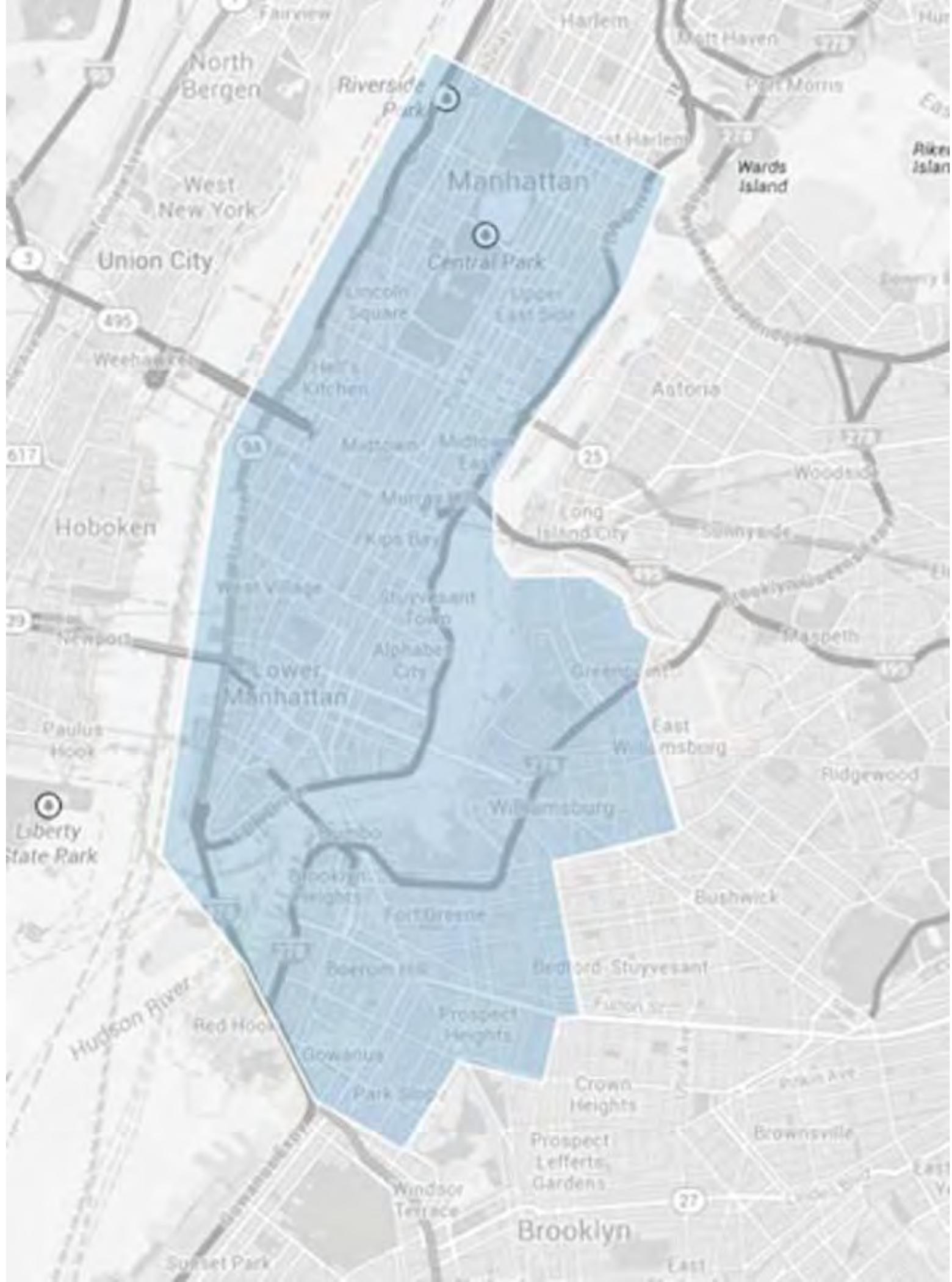
Meanwhile, Uber has argued vehemently that their drivers do *not* contribute to congestion in Manhattan's busiest corridors. Instead, they posit that de Blasio is [acting under pressure from taxi barons](#). ([Bloomberg News reports](#) that de Blasio received over \$500,000 in campaign donations in 2013 for his mayoral campaign from the "traditional taxi and limousine industry.") In [an interview with Fusion](#) earlier this week, Uber's New York GM Josh Mohrer stressed that "Uber encourages the use of mass transit (especially in the outer boroughs) by providing a 'last mile' link to the subway." Interestingly, Mohrer frets that the cap will result in the same Manhattan-centric strategy Uber implemented last fall. In this context, it's used as a threat: "If you supply-constrain Uber, it too will eventually become unreliable. Vehicles will focus on the high end in midtown Manhattan, rather than the outer boroughs," he said.

And this morning, Uber [shared its usage data from June 1st through July 19th](#), which shows that although there are 20,448 registered Ubers in New York City (compared to 13,587 licensed yellow cabs and 8,043 green cabs), on average, in the last month and a half, only 1,904 of them were on the road in Manhattan below 59th Street, between 7:00 a.m. and 7:00 p.m. In a statement accompanying these numbers, Mohrer accused de Blasio of withholding information. "For months, we have provided the de Blasio administration with data that shows this exact same trend," he said. "Yet apparently the Mayor's approach was to hide this data from the public and blame Manhattan's congestion on Uber even when his own facts show the exact opposite."

Uber also loves to point out that, according to the [2014 Taxi Cab Fact Book](#), 94% of yellow cab rides originate in Manhattan, or at one of the city's airports.

Brooklyn Borough President Eric Adams spoke out against the Uber cap yesterday, on the grounds that the app serves minority communities in the outer boroughs. "One of the biggest struggles I had was the fact that many people who were in the yellow cab industry were too yellow to come to Brooklyn," he told reporters, at an [Uber job fair in Long Island City](#). "Many of you... provided a service that was absent to many people who lived in the outer boroughs. Your story is the American Dream." But several other advocacy groups, including New York Communities for Change, Make the Road New York, the Black Institute, will rally outside of City Hall this afternoon, on the grounds that "Uber's mostly white male leadership is spreading illogical assertions that legislation to cap for-hire-vehicles will affect underserved outer-boroughs and communities of color."

Wiley Norvell
Deputy Press Secretary
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@wileynorvell



From: [Clips](#)
Subject: GOTHAMIST: Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn
Date: Wednesday, July 22, 2015 10:53:48 AM

Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn

GOTHAMIST – Emma Whitford

http://gothamist.com/2015/07/22/uber_fight_day_5782.php

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From: [Norvell Wiley](#)
To: mgkramer@cbs2ny.com
Subject: FW: Gothamist--Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn
Date: Wednesday, July 22, 2015 11:12:03 AM
Attachments: [image002.png](#)

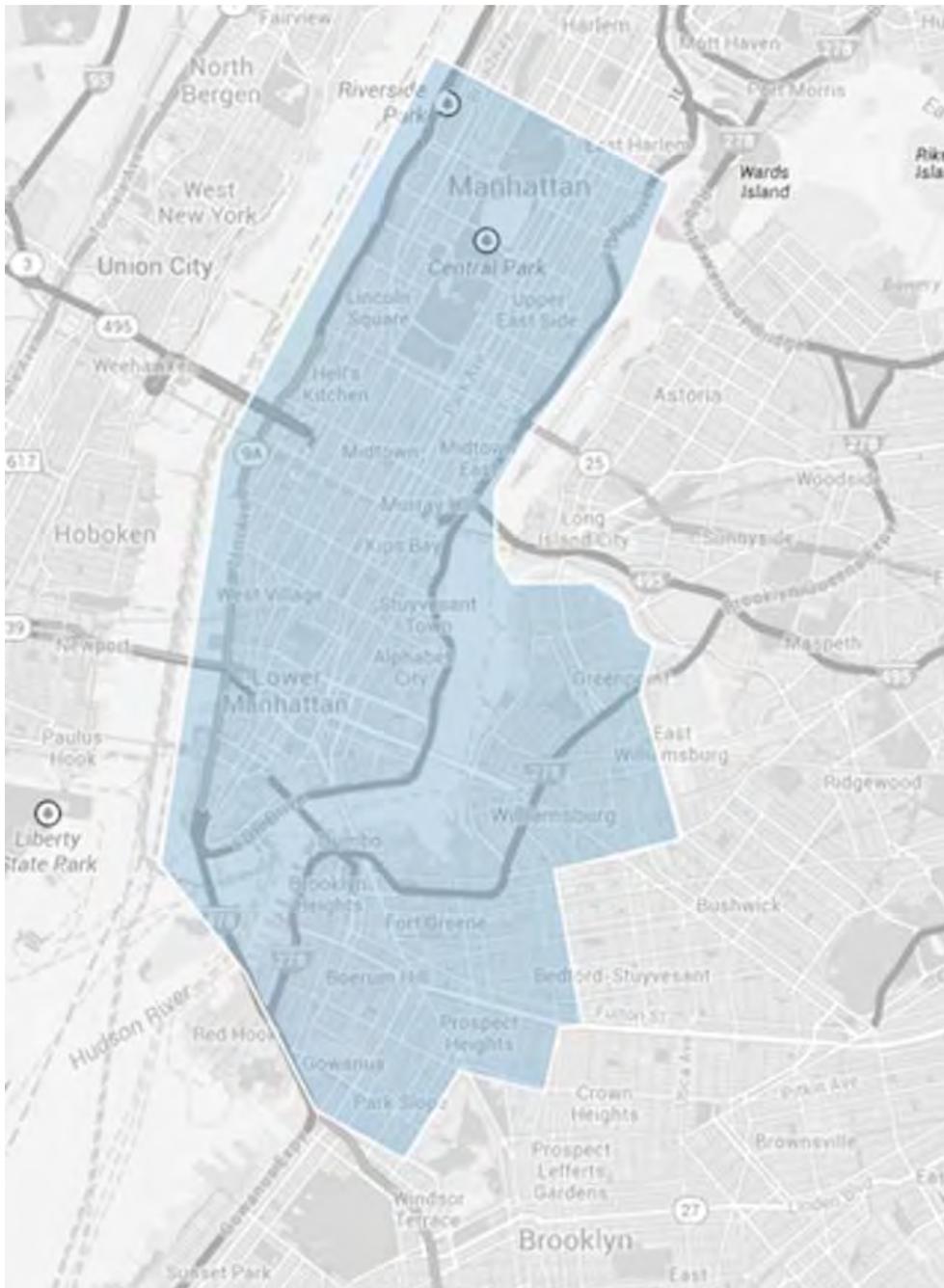
http://gothamist.com/2015/07/22/uber_fight_day_5782.php
Gothamist--Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn

BY **EMMA WHITFORD** IN **NEWS** ON JUL 22, 2015 10:48 AM



(Jean Phillippe WALLETT/Shutterstock)

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De Blasio spokesman Wiley Norvell said of the incentive, "It takes some serious duplicity to run millions of dollars in ads talking about a five borough city, while pushing and paying drivers to spend all their time in lower Manhattan and a small fraction of Brooklyn." He added, "This multi-billion dollar corporation is not being straight with New Yorkers. Far from solving inequities, these practices just augment them." Norvell also pointed out that the three month promotion encompassed several of New York's [official gridlock alert days](#), when the DOT encourages New Yorkers to take public transit in Manhattan.

Here is Uber's cheeky response to the Mayor's office, in full:

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Included in Uber's map of "busiest areas" is Manhattan's Central Business District below 60th Street, which has been central to the TLC and DOT's argument in favor of capping the growth of for-hire vehicles [FHVs] until next April. At a City Council hearing last month, the TLC and DOT [pointed out](#) that since 2011, the number of licensed FHVs in the city has jumped 66% from 25,000 to 63,000—specifically in the already-congested Manhattan CBD where, according to DOT data, 72% of FHV pickups take place.

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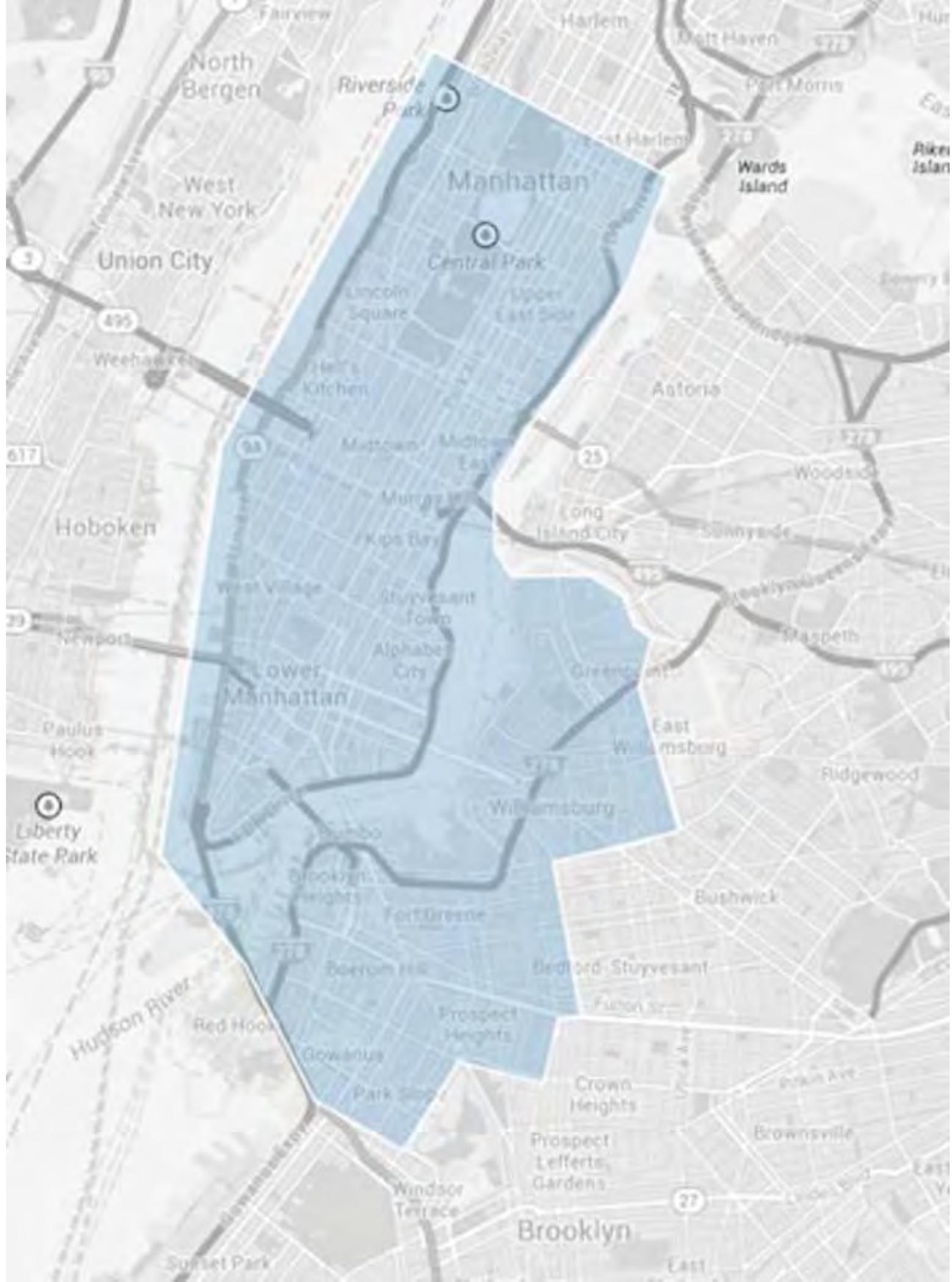
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From: [Norvell Wiley](#)
To: ["Mark.Crudele@abc.com"](mailto:Mark.Crudele@abc.com)
Subject: FW: Gothamist--Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn
Date: Wednesday, July 22, 2015 11:12:13 AM
Attachments: [image002.png](#)

Dude!!

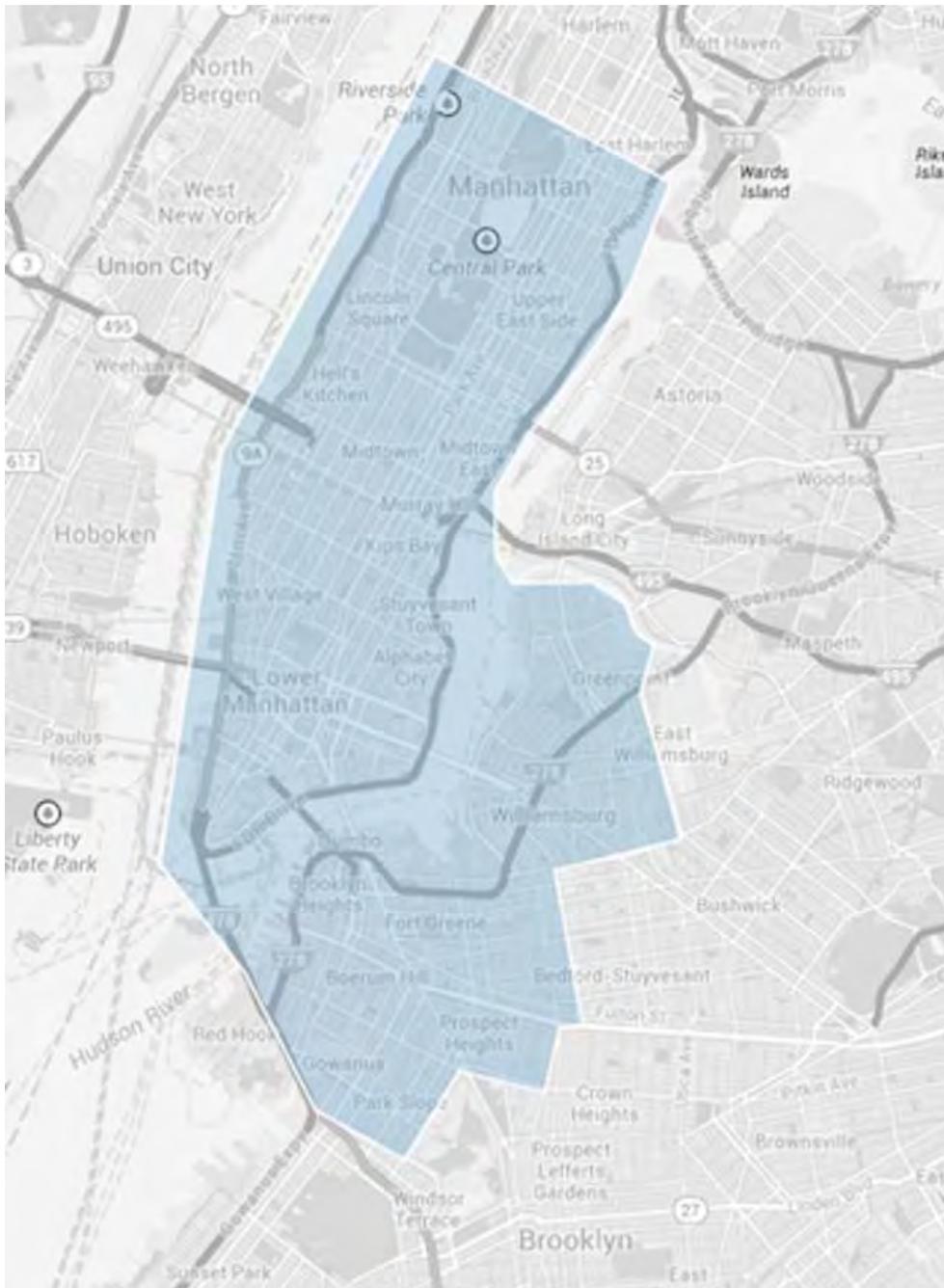
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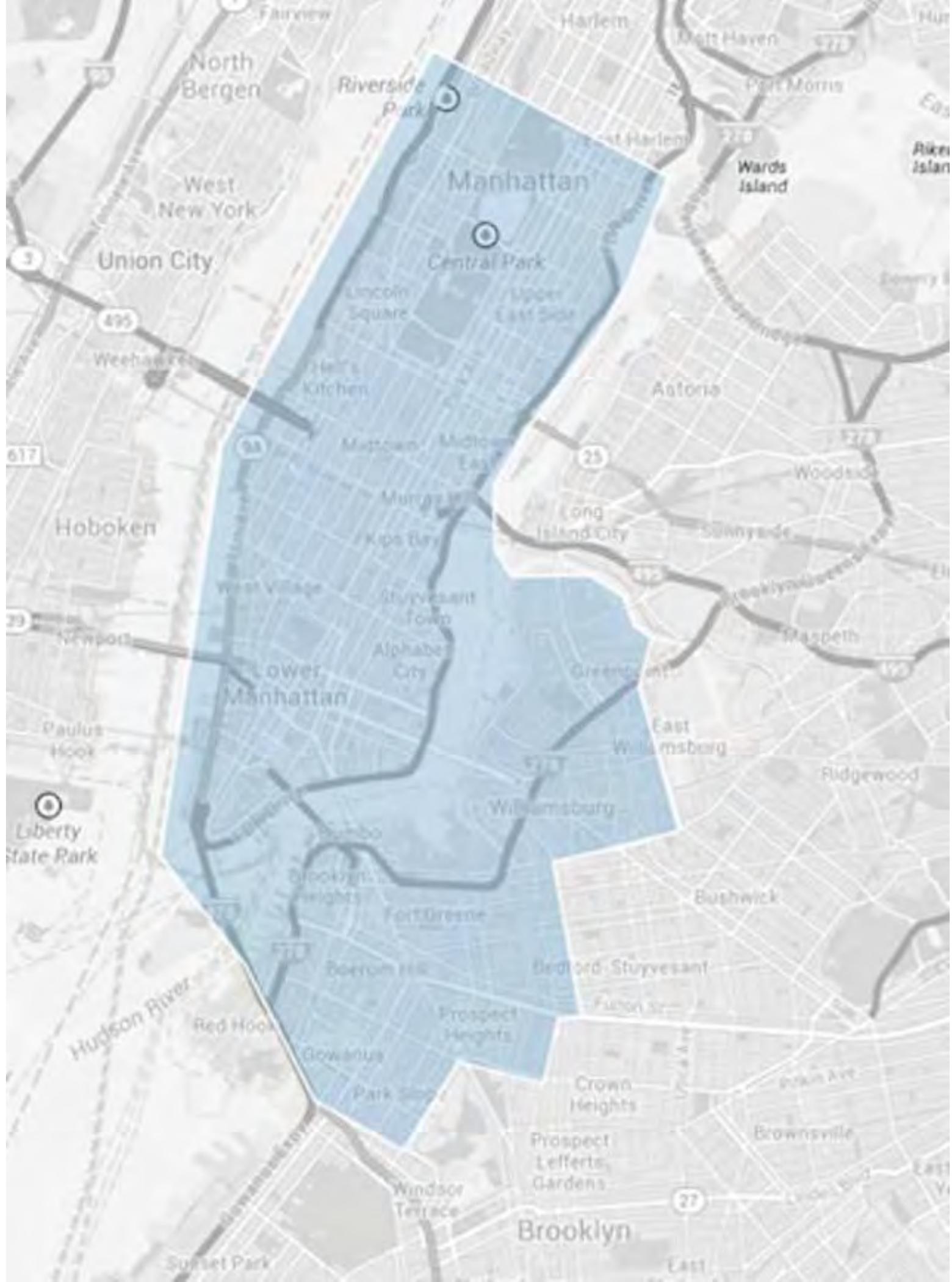
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From: [Siff, Andrew \(NBCUniversal\)](#)
To: [Norvell, Wiley](#)
Subject: Re: Gothamist--Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn
Date: Wednesday, July 22, 2015 11:13:19 AM
Attachments: [image002.png](#)

Melissa is handling this today brutha!

> On Jul 22, 2015, at 11:12 AM, "Norvell, Wiley" <WNorvell@cityhall.nyc.gov> wrote:
>
> Dude!
>
> http://gothamist.com/2015/07/22/uber_fight_day_5782.php
> Gothamist--Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn
> BY EMMA WHITFORD<<http://gothamist.com/author/Emma%20Whitford>> IN
NEWS<<http://gothamist.com/news>> ON JUL 22, 2015 10:48 AM
> [Description: 072215uber.jpg]
> (Jean Phillippe WALLET/Shutterstock)
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> [Description: 072215UberMap2.png]
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> wnorvell@cityhall.nyc.gov<<mailto:wnorvell@cityhall.nyc.gov>>
> @wileynorvell

>

> <image001.jpg>
> <image002.png>

From: [Norvell Wiley](#)
To: ["melissa.russo@nbcuni.com"](mailto:melissa.russo@nbcuni.com)
Subject: FW: Gothamist--Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn
Date: Wednesday, July 22, 2015 11:13:52 AM
Attachments: [image002.png](#)

!

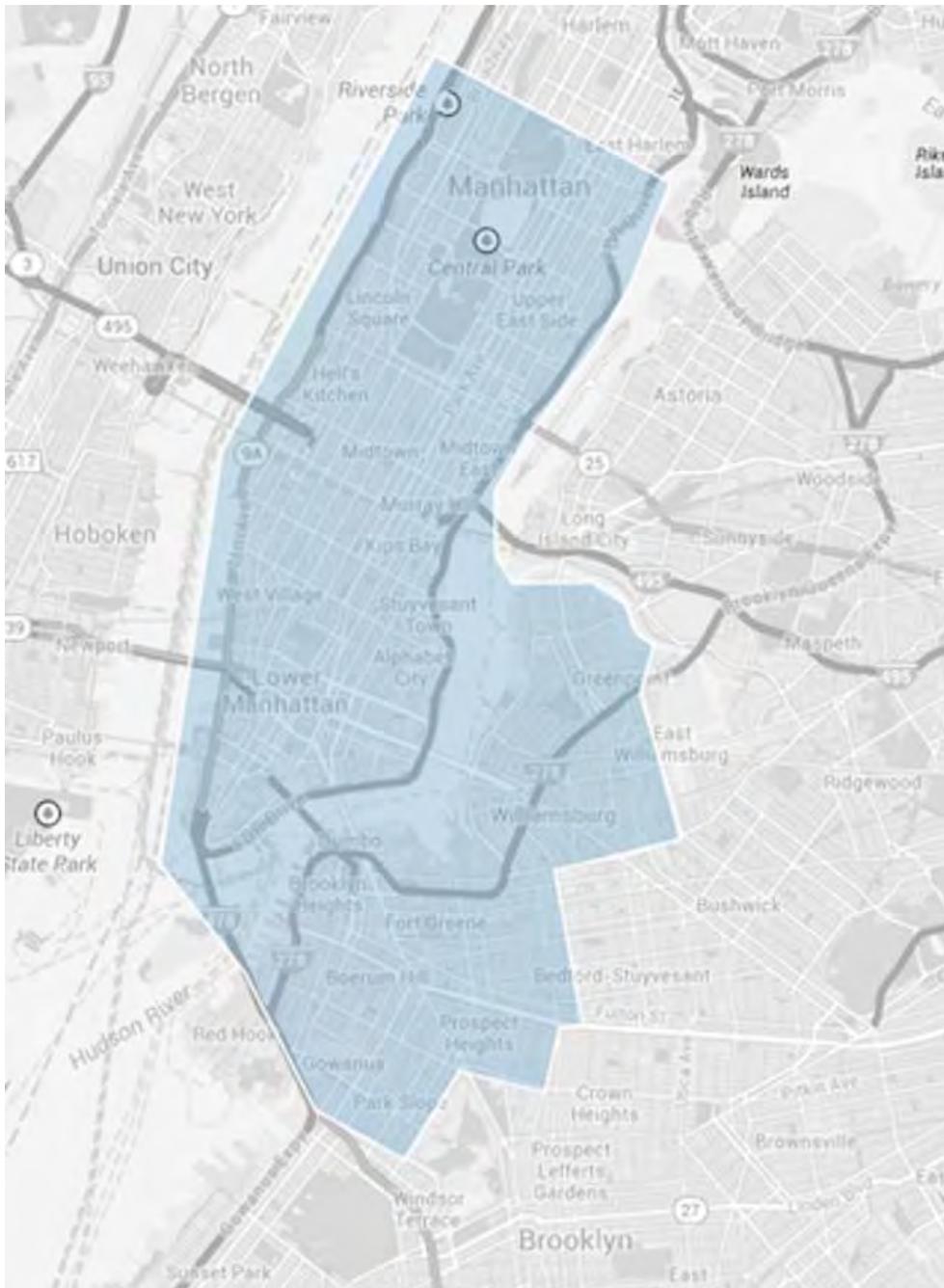
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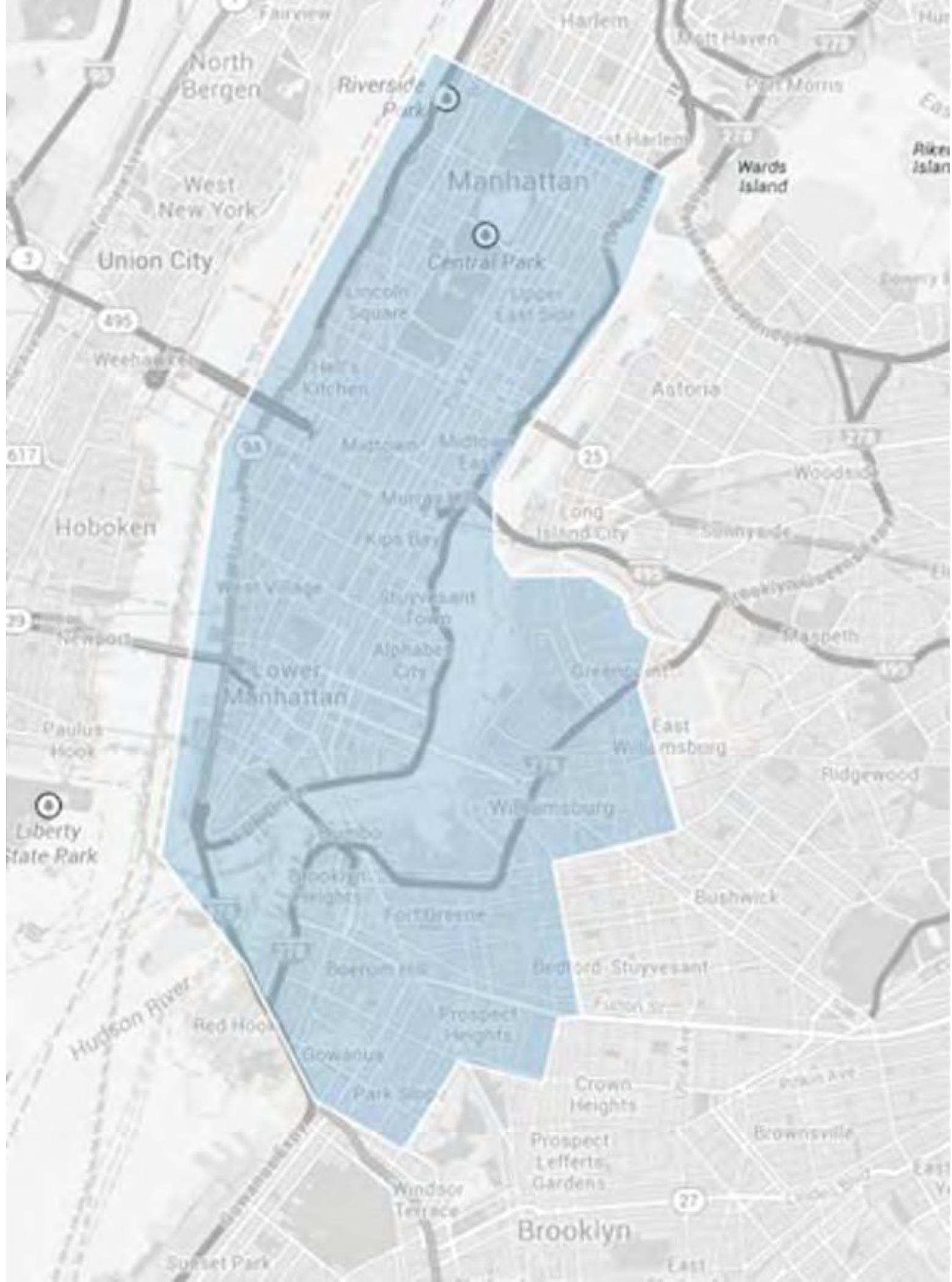
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From: [Capital Pro](#)
To: [Gunaratna, Mahen](#)
Subject: Whiteboard: Garodnick comes out against Uber cap
Date: Wednesday, July 22, 2015 11:51:42 AM

Garodnick comes out against Uber cap

By Gloria Pazmino

11:41 a.m. | Jul. 22, 2015

Councilman Dan Garodnick, a Democrat representing Midtown East, has come out against a proposal to place a temporary cap on hail-app vehicle licenses.

Garodnick, who was undecided as of yesterday, sits on the Council's transportation committee, which would have to approve the bill before it is sent to the Council floor.

Garodnick explained his reasoning in a 537-word statement, saying the cap could solidify Uber's market position and potentially add to Manhattan's congestion problems.

The full statement is below:

"After careful consideration, I have decided to vote against Intro 842, the temporary cap on For Hire Vehicles (FHVs).

People are using taxis in New York City differently than they were even a few years ago. Companies like Uber and Lyft have grown in number and popularity, and it has upended the playing field. Our rules were written for a time when yellow taxis dominated, and yet FHVs today far outnumber our entire yellow taxi fleet -- and Uber alone has roughly 19,000 cars to the yellow taxis' 14,000.

Our rules need to catch up with this changing dynamic.

Some of our taxis today -- like the yellows and greens -- are strictly regulated on price, cannot go on the road without a full environmental impact statement, are subject to real-time trip data collection, and their customers are required to pay a surcharge to support the MTA.

Our liveries need to do a limited environmental review before they open a base, are required to reserve actual spaces for parking vehicles, and must file a rate plan on their prices with the Taxi and Limousine Commission.

In contrast -- black car companies like Uber can charge whatever they want, and are subject to no additional environmental reviews or trip data disclosure, and while they pay sales tax, there are no additional fees imposed to pay for mass transit.

It is most certainly time to level the playing field and to free yellow and

green taxis from some of the burdensome rules that they currently face. It is also time to ensure that the rest of the industry has to share its data, to fully disclose or limit its price "surges" to consumers, and to protect customer privacy.

These are all things that can and should be done today. Unfortunately, none of these things is accomplished with a nine month "cap" on the growth of FHV's. In fact, by implementing a cap, we are simply kicking this can down the road. And in the process, we may potentially destroy smaller FHV companies, such as Lyft or Via, whose growth will be limited, while Uber is able to further solidify its market position. That may be good for Uber, but it is certainly not good for consumers.

We also may, ironically, add to Manhattan's congestion problems in the process. By capping supply while demand continues to grow, there will be even more pressure on FHV's to rush to the areas where demand is the highest -- our central business district -- which I happen to represent. Manhattan traffic speeds are abysmal, and congestion is causing billions of dollars in lost economic activity every year. Let's study the cause, and then, rather than dabble on the margins, let's go the distance and get a congestion pricing policy on the books to reduce traffic and raise necessary funds for mass transit.

There is no question that the FHV industry deserves additional regulation, and that the playing field across all classes of taxi needs to be leveled. That said, government works best when we set out a clear set of rules, and then allows private industry to innovate and thrive. I look forward to having that conversation over the coming months."

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From: [Gordon, Greg \(TLC\)](#)
To: [Norvell, Wiley](#)
Cc: [Allan J. Fromberg](#)
Subject: FW: from Cristina Corbin/FoxNews.com
Date: Wednesday, July 22, 2015 12:43:01 PM

Hi Wiley,

Greg Gordon
Public Affairs Officer
New York City Taxi and Limousine Commission
33 Beaver Street, 22nd Floor
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Greg.Gordon@tlc.nyc.gov
www.nyc.gov/tlc

From: Corbin, Cristina [mailto:Cristina.Corbin@FOXNEWS.COM]
Sent: Wednesday, July 22, 2015 12:15 PM
To: Gordon, Greg (TLC)
Subject: RE: from Cristina Corbin/FoxNews.com

And do you mind if I include this in my copy?

But the New York City Taxi & Limousine Commission contests Uber's claims – telling FoxNews.com the company's bases have added about 25,000 new vehicles to the system over the past two years. A TLC spokesman also noted the dispute, "isn't 'the mayor doing this to Uber.' "

"It's the NYC Council, responding to the alarmingly unprecedented growth of the For-Hire Vehicle industry over the last two years, that proposed two bills – one that temporarily limits the entire industry's growth, and another that mandates a study of congestion and environmental effects of these incredible numbers," TLC spokesman Greg Gordon said. "The mayor and TLC support these bills, but they aren't ours, and they don't single out Uber, though they are the biggest operator by far, and are mostly responsible for those huge number increases."

Cristina Corbin
Reporter
FoxNews.com
1211 Avenue of the Americas
New York, New York 10036
O: 212.301.5783
C: 202.905.4998



From: Gordon, Greg (TLC) [mailto:Gordong@tlc.nyc.gov] **On Behalf Of** Press TLC
Sent: Wednesday, July 22, 2015 12:03 PM
To: Corbin, Cristina; Press TLC
Cc: Fromberg, Allan (TLC)
Subject: RE: from Cristina Corbin/FoxNews.com

Hi Cristina,

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The TLC does support the Council's proposed bills. I've attached recent testimony on this topic delivered by TLC Commissioner Meera Joshi's before the Council Transportation Committee.

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It is always the government's responsibility to ensure that unlimited expansion in a for-profit industry we already regulate doesn't worsen our problems.

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By Mayor Bill de Blasio

<http://www.google.com/url?url=http://www.nydailynews.com/opinion/bill-de-blasio-fair-ride-new-yorkers-article-1.2296041&rct=j&frm=1&q=&esrc=s&sa=U&ved=0CBcQqQlWAGoVChMIInpW42LrqqglVhYQQCh1JAwqs&usg=AFQjCNhb77EVCT1kf4J7tTTN7BWXU6Cn7w>

We're not presupposing anything, other than the fact that the recent explosive growth of the FHV industry is unquestionably a factor in worsening congestion, but we have to ascertain the actual effects of this on congestion and the environment. A more involved answer would be that it's important to note that "pause," or "limited growth period" that everyone is calling a cap *isn't* actually the change agent, as your question would suggest – it would, *if passed*, be there to facilitate the *study*, the result of which would be to ascertain what change agent(s) would be necessary. It's also important to note it's not in *any* way limiting drivers, it's limiting vehicles – drivers, in fact, would still have a number of opportunity paths in the FHV industry. For example, they may lease an existing FHV from a driver or vehicle owner, and expand a *single*-shifted vehicle into a *multiple*-shifted vehicle – increasing its efficiency in the bargain. They may also drive a vehicle operated by a base in the livery industry that owns its own fleet of cars, which is not at all uncommon in that sector. They may also register and affiliate a vehicle to a base that has additional capacity during the pause – there are bases that would be able to expand its fleet by as much as 15% during the period, depending on their size. Small bases can add a higher percentage of cars over the year.

There's also the outer borough question, because with allegations that people would be "stranded" in the boroughs if we temporarily pause FHV growth, which just plain and simple isn't true. There's just been a lot of misleading talk on that topic. First, it's important to note that this is only a temporary period of limited growth. Fact: Uber cars do at least 73% of their business in the Central Business District of Manhattan, while the fleet of over 7,200 Green Cabs – a serviced that didn't even exist three years ago -- is now averaging over 57,000 trips per day in the outer boroughs and northern Manhattan! By all appearances, if you will pardon the pun, the state of service in the boroughs appears to be in a good place!

TLC Spokesman Allan J. Fromberg: "Opinions and ideas around the issue of congestion abound, and it's only empirical data that will ultimately determine which ones are right for the unique characteristics of New York City. One key answer will be to the counter-intuitive question of why car volumes entering Manhattan have decreased, while congestion has increased, coinciding with the explosive growth in the For-Hire Vehicle sector. We believe this represents a strong basis for a limited FHV growth period while we engage in a detailed study to determine the appropriate policies for this sector — something supported by many strong voices across our transportation and planning communities." (This last sentence alludes to the statements below.)

NYTWA

Statement from Bhairavi Desai, Executive Director, New York Taxi Workers Alliance (18,000-member union of Yellow Taxi, Green Cab, and Uber Drivers)
"For months, we have seen drivers in all sectors lose income because of the saturation of vehicles. With 25,000 FHV's affiliated with Apps and 13,600 yellow medallion taxis, you now have essentially close to 40,000 taxis and black cars all competing in Manhattan during the same limited prime hours. No one can move around. And there are only so many hours that anyone can earn their primary fares: AM and PM rush hours, weekend nights. You can't complete a fare fast enough to pick up the next one. And especially for yellow taxis which run on the meters, drivers earn less money when stuck in traffic. The meter fare is highest at the drop of \$2.50, so you earn the most by picking up a high number of fares.

The cars are spending more time idling in traffic and just cruising. Drivers are working more hours for less income, paying more for gasoline and facing greater health risks such as kidney failure, back pain and respiratory illnesses.

Cities like San Francisco are now paying a high price for having had no similar study or vehicle limitations. In 2012, SF was not in the top 25 most polluted US Cities. In 2013, it was not there. In 2014, for the first time in recent history, SF entered the list at number 9 on one count – short-term

particle pollution. In 2015, SF has entered on 2 counts – number 7 on long-term or year round particle pollution and number 6 on short-term. Add to this, SF now ranks as the second most congested US city.”

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“The number of for-hire vehicles on our streets has spiked by 63 percent since 2011, and right now we are adding vehicles at a rate of 2,000 per month. These massive increases are adding to Manhattan traffic and could even be threatening our air quality. Councilmember Levin and the TLC have proposed a sensible strategy to slow – but not stop – the issuance of new for-hire licenses while we study the impact of all this extra traffic, a concept I support.

“The rise of ‘e-hailing’ is great for consumers, but the huge increase in traffic is something we need to deal with. You’ll find no bigger proponent of tech in our city than me, but just like in software development, sometimes government needs to troubleshoot new issues. I hope this is part of a larger conversation on congestion in New York City, and that, working together with the for-hire industry, we can arrive at sensible regulations for this growing ecosystem.”

Sam Schwartz

Press:

"I would absolutely support a moratorium until this could be studied," said Samuel Schwartz, a transportation engineer and advocate of controlling traffic through tolls. "The specter of gridlock looms if we continue these trends," said Schwartz, who is also known as "Gridlock Sam."

Source: older CTZ FHV cap proposal in USA Today - <http://www.usatoday.com/story/tech/2015/03/20/uber-success-taxis-medallions-congestion/25027241/>

If the hired car industry is allowed “to grow unchecked, it will grow to the point where we will slow down and all we’ll be providing will be seating for people in midtown Manhattan,” said Sam Schwartz, a transportation engineer who spent years with the DOT.

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Susan Shaheen, UC Berkley Transportation Expert

Press:

"The bottom-line here is, more research is needed on this," said Susan Shaheen, a transportation expert with the University of California, Berkeley, who recently published a paper examining the impact of Uber, Lyft and other ride-hailing companies on transportation in the San Francisco area.

Sheheen’s study found that ride-hailing companies like Uber and Lyft carried slightly more passengers per ride than traditional taxis. But such services also had no visible reduction on private car ownership.

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Transportation Alternatives

Press:

"If there is evidence that the proliferation of new services is leading to chaos on our streets, the TLC should more forcefully flex its regulatory muscle," added Paul White, executive director of Transportation Alternatives, a non-profit that advocates decreasing private car use.

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Regional Plan Association

Press:

There “seems to be sort of an insatiable demand for more rapid and frequent deliveries, people want that, they expect that from online services,” said Richard Barone, director of transportation programs for the Regional Plan Association.

“Congestion and traffic is considered sort of a barometer of success — up to a point, it’s a good thing,” Barone said. “But obviously you reach a tipping point where congestion affects your ability to get people to work in a reasonable amount of time and obviously impacts the cost of moving goods in the region.”

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From: Corbin, Cristina [<mailto:Cristina.Corbin@FOXNEWS.COM>]
Sent: Wednesday, July 22, 2015 11:53 AM
To: Press TLC
Subject: from Cristina Corbin/FoxNews.com

Cristina Corbin

Reporter

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From: [Corbin, Cristina](#)
To: [Norvell, Wiley](#); [Gordon, Greg \(TLC\)](#)
Cc: [Allan J. Fromberg](#)
Subject: RE: from Cristina Corbin/FoxNews.com
Date: Wednesday, July 22, 2015 1:05:12 PM

One more thing ... the Uber folks claim this is all politically motivated (has nothing to do with congestion) and point to \$250,000 in direct contributions the mayor received from the taxi industry in 2013. Can I get a response to that? Want to include it high up in the piece. Many thanks!

Cristina Corbin

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From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Wednesday, July 22, 2015 1:01 PM
To: Corbin, Cristina; Gordon, Greg (TLC)
Cc: Allan J. Fromberg
Subject: RE: from Cristina Corbin/FoxNews.com

We aim to please!

From: Corbin, Cristina [<mailto:Cristina.Corbin@FOXNEWS.COM>]
Sent: Wednesday, July 22, 2015 1:01 PM
To: Norvell, Wiley; Gordon, Greg (TLC)
Cc: Allan J. Fromberg
Subject: RE: from Cristina Corbin/FoxNews.com

Awesome, THANK YOU

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From: Norvell, Wiley [<mailto:WNorvell@cityhall.nyc.gov>]
Sent: Wednesday, July 22, 2015 1:00 PM
To: Corbin, Cristina; Gordon, Greg (TLC)
Cc: Allan J. Fromberg
Subject: RE: from Cristina Corbin/FoxNews.com

Can attribute this to me:

“Congestion has a clock on it. The rapid influx of 2,000 new cars a month could have serious impacts on the mobility, health and safety of New Yorkers. Without action, we’d face for-hire companies adding nearly as many new cars in the next six months as there are taxicabs in all of New York City. But the administration is no less concerned about the protections and rights of drivers, passengers, people with disabilities, as well as the health of our broader transit system. This is a sector that’s evolving rapidly, and a holistic approach is necessary to make sure its future growth meets the values and the interests of the public.”

And if you need more, quote anything from Mayor de Blasio’s op-ed this weekend:
<http://www.nydailynews.com/opinion/bill-de-blasio-fair-ride-new-yorkers-article-1.2296041>

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Deputy Press Secretary
Office of New York City Mayor Bill de Blasio
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(917) 428-8307 (mobile)
wnorvell@cityhall.nyc.gov

@wileynorvell

From: Corbin, Cristina [<mailto:Cristina.Corbin@FOXNEWS.COM>]
Sent: Wednesday, July 22, 2015 12:58 PM
To: Norvell, Wiley; Gordon, Greg (TLC)
Cc: Allan J. Fromberg
Subject: RE: from Cristina Corbin/FoxNews.com

Thanks Wiley. Ideally I'd like a statement that points to the bigger problems with Uber (i.e. making drivers "independent contractors," instead of full-time employees, therefore no health benefits). Crashing on a tight deadline, so appreciative of anything you can send me.

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To: Corbin, Cristina; Gordon, Greg (TLC)
Cc: Allan J. Fromberg
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Christina, what specific facet of this issue would you like the quote to address?

From: Corbin, Cristina [<mailto:Cristina.Corbin@FOXNEWS.COM>]
Sent: Wednesday, July 22, 2015 12:46 PM
To: Gordon, Greg (TLC)
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Ok, thanks. I really need a statement as well

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To: Corbin, Cristina
Cc: Fromberg, Allan (TLC); Wiley Norvell (wnorvell@cityhall.nyc.gov)
Subject: RE: from Cristina Corbin/FoxNews.com

On Background: These bills have been proposed by the NYC Council, in response to the alarmingly explosive growth of the For-Hire Vehicle industry over the last two years.

The mayor and TLC strongly support the Council's proposals.

While the huge number of vehicles Uber has brought into service is clearly the largest change factor, the proposals speak to far more than simply the Uber dynamic and will address the impacts on congestion and the environment of an industry segment that has seen unprecedented growth.

I have cc'd Wiley Norvell from the Mayor's Press Office who can supply a statement.

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From: [Fromberg, Allan \(TLC\)](#)
To: [Hagelgans, Andrea](#); [Anderson, Michael \(TLC\)](#); [Furrey, Charles \(TLC\)](#); [Garber, Jeffrey \(TLC\)](#); [Genser, Emily \(TLC\)](#); [Goddin, Daniel \(TLC\)](#); [Goldapper, Ira \(TLC\)](#); [Gordon, Greg \(TLC\)](#); [Singleton, Jessica](#); [Grunfeld, Jeffrey S. \(TLC\)](#); [Kurland, Ben \(TLC\)](#); [Labadie, Madeline \(TLC\)](#); [Martin, Karen \(TLC\)](#); [Murray, Edward \(TLC\)](#); [Paulucci, Theadora \(TLC\)](#); [Rausen, Joanne \(TLC\)](#); [Roth, Jeffrey \(TLC\)](#); [Spitalnick, Amy \(OMB\)](#); [Sukonnik, Marina \(TLC\)](#); [Vais, Izabella \(TLC\)](#); [Valdivia, Midori \(TLC\)](#); [Walsh, Keith \(TLC\)](#); [\[REDACTED\]](#); [Wilson, Chris \(TLC\)](#); [Cohen, Sherry \(TLC\)](#); [Davidson, Cindi \(TLC\)](#); [Miller, Dawn \(TLC\)](#); [Williams, Dominic](#); [Eluto, Sherryl \(TLC\)](#); [Fox, Aileen \(TLC\)](#); [Grindley, Martin \(TLC\)](#); [Joshi, Meera \(TLC\)](#); [Joyce, Patrick \(TLC\)](#); [Klahr, David \(TLC\)](#); [Leyva, Erika \(TLC\)](#); [Moore, Elaine \(TLC\)](#); [Walzak, Phil](#); [Quintero, Omar \(TLC\)](#); [Rojas, Carmen \(TLC\)](#); [Royter, Serge \(TLC\)](#); [Scanlon, Raymond \(TLC\)](#); [Switzer, Brian \(TLC\)](#); [Timmeny, Daniel \(TLC\)](#); [Wanttaja, Ryan \(TLC\)](#); [Weiss, Gary \(TLC\)](#); [Norvell, Wiley](#)
Subject: Garodnick Against Pause
Date: Wednesday, July 22, 2015 2:45:54 PM

Capital Pro

Garodnick comes out against Uber cap

By Gloria Pazmino

11:41 a.m. | Jul. 22, 2015

Councilman Dan Garodnick, a Democrat representing Midtown East, has come out against a proposal to place a temporary cap on hail-app vehicle licenses.

Garodnick, who was undecided as of yesterday, sits on the Council's transportation committee, which would have to approve the bill before it is sent to the Council floor.

Garodnick explained his reasoning in a 537-word statement, saying the cap could solidify Uber's market position and potentially add to Manhattan's congestion problems.

The full statement is below:

"After careful consideration, I have decided to vote against Intro 842, the temporary cap on For Hire Vehicles (FHVs).

People are using taxis in New York City differently than they were even a few years ago. Companies like Uber and Lyft have grown in number and popularity, and it has upended the playing field. Our rules were written for a time when yellow taxis dominated, and yet FHVs today far outnumber our entire yellow taxi fleet -- and Uber alone has roughly 19,000 cars to the yellow taxis' 14,000.

Our rules need to catch up with this changing dynamic.

Some of our taxis today -- like the yellows and greens -- are strictly regulated on price, cannot go on the road without a full environmental impact statement, are subject to real-time trip data collection, and their customers are required to pay a surcharge to support the MTA.

Our liveries need to do a limited environmental review before they open a base, are required to reserve actual spaces for parking vehicles, and must file a rate plan on their prices with the Taxi and Limousine Commission.

In contrast -- black car companies like Uber can charge whatever they want, and are subject to no additional environmental reviews or trip data disclosure, and while they pay sales tax, there are no additional fees imposed to pay for mass transit.

It is most certainly time to level the playing field and to free yellow and green taxis from some of the burdensome rules that they currently face. It is also time to ensure that the rest of the industry has to share its data, to fully disclose or limit its price "surges" to consumers, and to protect customer privacy.

These are all things that can and should be done today. Unfortunately, none of these things is accomplished with a nine month "cap" on the growth of FHV's. In fact, by implementing a cap, we are simply kicking this can down the road. And in the process, we may potentially destroy smaller FHV companies, such as Lyft or Via, whose growth will be limited, while Uber is able to further solidify its market position. That may be good for Uber, but it is certainly not good for consumers.

We also may, ironically, add to Manhattan's congestion problems in the process. By capping supply while demand continues to grow, there will be even more pressure on FHV's to rush to the areas where demand is the highest -- our central business district -- which I happen to represent. Manhattan traffic speeds are abysmal, and congestion is causing billions of dollars in lost economic activity every year. Let's study the cause, and then, rather than dabble on the margins, let's go the distance and get a congestion pricing policy on the books to reduce traffic and raise necessary funds for mass transit.

There is no question that the FHV industry deserves additional regulation, and that the playing field across all classes of taxi needs to be leveled. That said, government works best when we set out a clear set of rules, and then allows private industry to innovate and thrive. I look forward to having that conversation over the coming months."

From: [Clips](#)
Subject: OBSERVER: Uber Launches Job Tour as Counterargument to Cap Bill
Date: Wednesday, July 22, 2015 3:24:01 PM

Uber Launches Job Tour as Counterargument to Cap Bill

NY OBSERVER - Giulia Olsson

<http://observer.com/2015/07/uber-launches-job-tour-as-counterargument-to-cap-bill/>

Uber is using every minute they have to show the city that Mayor Bill de Blasio's potential cap bill will hurt the company and hundreds of New Yorkers looking for job opportunities. The vote could come as soon as tomorrow, and Uber knows the consequences will be detrimental for their business.

Yesterday, Uber kicked off its citywide job tour for hundreds of New Yorkers interested in becoming drivers. Present were also current driver-partners, Uber New York's General Manager Josh Mohrer, elected officials like South Bronx Assemblyman Michael Blake, and Brooklyn Borough President Eric Adams.

The point of yesterday's event was clear: to show Mr. de Blasio that Uber is a platform that benefits New York by providing the city with hundreds and hundreds of jobs.

Inside Queensbridge Park, Uber stationed a tent for driver sign-ups. Hundreds of interested drivers lined up in a single file line that crossed the park. A current driver-partner also told the Observer that he was in line waiting to refer friends to the company.

Mr. de Blasio's cap bill, Uber's worst nightmare, could potentially pass on Thursday, which would put a clear, objective cap on the company's growth in the nation's largest city.

Over the next 14 months, if the bill goes into effect, Uber will only add 200 vehicles to the streets. According to Mr. Mohrer at a June 30th Protest, 25,000 New Yorkers take their first Uber ride every week, and Uber projects that over 10,000 new drivers will join Uber within the next year. With the cap bill, Mr. Mohrer claimed that an estimated 9,800 job opportunities will be lost only in New York.

The bill seeks to temporarily limit the issuance of new for-hire vehicle licenses during a study on the impact of growth in the taxicab and FHV industries on the environment, focusing on the industry's effect on noise, air quality, and traffic.

In the midst of drizzling rain yesterday, some of Uber's drivers shared their own Uber stories, coming to the stage as they pleased. Some told stories of previous homelessness, others told stories of how they used to make \$200 a week to feed a family of five, and some told the large crowd that Uber made it possible for them to afford a college education. The message was clear and repeated many times: Uber has given its drivers a chance at something better than what they had before.

Mr. Blake said that the company has provided opportunities for those that would otherwise not have found them. "Uber is about justice in our communities," he told the crowd. "Uber is about creating opportunities in our communities. This is not about giving someone a ride, it's about giving someone a chance."

Mr. Adams, who arrived late, called Uber the “American dream” and added that, “the precursor to the American dream is gainful employment.”

The Brooklyn Borough President expressed his opposition to the bill and asked it to be put “on hold until we can find out how do we correctly regulate without stymying an important industry like Uber.” Mr. Adams added, “The reason I came out here to join is to state that there is room for growth in this city. There’s room for prosperity.”

Distributed by servers, catered food and drinks were available for all, and the event took over an entire section of the Long Island City park.

In a statement released on Monday, Uber said it hopes to continue the jobs tour beyond yesterday’s event, planning to add six additional events over the next six weeks, sending the city a clear message that Uber is dedicated to providing New Yorkers, especially those from the outer boroughs, with opportunities.

This isn’t Uber’s first reaction to the Mayor’s cap bill. Three weeks ago, Uber partners held an organized protest outside City Hall. Last week, the company added a new feature to its app to show users how long it would take users to get a ride if the bill is passed: an average of 25 minutes.

On Monday, Uber also requested a live-stream negotiation with the Mayor over the bill, and Mr. de Blasio shut them down in a sentence. “I do not debate with heads of private companies over their own self-interest,” he said.

Needless to say, it’s been a tense week for Uber, and there’s definitely more to come. Mr. Mohrer and Chair of the Transportation Committee for the City Council Ydanis Rodriguez were also caught in a Twitter fight on Monday, with Mr. Mohrer claiming that Mr. Rodriguez was making up lies about Uber.

From: [Christopher Barca](#)
To: [Norvell, Wiley](#)
Subject: Re: Question from the Queens Chronicle
Date: Wednesday, July 22, 2015 4:43:39 PM

Can you call me as soon as you can re:Uber? Need to rewrite my massive story I had written.

Sent from my iPhone

On Jul 20, 2015, at 6:04 PM, "Norvell, Wiley" <WNorvell@cityhall.nyc.gov> wrote:

Hey Chris,

I'm attaching a presentation on the legislation, and linking an op-ed by the mayor. I'll call you in the morning to discuss in more detail, ok?

Op-ed: <http://www.nydailynews.com/opinion/bill-de-blasio-fair-ride-new-yorkers-article-1.2296041>

-WN
646-422-9614

From: chrisbar91@aol.com [<mailto:chrisbar91@aol.com>]
Sent: Monday, July 20, 2015 12:58 PM
To: Mayor's Press Office; Norvell, Wiley
Subject: Question from the Queens Chronicle

Hello, my name is Chris Barca with the Queens Chronicle newspaper. I'm working on a story this week on the ongoing battle between the city and Uber, and I had a few questions for the Mayor's Office on the issue:

- Why exactly does the Mayor support the proposed City Council legislation that would limit for-hire vehicle licenses?
- The issue of traffic congestion in Manhattan is certainly very understandable, but when it comes to for-hire vehicles in the outer boroughs, where public transportation and cabs are harder to come by, will a limiting of licenses make it tougher for those in the outer boroughs to get where they want to go?
- Does the Mayor believe the proposed legislation will kill numerous jobs as Uber infers in its new TV ad campaign? Does the Mayor have a response to Uber's ad campaign in general?
- Various outlets have made reference to contributions being made to the Mayor from the taxi industry during his campaign, is there any validity to the thought that the Mayor is pushing so hard against Uber because of donations made in the past?
- Does the Mayor believe Uber brings any good at all to the City?
- Is there an expectation that the City Council will pass the proposed pieces of legislation

this week?

Thanks! I really appreciate the time. My deadline is tomorrow at 5pm, but obviously the sooner the response, the better.

And for the time being, I'm using this email as opposed to my Chronicle email (chrisb@qchron.com) due to email issues at the paper, so feel free to email me back at this address.

Chris

Christopher Barca
Queens Chronicle
718-205-8000 ext. 124
chrisbar91@aol.com
chrisb@qchron.com

<FHV Growth Limitation Bills Presentation.pdf>

From: [Mayor's Press Office](#)
To: [@Incoming](#)
Subject: INCOMING: WCBS RE: IR for DM Shorris--Rivka Oppenheim, rbukowski@gmail.com, 212.524.2910
Date: Wednesday, July 22, 2015 4:59:22 PM
Attachments: [image001.png](#)

From: Rivka Oppenheim [mailto:rbukowsky@gmail.com]
Sent: Wednesday, July 22, 2015 4:52 PM
To: Mayor's Press Office
Subject: Re: STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS

Hello, if Deputy Mayor Shorris would like to go live on the air with us, we would love to have him on. Best, Rivka Oppenheim (WCBS 880) - (212) 524-2910

On Wed, Jul 22, 2015 at 4:50 PM Mayor's Press Office <pressoffice@cityhall.nyc.gov> wrote:



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE: July 22, 2015
CONTACT: pressoffice@cityhall.nyc.gov, (212) 788-2958

STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS

“Today the administration, City Council and Uber have agreed to a framework that will advance the city’s vital policy goals for passengers, drivers and the public. It sets in motion a plan to guide a comprehensive and fair public response, driven by data, to the increase in for-hire vehicles. And it ensures that the future growth of this industry matches the values and the interests of New Yorkers.

“Specifically, the City will move forward with a traffic study, to conclude at the end of November, to examine the impact of Uber and the for-hire vehicle industry on traffic congestion on New York City streets. Uber will share information for the study above and beyond what has previously been provided, with safeguards to protect privacy. Uber has also agreed to maintain its approximate current rate of growth and not flood the streets with new licenses and vehicles. In addition to the traffic study, the City and transportation stakeholders will participate in a larger review of the entire taxi, FHV and livery industries, with a particular focus on revenue for public transit, consumer protections, driver and employee protections, and accessibility for people with disabilities. The cap legislation currently before the City Council will be tabled throughout the traffic study process.

“Taken together, these elements represent a smart and fair way to address the issues posed by the FHV industry in New York. The City’s goals and obligations are clear – protect the

public, encourage growth and innovation, and keep New York City moving. This framework enables the City to accomplish each of these critical responsibilities.”

###



From: [Mayor's Press Office](#)
To: [Mayor's Press Office](#)
Bcc: "amercogliano@pix11.com"; "anthonyha@techcrunch.com"
Subject: STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS
Date: Wednesday, July 22, 2015 5:03:10 PM
Attachments: [image001.png](#)

From: Mayor's Press Office
Sent: Wednesday, July 22, 2015 4:50 PM
To: Mayor's Press Office
Subject: STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

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###



From: [Mayor's Press Office](#)
To: [Mayor's Press Office](#)
Bcc: "katie.reilly@thomsonreuters.com"
Subject: STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS
Date: Wednesday, July 22, 2015 5:11:15 PM
Attachments: [image001.png](#)

From: Mayor's Press Office
Sent: Wednesday, July 22, 2015 4:50 PM
To: Mayor's Press Office
Subject: STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE: July 22, 2015
CONTACT: pressoffice@cityhall.nyc.gov, (212) 788-2958

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###



From: [Dara Kerr](#)
To: [Norvell, Wiley](#)
Subject: Re: comment for CNET News on coming to an agreement with Uber
Date: Wednesday, July 22, 2015 5:26:27 PM
Attachments: [image001.png](#)

Great, thanks so much!

On Wed, Jul 22, 2015 at 2:20 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

[Here you go!](#)



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE: July 22, 2015

CONTACT: pressoffice@cityhall.nyc.gov, (212) 788-2958

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From: Dara Kerr [mailto:dara.kerr@cbsinteractive.com]
Sent: Wednesday, July 22, 2015 5:04 PM
To: Norvell, Wiley
Subject: comment for CNET News on coming to an agreement with Uber

Hi Wiley,

I'm writing up a quick story for CNET News about the Mayor's office coming to an agreement with Uber. Could I get a comment from you all on this?

Many thanks, Dara

--

Dara Kerr

Staff Reporter | CNET News
[\(415\) 344-1714](tel:(415)344-1714)

dara.kerr@cbsinteractive.com

Twitter: @darakerr

--

Dara Kerr
Staff Reporter | CNET News
(415) 344-1714

dara.kerr@cbsinteractive.com

Twitter: @darakerr



From: [Tim Fernholz](#)
To: [Norvell, Wiley](#)
Subject: Re: FW: STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS
Date: Wednesday, July 22, 2015 5:33:41 PM
Attachments: [image001.png](#)

Great, thanks!

On Wed, Jul 22, 2015 at 5:26 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Call you in a sec!



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE: July 22, 2015

CONTACT: pressoffice@cityhall.nyc.gov, (212) 788-2958

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Tim Fernholz
Reporter, [Quartz](#)
@timfernholz
+1.347.778.1414



From: [Clips](#)
Subject: TECH CRUNCH: De Blasio Administration Reaches Deal With Uber
Date: Wednesday, July 22, 2015 5:56:36 PM

De Blasio Administration Reaches Deal With Uber

TECH CRUNCH – Anthony Ha

<http://techcrunch.com/2015/07/22/uber-deal/>

The administration of New York City Mayor Bill de Blasio is dropping plans to cap the number of new drivers added by Uber and similar services — at least for now.

De Blasio's team previously proposed limiting transportation companies to growth of 1 percent of their driver pool (in Uber's case, that amounts to around 200 new drivers) over the next year, while the government studied the impact these services have on traffic congestion.

Under the new agreement, the study will last for four months, and it won't come with a driver cap. (Of course that doesn't rule out the possibility of a cap in the future.) The deal was first reported in The New York Times.

In a statement, First Deputy Mayor Anthony Shorris outlined the agreement:

Specifically, the City will move forward with a traffic study, to conclude at the end of November, to examine the impact of Uber and the for-hire vehicle industry on traffic congestion on New York City streets. Uber will share information for the study above and beyond what has previously been provided, with safeguards to protect privacy. Uber has also agreed to maintain its approximate current rate of growth and not flood the streets with new licenses and vehicles. In addition to the traffic study, the City and transportation stakeholders will participate in a larger review of the entire taxi, FHV and livery industries, with a particular focus on revenue for public transit, consumer protections, driver and employee protections, and accessibility for people with disabilities. The cap legislation currently before the City Council will be tabled throughout the traffic study process

Uber had been pushing back against de Blasio's plan, with efforts including a City Hall protest, a big ad on The New York Times homepage and a feature criticizing de Blasio in the Uber app itself.

In a statement, Uber's New York City General Manager Josh Mohrer said:

We're pleased to have reached an agreement with Mayor de Blasio's administration and the City Council to collaborate on a joint transportation study and to work together on ways to continue expanding economic opportunity, mobility and transportation access in the city. We are pleased new drivers will continue to be free to join the for-hire industry and partner with Uber. Together, we can build an even better, more reliable transportation system. This is great news for all New Yorkers, including Uber riders and drivers.

From: [Hinton, Karen](#)
To: "[Dana Rubinstein](#)"; [Norvell, Wiley](#)
Subject: RE: Free FHV Staging Lot Available at LGA Effective Today
Date: Wednesday, July 22, 2015 6:09:34 PM

Hmkmm... don't know. Wiley, do you?

From: Dana Rubinstein [mailto:dana@capitalnewyork.com]
Sent: Wednesday, July 22, 2015 6:04 PM
To: Hinton, Karen
Subject: Fwd: Free FHV Staging Lot Available at LGA Effective Today

is this part of the overall deal?

----- Forwarded message -----

From: **My NYC.gov News** <MyNYC@nyc.gov>
Date: Wed, Jul 22, 2015 at 4:56 PM
Subject: Free FHV Staging Lot Available at LGA Effective Today
To: dana@capitalnewyork.com

July 22, 2015

To All Interested Parties:

Industry Notice #15-31
July 22, 2015

For Immediate Release

**TLC ANNOUNCES FREE FHV STAGING LOT AT LAGUARDIA AIRPORT
EFFECTIVE 7/22**

The TLC wishes to inform all For-Hire Vehicle (FHV) drivers that they are now permitted to park for free at LaGuardia Airport's (LGA) Lot 7 while they wait for passenger fares.

This new parking area has been created to allow TLC-licensed drivers to comply with Rule §55-19(c) of the newly-passed Dispatch Service Provider rules, which prohibits drivers from accepting dispatches while parked in passenger pick-up locations at the airports. Lot 7 at LGA is now available to all TLC-licensed FHV drivers in order to provide them with space to park while waiting for dispatches.

TLC-licensed FHV drivers will be allowed to park in LGA's Lot 7 for up to 30 minutes free of charge. After the first 30 minutes, the lot's regular parking fee of \$8.00 will be applied. Drivers who have stayed in the lot for over 30 minutes can pay the fee as they exit in cash, credit card or with EZ-Pass.

Lot 7 is located near the Marine Air Terminal across from the BP gas station, as indicated on the map below:

22 de julio, 2015

Aviso para la industria #15-31

Para publicación inmediata

**LA TLC ANUNCIA UN ESPACIO DE ESPERA EN
EL AEROPUERTO LAGUARDIA A PARTIR DEL 7/22**

La TLC desea informar a todos los choferes de Vehículos de Alquiler (FHV) que ahora se

les permite estacionar en el Lot 7 del aeropuerto La Guardia (LGA) gratuitamente mientras esperan para tarifas de pasajeros.

Esta nueva área de estacionamiento ha sido creada para permitir que choferes con licencia de la TLC cumplan con Regla §55-19(c) de las reglas de Proveedores de Servicio de Despacho recientemente aprobadas, que prohíbe que choferes acepten despachos mientras se estacionan en lugares de recogida de pasajeros en los aeropuertos. Lot 7 en LGA ahora está disponible para todos los choferes de FHV licenciados por la TLC para que tengan un espacio de estacionamiento mientras esperan despachos de la base.

Chofers de FHV licenciados por la TLC estarán permitidos estacionar gratuitamente en el Lot 7 de LGA hasta 30 minutos. Después de los primeros 30 minutos, la cuota de estacionamiento regular de \$8.00 para el Lot 7 será aplicada. Chofers que se han quedado en el estacionamiento por más de 30 minutos pueden pagar su cuota en efectivo, tarjeta de crédito, o con un EZ-Pass, al salir del Lot 7.

Lot 7 está localizado cerca del Terminal Marine Air en frente de la estación de gasolinera BP, como indicado en el mapa que sigue:

| |

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<http://www.nyc.gov/taxi>

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[Comment on this news service](#)

PLEASE DO NOT REPLY TO THIS MESSAGE!

| |

--

Senior Writer
Capital New York

646.493.1478

917.526.0995

dana@capitalnewyork.com

From: [Norvell, Wiley](#)
To: "Ben Popper"
Subject: RE: Comment for story on proposed cap to Uber drivers
Date: Wednesday, July 22, 2015 7:06:29 PM
Attachments: [image001.png](#)

Want to ring me about latest events?
646-422-9614



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE: July 22, 2015
CONTACT: pressoffice@cityhall.nyc.gov, (212) 788-2958

STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS

“Today the administration, City Council and Uber have agreed to a framework that will advance the city’s vital policy goals for passengers, drivers and the public. It sets in motion a plan to guide a comprehensive and fair public response, driven by data, to the increase in for-hire vehicles. And it ensures that the future growth of this industry matches the values and the interests of New Yorkers.

“Specifically, the City will move forward with a traffic study, to conclude at the end of November, to examine the impact of Uber and the for-hire vehicle industry on traffic congestion on New York City streets. Uber will share information for the study above and beyond what has previously been provided, with safeguards to protect privacy. Uber has also agreed to maintain its approximate current rate of growth and not flood the streets with new licenses and vehicles. In addition to the traffic study, the City and transportation stakeholders will participate in a larger review of the entire taxi, FHV and livery industries, with a particular focus on revenue for public transit, consumer protections, driver and employee protections, and accessibility for people with disabilities. The cap legislation currently before the City Council will be tabled throughout the traffic study process.

“Taken together, these elements represent a smart and fair way to address the issues posed by the FHV industry in New York. The City’s goals and obligations are clear – protect the public, encourage growth and innovation, and keep New York City moving. This framework enables the City to accomplish each of these critical responsibilities.”

###

From: Ben Popper [<mailto:ben.popper@theverge.com>]
Sent: Wednesday, July 22, 2015 9:20 AM

To: Norvell, Wiley
Subject: Re: Comment for story on proposed cap to Uber drivers

<http://www.theverge.com/2015/7/22/9012327/new-york-city-uber-deblasio-cap-limit-jobs-drivers>

On Wed, Jul 22, 2015 at 9:14 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:
Doing my best, bud! Promise!

From: Ben Popper [mailto:ben.popper@theverge.com]
Sent: Wednesday, July 22, 2015 9:14 AM

To: Norvell, Wiley
Subject: Re: Comment for story on proposed cap to Uber drivers

Ok, can you still get me something at some point today? I found a smoking gun myself with the screenline stuff

On Wed, Jul 22, 2015 at 8:31 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:
Don't think we can make that timing. Very sorry bud. Too much incoming for data, and we're working fast as we can.

From: Ben Popper [mailto:ben.popper@theverge.com]
Sent: Wednesday, July 22, 2015 08:29 AM

To: Norvell, Wiley
Subject: Re: Comment for story on proposed cap to Uber drivers

Story is going up at 9am, can you get me your data before then?

On Tue, Jul 21, 2015 at 10:43 PM, Ben Popper <ben.popper@theverge.com> wrote:
This Screenline study seems to provide the proof about a drop in inbound traffic. Is the 2014 study available?

<http://www.nyc.gov/html/dot/downloads/pdf/nyc-screenline-report-2013.pdf>

Also, the numbers in here seem quite far from the 2.7M figure quoted by Uber.

On Tue, Jul 21, 2015 at 8:43 PM, Ben Popper <ben.popper@theverge.com> wrote:
Just to clarify - two data points I'm looking for that would be critical to debunking Uber's argument

Uber said -

"Over 2.7 million cars use the toll-free bridges leading into New York every day, excluding cars using tolled bridges and tunnels. The total number of for-hire vehicle (FHV) affiliated with bases using Uber make up less than one percent (1%) of the total and those vehicles are never on the road at the same time, yet they are being targeted as the only cause of congestion. That one percent (1%) of vehicles are the most efficient cars on the road, carrying multiple passengers and not driving around waiting for ride requests."

City Hall told me the opposite was true and offered data to back it up.

1) *This quote from them is wrong about them being the most efficient. Average Uber carries 8 trips a day. Cabs carry more than 30. And they are in fact driving around waiting for ride requests, as seen anytime you open the app on your phone! Those figures are average daily trips (we track) divided by registered vehicles.*

2) *For half century the biggest driver of traffic was inbound from other places. But over the last five years that number of inbound vehicles has fallen and yet congestion has risen. This is completely outside the historic norms and our hypothesis is that rapid growth of for-hire-vehicle is driving that. Can get you historic data tomorrow.*

On Tue, Jul 21, 2015 at 8:32 PM, Ben Popper <ben.popper@theverge.com> wrote:
Awesome - will look for them tomorrow.

Thanks, Ben

On Tue, Jul 21, 2015 at 8:26 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:
Can get you historic data tomorrow. Those figures are average daily trips (we track) divided by registered vehicles.

From: Ben Popper [mailto:ben.popper@theverge.com]
Sent: Tuesday, July 21, 2015 08:25 PM

To: Norvell, Wiley
Subject: Re: Comment for story on proposed cap to Uber drivers

But what about that data point on congestion/traffic in and out?

Also where do you get those ride averages?

On Tue, Jul 21, 2015 at 8:20 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:
This quote from them is wrong about them being the most efficient. Average Uber carries 8 trips a day. Cabs carry more than 30.

And they are in fact driving around waiting for ride requests, as seen anytime you open the app on your phone!

From: Ben Popper [mailto:ben.popper@theverge.com]
Sent: Tuesday, July 21, 2015 8:19 PM

To: Norvell, Wiley
Subject: Re: Comment for story on proposed cap to Uber drivers

Hey - got a second to nail down one fact? Think I found a real flaw in Uber's logic.

I asked them about issues of congestion and the increase in the size of their fleet. This was the response

"Over 2.7 million cars use the toll-free bridges leading into New York every day, excluding cars using tolled bridges and tunnels. The total number of for-hire vehicle (FHV's) affiliated with bases using Uber

make up less than one percent (1%) of the total and those vehicles are never on the road at the same time, yet they are being targeted as the only cause of congestion. That one percent (1%) of vehicles are the most efficient cars on the road, carrying multiple passengers and not driving around waiting for ride requests."

You told me that for the first time in NYC history the speed of traffic slowed while the number of cars moving in and out of the city dropped. Is there neutral/empirical data you can share to back that up?

Thanks, Ben

On Tue, Jul 21, 2015 at 8:15 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:
Sorry this took so long—just too much going on!

Yes, they can apply for new bases, but they'd have to affiliate existing cars that are now affiliated to existing bases.....the bill being aged closes any potential loophole by specifying:

§ 2. The commission shall only issue new for-hire vehicle licenses if such vehicle will affiliate with a base station, black car base, or luxury limousine base that was licensed on June 15, 2015 that has not yet reached the maximum number of such newly licensed vehicles that may be affiliated with such base pursuant to this local law.

From: Norvell, Wiley
Sent: Tuesday, July 21, 2015 11:11 AM
To: 'Ben Popper'
Subject: RE: Comment for story on proposed cap to Uber drivers

Swell!

I'll ask that Q.

Only one flag: *Shorris wanted to know whether Uber should be contributing to the MTA budget.*

I'd say "*Shorris argues Uber should be contributing to the MTA budget.*"

From: Ben Popper [<mailto:ben.popper@theverge.com>]
Sent: Tuesday, July 21, 2015 10:44 AM
To: Norvell, Wiley
Subject: Re: Comment for story on proposed cap to Uber drivers

Got a minute to look over this draft for errors?

Question - under the proposed slowdown, can Uber apply to open new bases, say in the outer boroughs?

ARTICLE ROUGH DRAFT

<p>Uber is at war with New York City. It has been trading barbs with Mayor Bill DeBlasio about a proposed limit on the number of new for-hire vehicles that can be licensed. The City Council is expected to vote on that new rule this Thursday. Uber says the cap would eliminate 10,000 new jobs it had planned to create. Because the taxi industry was a donor to the Mayor, the effort to slow down Uber was seen as an act of corrupt protectionism for the ailing incumbents. "Potential Uber cap has all the making of a major scam" screamed the headline in the NY Post.

<p>But the New York City's plan to put a cap on the growth in new cars operating for ride hailing services makes a lot of sense. Over the last three years, Uber has added roughly 20,000 new cars to its fleet here, an enormous number on its own and of course just one of many competing services like Lyft and Gett that are battling for business in the Big Apple. These new cars have a direct impact on the environment, traffic conditions, and even mass transit budget of the city. Stepping in to understand that growth — and if necessary regulate it — is just what smart government does.</p>

<p>City Hall has some hard data to back up its argument about the impact of this new industry. In 2009 and 2010 the average speed of traffic in Manhattan, based on GPS data from thousands of taxi cabs, stayed roughly the same or even increased. Following Uber's launch in 2011, however, the overall speed has fallen between five and six percent. While that may not seem like much, that change multiplied by the millions of vehicles moving through the city each year has an enormous impact on the overall congestion, environment, and economy of New York. According to the city's data 72 percent of pickups from these new for hire vehicles take place in the congested core of Manhattan.</p>

<p>Public policy groups and the editorial board at the NY Times have argued that the real cause of congestion is the growth in the city's population and the improving economy. They may be major contributors to the problem as well. To evaluate the complex web of factors that are creating the congestion would require an in-depth study, which is exactly what the city is proposing. In the meantime, the limits on growth in new for-hire vehicles are flexible enough to allow for plenty of job growth and continued expansion of transportation options in underserved areas outside Manhattan. </p>

<p>New York City currently does not allow just anyone to become a driver for UberX or Lyft and then use their own personal car. Every for-hire car has to belong to a base station and be issued its own license, as well as be operated by a licensed for-hire driver. Uber has opened its own bases and also relies on drivers from other bases who operate on the Uber platform and take ride requests through its app. </p>

<p>The proposed slow down would mean bases with over 500 cars can grow at one percent over the next year, those with 20 or more can grow at five percent, and bases with less than 20 cars can grow at 15 percent. Uber would be restricted to a tough one percent growth in adding vehicles to its own fleet at the six bases it currently operates, but there is no limit to the number of drivers they can sign up to work at bases operated by other companies. Uber could also apply to open new bases in the outer boroughs. As long as there is demand to meet the supply, Uber could continue to add drivers to its service at a good clip, just not new cars. The whole premise of Uber is that it's really a tech platform, a marketplace matching supply and demand. So adding jobs through other fleets is natural for Uber. That makes the claim that 10,000 of the jobs it plans to add over the next year would disappear if it can't license an unlimited supply of new cars rather hard to

swallow.</p>

<p>New York City's number two politico, deputy mayor Anthony Shorris, sat down recently with Uber's chief strategist David Plouffe, a former Obama campaign manager. The aim was to discuss the proposed limit on growth and issues vital to the city's health. Shorris wanted to know whether Uber should be contributing to the MTA budget. A portion of every taxi fare in New York City goes to supporting mass transit; Uber and other for hire services currently don't contribute. The rise of services like Uber and Lyft has led to a decline in the number of taxi hails, and the city, reasonably, would like to have Uber help in plugging the hole in that budget. If it wants to profit by driving these streets, it should contribute to the overall health of our transportation system.</p>

<p>Shorris also wanted to know about Uber's plans for making its cars accessible to people with disabilities. New York City has approved a plan to make half its taxi fleet accessible by 2020. So far, Uber has not made any similar promises. According to people present, the meeting between Shorris and Plouffe did not go well. Uber refused to discuss any of these issues so long as the hiring slowdown was still a possibility. In the aftermath it went on the offensive with attack ads and press releases. This is now a public and very nasty feud.</p>

<p>Uber's response is troubling, and par for the course. Whenever government want to regulate, Uber goes on the offensive. Take the question of accessibility. This is not a petty grievance isolated to New York City. In California, the company was recently slapped with a multi-million dollar fine and potential suspension of its operating license for its failure to share data around accessibility. Attorneys general in other states are investigating. Given that Uber's avowed aim is to replace the taxi industry, it makes sense that government would hold this new mode of transportation accountable when it comes to universal access. Instead of working on this problem, Uber is battling the requirements in court.</p>

<p> A city is a living organism, and its health requires care. As DeBlasio smartly wrote, "We wouldn't let ExxonMobil or Wal-Mart or any other corporate giant operate in New York City without basic rules in place to protect the public." Uber may be a new kind of company and a great job creator, but that does not mean it has carte blanche to grow as much or as fast as it wants.</p>

On Mon, Jul 20, 2015 at 10:59 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote: Attached, and some additional material below:

Manhattan CBD Daytime Traffic Speeds – Based on Taxi GPS

Fiscal Year	Avg. Speed	Calendar Year	Avg. Speed
2009 (7/08-6/09)	9.15	2009	9.27
2010 (7/09-6/10)	9.38	2010	9.35
2011 (7/10-6/11)	9.16	2011	8.93
2012 (7/11-6/12)	9.09	2012	9.3

2013 (7/12-6/13)	9.14	2013	8.9
2014 (7/13-6/14)	8.72	2014	8.51

***As of May 2015 (Fiscal 2015), PRELIMINARY DATA Daytime Traffic Speeds in the CBD had dropped to 7.96 mph

On background:

All yellow taxis are equipped with GPS devices. DOT receives yellow taxi GPS data from the TLC in order to study travel patterns and analyze vehicle traffic speeds, especially in Manhattan. Each year, DOT calculates the average speed of all yellow taxis traveling with passengers between the hours of 8AM-6PM within the Manhattan CBD. Speeds reflect both time in motion and time spent stopped in traffic or at red lights. The taxi GPS system is the most robust source of speed data in the Manhattan CBD; average speed data is based on a sample size of about 24 million CBD taxi trips per year.

For taxi GPS, the City has reliable data going back to the fall of 2008. *2014 (both calendar and fiscal year) is the slowest year on record since DOT began analyzing taxi GPS data.* DOT used calendar year data to enable comparison to the latest data available—calendar year 2014. The result does not change significantly if you use 2009 as a base year, instead of 2010. The data show an 8.2% drop in speeds between calendar 2009 and 2014. Preliminary data from 2015 confirm this trend: speed in May 2015 were down to 7.96 mph (this is the figure you’d use if you were comparing fiscal years).

As part of the upcoming study study, the City will analyze the role that increased traffic from the Bronx, Brooklyn, Upper Manhattan, Queens, and New Jersey may be playing in increased congestion in the Manhattan CBD. **A preliminary review shows that traffic volumes into the CBD have been flat or slightly down between 2010 and 2014, indicating that external traffic into the CBD is not a primary factor in increasing traffic in the Manhattan CBD.** [Preliminary data indicate that average daily traffic into the Manhattan CBD in 2014 is at its lowest level since 2001.]

Average Fall Weekday Vehicles Entering the Mn and Mn CBD

Year	Mn CBD Only	All Mn Crossings
2000	831,000	1,955,506
2001	696,000	1,712,961
2002	792,000	1,857,050
2003	817,000	1,897,411
2004	822,000	1,908,565
2005	805,000	1,884,733
2006	801,000	1,907,118

2007	791,000	1,880,818
2008	756,000	1,830,907
2009	771,000	1,828,065
2010	778,000	1,848,718
2011	764,000	1,808,247
2012	751,000	1,806,649
2013	747,000	1,807,484
2014	731,000	1,776,013

% change 2010-2014 Mn CBD traffic: -6.0%

% change 2010-2014 All Mn crossings: -3.9%

From: Ben Popper [mailto:ben.popper@theverge.com]

Sent: Monday, July 20, 2015 10:56 AM

To: Norvell, Wiley

Subject: Re: Comment for story on proposed cap to Uber drivers

Thanks for chatting this morning.

Don't forget to send over that data and details on the proposed cap.

Cheers, Ben

On Mon, Jul 20, 2015 at 9:56 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Hey Ben—you can reach me at [646-422-9614](tel:646-422-9614). Happy to discuss.

Best,

Wiley Norvell

Deputy Press Secretary

Office of New York City Mayor Bill de Blasio

[\(212\) 788-2958](tel:212-788-2958)

[\(917\) 428-8307](tel:917-428-8307) (mobile)

wnorvell@cityhall.nyc.gov

@wileynorvell

Begin forwarded message:

From: Ben Popper <ben.popper@theverge.com>

Date: July 20, 2015 at 9:54:42 AM EDT

To: <NGrybauskas@cityhall.nyc.gov>

Subject: Comment for story on proposed cap to Uber drivers

Hello Mrs. Grybauskas - I'm going to be covering the City Hall vote tomorrow on a proposed cap to the number of Uber drivers who can operate in NYC. I would love to chat today to get context on background and perhaps a quote for the record. Can you assist, or connect me with a communications person who

can?

Thanks, Ben

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Ben Popper
Business Editor - [The Verge](#)



From: [Tim Fernholz](#)
To: [Norvell, Wiley](#)
Subject: Re: FW: STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS
Date: Thursday, July 23, 2015 9:10:37 AM
Attachments: [image001.png](#)

<http://qz.com/462206/uber-should-savor-its-new-york-win-because-it-may-be-paying-for-the-subway-before-long/>

On Wed, Jul 22, 2015 at 5:33 PM, Tim Fernholz <tim@qz.com> wrote:
Great, thanks!

On Wed, Jul 22, 2015 at 5:26 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Call you in a sec!



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE: July 22, 2015

CONTACT: pressoffice@cityhall.nyc.gov, (212) 788-2958

STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS

“Today the administration, City Council and Uber have agreed to a framework that will advance the city’s vital policy goals for passengers, drivers and the public. It sets in motion a plan to guide a comprehensive and fair public response, driven by data, to the increase in for-hire vehicles. And it ensures that the future growth of this industry matches the values and the interests of New Yorkers.

“Specifically, the City will move forward with a traffic study, to conclude at the end of November, to examine the impact of Uber and the for-hire vehicle industry on traffic

congestion on New York City streets. Uber will share information for the study above and beyond what has previously been provided, with safeguards to protect privacy. Uber has also agreed to maintain its approximate current rate of growth and not flood the streets with new licenses and vehicles. In addition to the traffic study, the City and transportation stakeholders will participate in a larger review of the entire taxi, FHV and livery industries, with a particular focus on revenue for public transit, consumer protections, driver and employee protections, and accessibility for people with disabilities. The cap legislation currently before the City Council will be tabled throughout the traffic study process.

“Taken together, these elements represent a smart and fair way to address the issues posed by the FHV industry in New York. The City’s goals and obligations are clear – protect the public, encourage growth and innovation, and keep New York City moving. This framework enables the City to accomplish each of these critical responsibilities.”

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Tim Fernholz
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Tim Fernholz
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From: [Thompson, Ben \(NBCUniversal\)](#)
To: [Allan J. Fromberg](#)
Cc: [Norvell, Wiley](#); [Gordon, Greg \(TLC\)](#)
Subject: Re: CNBC Inquiry
Date: Thursday, July 23, 2015 5:00:14 PM

Too bad re: tomorrow - but we'd be happy to have Meera back soon!

Ben Thompson
CNBC Sr. Segment Producer
o: 201.735.2290
c: 201.280.4931

Sent from my iPhone

On Jul 23, 2015, at 4:19 PM, Fromberg, Allan (TLC) <frombera@tlc.nyc.gov> wrote:

Okay, this time copying Wiley!

From: Fromberg, Allan (TLC)
Sent: Thursday, July 23, 2015 4:19 PM
To: 'Thompson, Ben (NBCUniversal)'
Cc: Gordon, Greg (TLC)
Subject: RE: CNBC Inquiry

Ben, SO sorry for the delay, but it's been a bear of a week, if you know what I mean. Listen, unfortunately there's no way Meera can do this tomorrow, but I have enlisted the aid of my colleague Wiley Norvell at the Mayor's Office to assist. Raincheck please? Meera loves being on with you guys!

From: Thompson, Ben (NBCUniversal) [<mailto:Ben.Thompson@nbcuni.com>]
Sent: Thursday, July 23, 2015 3:20 PM
To: Fromberg, Allan (TLC)
Cc: Gordon, Greg (TLC)
Subject: Re: CNBC Inquiry

Thanks for trying - definitely a worthy discussion for our audience - so hoping we can make it work!

Best,

Ben Thompson
CNBC Sr. Segment Producer
o: 201.735.2290
c: 201.280.4931

Sent from my iPhone

On Jul 23, 2015, at 1:37 PM, Fromberg, Allan (TLC) <frombera@tlc.nyc.gov> wrote:

Things are a bit up in the air here schedule-wise. Will have to get back to you asap!

From: Thompson, Ben (NBCUniversal) [<mailto:Ben.Thompson@nbcuni.com>]
Sent: Thursday, July 23, 2015 1:28 PM
To: Fromberg, Allan (TLC)
Subject: Re: CNBC Inquiry

Allan:

We'd be honored to have Meera join us tomorrow AM at 10:50a on set at NYSE.

I look forward to hearing from you!

Best,

Ben Thompson
CNBC Sr. Segment Producer
o: 201.735.2290
c: 201.280.4931

Sent from my iPhone

On Jul 23, 2015, at 11:47 AM, Thompson, Ben (NBCUniversal) <Ben.Thompson@nbcuni.com> wrote:

Allan:

Just following up - we'd still be interested in having Meera join tomorrow - despite the delayed NYC Uber plans

Ben Thompson | Sr. Segment Producer | Phone: 201-735-2290 | Cell:
201-280-4931 | @BenThompson00
CNBC
First in Business Worldwide
900 Sylvan Avenue | Englewood Cliffs, NJ 07632

From: Fromberg, Allan (TLC) [frombera@tlc.nyc.gov]
Sent: Tuesday, July 21, 2015 11:03 AM
To: Thompson, Ben (NBCUniversal)
Subject: RE: CNBC Inquiry

Working on it!

From: Thompson, Ben (NBCUniversal)
[\[mailto:Ben.Thompson@nbcuni.com\]](mailto:Ben.Thompson@nbcuni.com)
Sent: Tuesday, July 21, 2015 10:33 AM

To: Fromberg, Allan (TLC)
Subject: RE: CNBC Inquiry

Thank you!

We could definitely do Friday morning in the 11a hour.

Ben Thompson | Sr. Segment Producer | Phone: 201-735-2290 | Cell:
201-280-4931 | <image001.gif> @BenThompson00



First in Business Worldwide

900 Sylvan Avenue | Englewood Cliffs, NJ 07632

From: Fromberg, Allan (TLC) [<mailto:frombera@tlc.nyc.gov>]
Sent: Monday, July 20, 2015 3:19 PM
To: Thompson, Ben (NBCUniversal)
Subject: RE: CNBC Inquiry

Will give that a shot and let you know.

From: Thompson, Ben (NBCUniversal)
[<mailto:Ben.Thompson@nbcuni.com>]
Sent: Monday, July 20, 2015 2:35 PM
To: Fromberg, Allan (TLC)
Subject: RE: CNBC Inquiry

Thanks for clarifying Allan – and I used the term cap as a quick way to sum up- definitely understand the nuances to it all.

Given that this could be Thursday or Friday – perhaps we can see if Meera could join either morning in the 10a or 11a hours?

Ben Thompson | Sr. Segment Producer | Phone: 201-735-2290 | Cell:
201-280-4931 | <image001.gif> @BenThompson00



First in Business Worldwide

900 Sylvan Avenue | Englewood Cliffs, NJ 07632

From: Fromberg, Allan (TLC) [<mailto:frombera@tlc.nyc.gov>]
Sent: Monday, July 20, 2015 2:26 PM
To: Thompson, Ben (NBCUniversal)
Subject: RE: CNBC Inquiry

A few important clarifications! 1) it's not "Mayor de Blasio's Uber cap." It's two pieces of City Council-sponsored legislation that, approved, would create a one-year "pause" during which there will be limited growth (bases can add between two and 15% more vehicles, depending on how big they are), to assist in

the council-proposed congestion/environmental study (the second bill would specify the study), and it would be imposed on the entire For-Hire Vehicle (FHV) industry, not just Uber – Uber just happens to have 20,638 out of the total 63,451 FHVs. 2) It's not a licensing pause for drivers, it's just a pause on the issuance of additional vehicle licenses. There would still be significant opportunities for drivers!

So, I can't speak for the Council's process, but I can tell you that the earliest the bill could be voted on is Thursday, July 23.

When did you want the interview?

From: Thompson, Ben (NBCUniversal)
[<mailto:Ben.Thompson@nbcuni.com>]
Sent: Monday, July 20, 2015 1:58 PM
To: Fromberg, Allan (TLC)
Subject: CNBC Inquiry

Allan:

Ben Thompson here with CNBC's *Squawk on the Street*, I hope you are well! I know you've worked with my colleague, Emily Caruthers in the past, but she has since left the company & I wanted to check in with two quick questions:

1. When will Mayor de Blasio's Uber caps set to take effect? I've been hearing tomorrow?
2. Might Meera Joshi consider joining us to discuss the impact & the NYC TLC Response?

Best,

Ben Thompson | Sr. Segment Producer | Phone: 201-735-2290 | Cell:
201-280-4931 | <image001.gif> @BenThompson00



First in Business Worldwide

900 Sylvan Avenue | Englewood Cliffs, NJ 07632

From: [Fromberg, Allan \(TLC\)](#)
To: [Hagelgans, Andrea](#); [Anderson, Michael \(TLC\)](#); [Furrey, Charles \(TLC\)](#); [Garber, Jeffrey \(TLC\)](#); [Genser, Emily \(TLC\)](#); [Goddin, Daniel \(TLC\)](#); [Goldapper, Ira \(TLC\)](#); [Singleton, Jessica](#); [Grunfeld, Jeffrey S. \(TLC\)](#); [Kurland, Ben \(TLC\)](#); [Labadie, Madeline \(TLC\)](#); [Murray, Edward \(TLC\)](#); [Paulucci, Theadora \(TLC\)](#); [Rausen, Joanne \(TLC\)](#); [Roth, Jeffrey \(TLC\)](#); [Spitalnick, Amy \(OMB\)](#); [Sukonnik, Marina \(TLC\)](#); [Vais, Izabella \(TLC\)](#); [Valdivia, Midori \(TLC\)](#); [Walsh, Keith \(TLC\)](#); ["billheinzen@gmail.com"](#); [Wilson, Chris \(TLC\)](#); [Cohen, Sherry \(TLC\)](#); [Davidson, Cindi \(TLC\)](#); [Miller, Dawn \(TLC\)](#); [Williams, Dominic](#); [Eluto, Sherryl \(TLC\)](#); [Fox, Aileen \(TLC\)](#); [Freud, Conan \(TLC\)](#); [Gordon, Greg \(TLC\)](#); [Grindley, Martin \(TLC\)](#); [Joshi, Meera \(TLC\)](#); [Joyce, Patrick \(TLC\)](#); [Ahlers, Kate O'Brien \(Law\)](#); [Klahr, David \(TLC\)](#); [Leyva, Erika \(TLC\)](#); [Goldberg-Cahn, Michelle \(Law\)](#); [Moore, Elaine \(TLC\)](#); [Paolucci, Nicholas \(Law\)](#); [Quintero, Omar \(TLC\)](#); [Rojas, Carmen \(TLC\)](#); [Royter, Serge \(TLC\)](#); [Scanlon, Raymond \(TLC\)](#); [Switzer, Brian \(TLC\)](#); [Timmeny, Daniel \(TLC\)](#); [Wanttaja, Ryan \(TLC\)](#); [Weiss, Gary \(TLC\)](#); [Norvell, Wiley](#)
Subject: Looking for a few good fights
Date: Tuesday, August 04, 2015 8:37:07 AM

MASHABLE

The man who saved Uber in New York is looking for new startups

PHOTO: Josh Mohrer, left, New York's general manager for Uber, speaks during a press conference rally outside City Hall, while inside lawmakers hold a hearing on the growth of the For-Hire-Vehicle (FHV) industry with a focus on Uber, Tuesday, June 30, 2015, in New York.

BY SETH FIEGERMAN

The man who helped Uber beat New York is looking for other startups.

Bradley Tusk, the former campaign manager for Mayor Michael Bloomberg, is selling what some startups desperately want to buy: advice on how to beat the system. The man who helped Uber weave through many of its regulatory scuffles, including last month's victory in New York, is looking to help other startups do the same — and cash in on Silicon Valley's growing sense of urgency about looming regulatory battles.

"Some of the public disputes companies like Uber and AirBnB have had make the reality of regulation and politics far more apparent to founders and startups, which creates both a need on their end and (hopefully) an opportunity on ours," says Tusk, an early Uber political advisor who is now launching Tusk Ventures, billed as the first political strategy firm targeting startups only.

In barely five years, Uber has built a political machine that can beat down some of the nation's most powerful local regulators. The ride-hailing service has successfully pressured lawmakers from Kansas and Virginia to pass more favorable laws and recently convinced the mayor of New York City to back down in a high-profile fight to cap Uber's growth.

Tusk first got involved with Uber in 2011, one year after it launched, when a friend suggested he meet with a "transportation startup with some regulatory issues." Tusk previously worked as the campaign manager for New York City Mayor and billionaire media tycoon Michael Bloomberg. He discovered the startup had no government or public relations department to speak of, despite having run up against local regulators from its earliest days.

In the early days, Tusk worked with Uber's CEO and general managers in new markets to understand and position themselves to navigate regulatory hurdles. As time went on, he helped build up a team of staffers and consultants to deal with government and media relationships.

"Bradley's advice has been invaluable as we remake an industry protected by entrenched interests. We wouldn't have been so successful without his work," Travis Kalanick, CEO of Uber Technologies, said in a statement to Mashable.

Tusk's new consulting firm, staffed with political and legal experts from the beltway and beyond, promises to repeat many of Uber's accomplishments: "fight off unwanted regulatory aggression," "block

passage of harmful legislation" and "develop and burnish their public reputation."

It's a pitch that may find an eager audience. The on-demand market is rife with legal issues: car-hailing services like Uber, Lyft and Sidecar must contend with existing taxi regulations requiring specific permits and background checks. Airbnb is dealing with housing laws. And delivery startups like Instacart and Shyp — as well as Uber — are feeling pressure to reclassify their workforce as employees entitled to benefits, rather than independent contractors.

"There's talk of VCs becoming more and more concerned about on-demand startups because of the potential regulatory and labor issues. Startups are definitely being more proactive in thinking about it," says Steve Schlafman, a seed investor with RRE Ventures. That, he says, requires an Uber-like combination of political consultants and experts on staff.

This is a noticeably different approach from the tech giants of yesteryear, like Google and Facebook, which did not immediately impact large existing businesses or touch the offline world, and were therefore not forced to tackle regulatory issues until much later in their timeline.

"Uber is a bit unusual in that it began its lobbying efforts pretty quickly after getting launched," Viveca Novak, a spokesperson for the Center for Responsive Politics, told Mashable in an earlier interview. "Often companies, particular in the tech industry, chug along for a while before realizing they need a stronger Washington presence, a la Google."

Uber and Airbnb, flush with billions in private financing, each spent \$200,000 or more on lobbying in D.C. last year and are likely to spend significantly more than that in 2015, according to data from the Center for Responsive Politics.

"Just having a superior platform or engineering or idea isn't necessarily enough," Tusk says. "If someone has the power to shut you down, it's critical to understand it and understand whether and how you can handle it. Otherwise, at best, you're going to spend a lot of time and money dealing with issues that are not core to your growth and at worst, you won't exist at all."

From: [Norvell, Wiley](#)
To: ["Sara Pepitone"](#)
Subject: RE: Anthony Shorris + transportation
Date: Thursday, August 06, 2015 2:49:18 PM

Give me a few more min here. Broadly good.

From: Sara Pepitone [mailto:sara.pepitone@gmail.com]
Sent: Thursday, August 06, 2015 2:24 PM
To: Norvell, Wiley
Subject: Re: Anthony Shorris + transportation

Thank you. And thanks again for your time. Nice speaking with you.

This is my scribbling. Let me know what you're comfortable with, meaning quotes and attributions, and if you want to add anything...

Hard infrastructure – buses, subways – moves everyone. Investments in transportation, like the \$300-million, 14-mile, Woodhaven and Cross Bay Boulevard north-south bus route, are important. But the City and its residents have long known that the gap-filling, less traditional, more nimble services are important too, especially as jobs and residences expand to transportation-starved areas. The Last Mile, that too-long walk to the closest station, is a problem that could be solved with a variety of transportation alternatives

“We want to be able to try everything,” said a spokesperson for the City. “Slamming doors inhibits growth.” Imagine a Soundview, Bronx resident who can get a job in south Brooklyn or go to Rockaway beach because of a ferry priced like other MTA modes (\$2.75). This winter the City issued a RFP for a manager of the first 5-borough ferry system in a century. Expected annual ridership of 4.6 million isn’t quite the subway weekday -5.6 million in 2014 – but it’s a significant fraction nonetheless.

“The beauty is not just extra capacity or an extra seat improving quality of life, it’s the creation of trips and economic activity that would not have happened otherwise,” said a spokesperson for the City. “That’s where the money is. That’s what the subway did 110 years ago.”

Last month a committee of 15 developers and urban planners hired HR&A Advisors to consider a streetcar or light-rail connecting Astoria to Sunset Park. North-south connects are a deficit everywhere. Like the committee the City is awaiting analysis.

CITY IS NOT ON THAT COMMITTEE, RIGHT?

—

Following City Hall's truce with Uber, Bandwagon was one of 12?? transportation tech companies invited by Deputy Mayor Shorris last month for a preliminary discussion to help shape future For-Hire Vehicle (FHV) policy. “The goal is to have a coherent regulatory framework,” said a spokesperson for the City. “Rideshare really interests us. The regulatory environment has to keep up to help the industry grow responsibly and protect consumers.”

On Thu, Aug 6, 2015 at 1:22 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Ferry map attached.

Bike share release here:

FOR IMMEDIATE RELEASE -- August 5, 2015

CONTACT:

Dani Simons, media@motivateco.com; (347) 916-0215

Madeline Kaye, Madeline.Kaye@berlinrosen.com; (646) 200-5297

Scott Gastel/Bonny Tsang, sgastel@dot.nyc.gov/btsang@dot.nyc.gov; (212) 839-4850

Andrew Brent, andrew.brent@citi.com; (212) 559-1299

Citi Bike[®] Launches Expansion by Opening First Station in Long Island City, Queens

Citi Bike[®] to double in size over next two years

NYC DOT Commissioner Polly Trottenberg and Motivate CEO Jay Walder speak about commitment to making bicycling safer, more attractive and more accessible to all New Yorkers

NEW YORK – New York City Department of Transportation (DOT) Commissioner Polly Trottenberg and Motivate CEO Jay Walder kicked off Citi Bike’s dramatic expansion plans by activating the first station in Long Island City, Queens on Wednesday. This is the first step of a larger expansion plan that will double the size of the popular bike share network from 6,000 to 12,000 bikes over the course of two years as it grows across New York City. Twelve stations will be installed in Long Island City beginning this week and expansion will continue immediately into Greenpoint, Williamsburg, and more of Bedford-Stuyvesant, for a total of 91 stations. Expansion will then continue into Upper East and Upper West Sides, from 59th Street to 85th Street, with another 48 stations. These first 139 stations of Citi Bike’s expansion will be installed by early fall. Citi Bike riders have taken over 20 million trips since the program launched over Memorial Day weekend 2013.

The expansion is supported by an increased sponsorship commitment from Citi of up to \$70.5 million extended through 2024, a \$21 million increase in the credit facility from the Goldman Sachs Urban Investment Group and an infusion of private capital from Motivate’s investors.

DOT and Motivate arrived at the siting plan for the station locations through a comprehensive public engagement process that included more than a hundred meetings with the public and community stakeholders through the course of several years. By 2017, Citi Bike will also expand to the neighborhoods of Harlem, Astoria, Prospect Heights, Crown Heights, Park Slope, Carroll Gardens, Boerum Hill, Cobble Hill, Red Hook, and Gowanus.

To prepare for expansion and further improve service for its customers, Motivate replaced the

software that powers Citi Bike and replaced hardware at all existing stations and docking points. These measures have allowed Motivate to deliver accurate, real-time information to customers about bike and dock availability via the Citi Bike App, and improved the ease and reliability of docking bikes. Motivate also overhauled the entire 6,000 bike fleet and created an entirely new line of custom designed bikes. Developed in partnership with Olympic bike designer Ben Serotta, the bikes offer a series of new features and comforts including higher-quality parts and upgraded seats to prevent water from pooling when it rains. The end result is that each bike will spend more time on the street and less in the repair shop. One thousand new bikes were added to the fleet to meet demand, and an additional 1,400 will be put into circulation this summer to stock expansion stations. Motivate has also stepped up their efforts to improve bike and docking point availability at high-volume stations with the use of valets, and the company is finding new ways to move bikes around the system to the places riders need them the most.

“Thanks to the leadership of Mayor Bill de Blasio, residents of Queens will see Citi Bike in the Long Island City for the first time starting today!” said **DOT Commissioner Polly Trottenberg**. “We are thrilled to see the bikeshare program expand to Queens, more of Brooklyn, and into upper Manhattan for the first time this year and are already hard at work doing community outreach for expansion into further parts of the city.”

“Nine months ago New Yorkers wondered about the future of Citi Bike,” said **Jay Walder, President and CEO of Motivate**. “Today New Yorkers see a much improved, and now expanding system. It is a credit to the hard work of our staff, the Department of Transportation and our sponsors and our financing partners, and it’s really just the beginning. We look forward to seeing Citi Bike double in size over the next two years.”

“We are thrilled to enable the expansion of Citi Bike and bring the blue bikes to Queens,” said **Citi Head of Public Affairs Edward Skyler**. “We have seen only the beginning of what Citi Bike can do to ease transportation, help New Yorkers live healthier lives and make our city more sustainable, and we are proud to help fulfill its far-reaching promise.”

“We are excited to see the success of Citi Bike and to further support the program’s expansion with additional financing, increasing our commitment to over \$60 million,” said **Margaret Anadu, Managing Director in the Goldman Sachs Urban Investment Group**. “This expansion will not only increase access to affordable green transportation but will also create quality jobs and sustainable economic development.”

"After years of hard work, I am proud to join Commissioner Trottenberg in announcing Citi Bike has arrived in Queens," said **New York City Council Majority Leader Jimmy Van Bramer**. "Since its inception Citi Bike has provided New Yorkers with a vital alternative mode of transportation that is empowering tens of thousands every single day. Now we in Queens will have that opportunity. For years I fought to have our borough incorporated into the nation's largest bike share network and today that becomes a reality. I want to thank the Administration, Motivate and the Department of Transportation for working with my office to expand Citi Bike into Western Queens. I look forward to continuing our collaboration as we work to expand this popular program into Astoria, Sunnyside Woodside and beyond!"

“I am proud to have gotten western Queens included in the Citi Bike expansion plans. The inclusion of Long Island City was a long time coming but I am glad it has finally arrived,” said **State Senator Michael Gianaris**. “Bike share will allow people to enjoy our neighborhood in a healthy, fun way and facilitate easier travel around western Queens, an

area in dire need of better mass transit. I am thrilled to see western Queens given the opportunity to enjoy the benefits of Citi Bike and look forward to its further expansion into more of our neighborhoods.”

"I am an avid Citi Bike rider, and the expansion of stations into Bedford-Stuyvesant, Greenpoint, and Williamsburg will expand opportunities for me and my fellow Brooklyn cyclists to take to the streets. Bike riding is more than recreation; it is daily transportation for an increasing number of commuters. Partners like Citi Bike and the New York City Department of Transportation are to be commended for their continued commitment to cycling,” said **Brooklyn Borough President Eric Adams**.

"It didn't take long for Citi Bike to become a key option in our transit network," said **State Senator Daniel Squadron**. "Expanding Citi Bike is especially meaningful in neighborhoods where transit options are not as robust, such as those along the waterfront in North Brooklyn in my district. Thanks to Mayor de Blasio, Commissioner Trottenberg, and all of the partners for continuing to build this successful program."

“I am thrilled that Citi Bike is expanding further into my district. With the population explosion in Williamsburg and Greenpoint we need all the transportation options we can get. The New York City Department of Transportation surely sees the benefits of expanding the transportation network for cyclists, as witnessed with the upcoming Pulaski Bridge dedicated bike lane and the newly installed Greenpoint Avenue Bridge bike lane. Not only does this help people connect to other transportation options, it also promotes the live/work community that Williamsburg and Greenpoint has become. I commend Commissioner Trottenberg for realizing the importance of cycling to my constituents, and the city as a whole,” said **Assemblyman Joseph R. Lentol (D-North Brooklyn)**

“With Citi Bike, NYC has created a thriving new public transit program with no tax payer dollars. I’m extremely pleased that this expansion will create even more Citi Bike employment and will give additional BedStuy residents an opportunity to give bike sharing a try,” said **Council Member Robert E. Cornegy, Jr.** “In fact, I expect that many residents will find the service is a great way to get to their jobs, local parks and other forms of transit and make cycling a regular part of their lives. I can’t wait to see all these new riders on the streets.”

“The expansion of Citi Bike in Brooklyn means more New Yorkers will have access to an environmentally-friendly mode of transportation. I applaud the Department of Transportation and Motivate for sustaining New York’s bike sharing program, which is an inexpensive and flexible option for daily commuters and tourists,” said **Council Member Laurie A. Cumbo**.

“The extension of Citi Bike to neighborhoods that are underserved by mass transit is an investment that our Partnership Fund was proud to make, “ stated **Kathryn Wylde, President & CEO of the Partnership for New York City**. “Motivate is taking the steps necessary to make bike sharing in New York more efficient and convenient, which will result in greater utilization for commuting to work as well as leisure activity.”

“Long Island City has eagerly anticipated the arrival of bikeshare since Citi Bike first began, and we are thrilled that it has finally arrived,” said **Elizabeth Lusskin, President of the LIC Partnership**. “We thank our local elected officials and everyone who worked so hard to bring bikeshare to our community. This expansion will be key to helping residents, visitors

and workers get into and around LIC, experiencing all that we have to offer.”

Citi Bike’s annual membership costs \$149 a year, but for any New York City Housing Authority resident, a membership costs only \$60. Additionally, to celebrate its expansion, Citi Bike is offering a \$25 discount to new members who sign up by August 31. For more details about membership, riders can find out more and view station maps at www.citibikenyc.com/expansion.

###

Neighborhood	Citi Bike Stations to be installed in 2015
Long Island City	12
Greenpoint	20
Williamsburg	33
Bedford Stuyvesant	26
Upper East Side	27
Upper West Side	21

###

ABOUT THE CITI BIKE PROGRAM

The Citi Bike program is New York’s bike share system with thousands of bikes at hundreds of stations every few blocks in Manhattan below 59th Street; in the Brooklyn neighborhoods of Brooklyn Heights, Bedford-Stuyvesant, Williamsburg, Clinton Hill, Fort Greene and DUMBO; and Long Island City Queens. More stations are coming soon to Greenpoint, the Upper East and Upper West Sides. Annual members receive an electronic key to undock a bike from any station, allowing unlimited trips up to 45 minutes without incurring any additional costs. Twenty-four-hour and seven-day access passes are available for purchase at any Citi Bike station and provide unlimited 30-minute trips. There have been over 20 million trips on Citi Bike since the program launched in 2013.

ABOUT MOTIVATE

Motivate is a global leader in bike share. A full-service bike share operator and technology

innovator, Motivate works to re-envision how people experience and move around cities. Motivate currently manages all of the largest bike share systems in the United States and many of the largest systems in the world, including Bay Area Bike Share (California Bay Area), Citi Bike (New York), Divvy (Chicago), CoGo Bike Share (Columbus, Ohio), Capital Bike Share (Washington, D.C.; Arlington and Alexandria, Va.; and Montgomery County, Md.), Hubway (Boston, Somerville, Cambridge and Brookline, Mass.), Pronto (Seattle), Bike Chattanooga (Tenn.), Bike Share Toronto and Melbourne Bike Share in Australia as well as Bay Area Bike Share. Motivate's newest system is Citi Bike Jersey City, N.J., that will be compatible with New York City's Citi Bike program.

-----Original Message-----

From: Sara Pepitone [mailto: [REDACTED]]

Sent: Thursday, August 06, 2015 10:57 AM

To: Norvell, Wiley

Cc: Spitalnick, Amy (OMB); Mayor's Press Office

Subject: Re: Anthony Shorris + transportation

2pm today (so I can submit before 3). Thanks for scrambling.

On Thu, Aug 6, 2015 at 10:53 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

> Looking into this. Will get you something. What's drop-dead deadline here?

>

> -----Original Message-----

> From: Sara Pepitone [REDACTED]

> Sent: Thursday, August 06, 2015 10:40 AM

> To: Spitalnick, Amy (OMB)

> Cc: Mayor's Press Office; Norvell, Wiley

> Subject: Re: Anthony Shorris + transportation

>

> Hi,

>

> Checking in. Any word you can share?

>

> One additional question - motorized pedicabs. Anything come of this?:

> http://www.nyc.gov/html/mancb10/downloads/pdf/proposed_motorized_pedic

> [ab_rule_-_w_certifications_-_final_-_5.6.15.pdf](#)

>

> Thank you.

>

> On Thu, Aug 6, 2015 at 8:03 AM, Spitalnick, Amy (OMB) <SpitalnickA@omb.nyc.gov> wrote:

>> +Wiley

>>

>>

>>

>>> On Aug 6, 2015, at 8:02 AM, "[REDACTED]" <[REDACTED]> wrote:

>>>

>>> Good morning,

>>>

>>> I'm working on a story for the Commercial Observer about public transportation. My focus is alternate options like rickshaws, ridesharing and the possible return of a trolley.

>>>

>>> I know Deputy Mayor Anthony Shorris invited folks like Via and Bandwagon in for discussion. I wonder if he has a moment today (my deadline is today) to comment about that meeting - was it part of the overall study? - and the benefit (or not) of varied transportation options overall.

>>>

>>> Also, any thoughts on a trolley/streetcar? Good for NYers? Likely to happen?

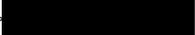
>>>

>>> Thank you.

>>> Let me know if you have questions for me.

>>>

>>> Sara Pepitone

>>> 

>>>

>>>

>>>

>>> <http://www1.nyc.gov/office-of-the-mayor/news/504-15/statement-first->

>>> d

>>> eputy-mayor-anthony-shorris

>>>

>>>

>>>

From: [Fromberg, Allan \(TLC\)](#)
To: [Norvell, Wiley](#); [Joshi, Meera \(TLC\)](#)
Cc: [Gordon, Greg \(TLC\)](#)
Subject: FW: DOT response
Date: Thursday, August 06, 2015 6:51:11 PM

-----Original Message-----

From: Bialik, Carl [mailto:Carl.Bialik@fivethirtyeight.com]
Sent: Thursday, August 06, 2015 6:46 PM
To: Fromberg, Allan (TLC)
Cc: Norvell, Wiley
Subject: Re: DOT response

Allan, also wanted to check if TLC had any comment on what we found in our analysis, for April-Sept. 2014:

78% of Uber pickups were in Manhattan

92% for yellow cabs
30% for green cabs
86% for yellow + green cabs

So that suggests Uber really was disproportionately serving the outer boroughs.

cc-ing Wiley Norvell in case City Hall wants to weigh in on this. Wiley, this is based on trip data we FOILED from TLC for Uber, compared to data TLC has published on yellow and green cabs.

Any comment on what this says about Uber's use for transportation in the city?

And whether there is reason to think any of the above numbers are different in 2015?

Writer, FiveThirtyEight <<http://fivethirtyeight.com/>> carl.bialik@fivethirtyeight.com
+1-718-875-0272
<http://fivethirtyeight.com/contributors/carl-bialik/>

On 8/6/15, 8:05 PM, "Fromberg, Allan (TLC)" <frombera@tlc.nyc.gov> wrote:

>Hi, Carl.....I'm removing the DOT folks after this....no reason for me

>to bug them any further!

>

>So, the aggregate data you received which represented July 1 through
>September 30, 2014, was actually the product of a directive that we had
>issued to the 16 largest For-Hire Vehicle (FHV) bases, which happened
>to encompass five Uber bases. We have begun the routine collection of
>FHV trip data, thanks to rules that were approved late last year giving
>us the authority to do so. I believe the first batch of Uber aggregate
>data for a portion of 2015 is available via the FOIL process.

>

>And yes, just to confirm, the data we require for submission does not
>include drop-off specifics.

>

>

>

>-----Original Message-----

>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]

>Sent: Thursday, August 06, 2015 1:54 PM

>To: Fromberg, Allan (TLC); 'SGastel@dot.nyc.gov'

>Cc: 'btsang@dot.nyc.gov'; 'gchin@dot.nyc.gov'; 'jbayona@dot.nyc.gov'

>Subject: Re: DOT response

>

>Thanks very much for your help with my piece a couple of weeks ago.

>

>Wanted to check on something for a potential followup.

>

>I FOILED trip data for Uber from TLC, and was sent data on trips from 5
>Uber bases for April-Sept. 2014, including pickup latitude and
>longitude, date and time. I wanted to be able to put that data into context.

>

>How was the data collected? Was every base required to submit trip data
>for that period? And was it only pickup not dropoff location that was
>reported? Has that data been collected continuously by TLC since April
>2014? Will TLC share it online as it has done with green and yellow cab
>data?

>

>

>

>

>Writer, FiveThirtyEight <<http://fivethirtyeight.com/>>

>carl.bialik@fivethirtyeight.com

>+1-718-875-0272

><http://fivethirtyeight.com/contributors/carl-bialik/>

>

>

>

>

>On 7/23/15, 10:50 PM, "Fromberg, Allan (TLC)" <frombera@tlc.nyc.gov>

>wrote:

>

>>BTW, Carl, background FYI, there's been a bit of confusion about the
>>differential between our 72% app-dispatched in Manhattan number, and
>>Uber's smaller number. In fact, that's attributable to Uber's very
>>tightly defining the "congestion zone" as the CBD below 59th Street,
>>while our area corresponds to the "Yellow Hail Exclusionary Zone"
>>south of 110th Street. Congestion doesn't end at 59th!

>>

>>

>>----- Original Message -----

>>From: Gastel, Scott [<mailto:SGastel@dot.nyc.gov>]

>>Sent: Thursday, July 23, 2015 05:09 PM

>>To: 'carl.bialik@fivethirtyeight.com'

>><carl.bialik@fivethirtyeight.com>

>>Cc: Fromberg, Allan (TLC); Tsang, Bonny <btsang@dot.nyc.gov>; Chin,

>>Gloria <gchin@dot.nyc.gov>; Bayona, Jose <jbayona@dot.nyc.gov>

>>Subject: DOT response

>>

>>Carl: Here is some info on background (from DOT):

>>

>>I CC'd TLC for the question of yours they can address; the second one
>>you sent.

>>

>>

>>As I'm sure you are aware both the Upper West and Upper East Sides are
>>in a very busy, populated and centrally located part of the borough.

>>

>>

>>TLC currently receives only time and pick-up location from each Uber
>>base

>>

>>Under the agreement:

>>· TLC will have access to time, pick-up and drop-off data, as
>>well as path, traffic speed and GPS data, which will significantly
>>improve the quality of our traffic analysis

>>· Uber will anonymize data to protect consumer privacy

>>· We are working collaboratively on methodology for sharing. It
>>could run the gamut from them sending us anonymized data, as they do
>>for Boston, all the way to clean room access to terminals to work with
>>the direct, unvarnished basic transaction data.

>>· We have a shared commitment to maintaining confidentiality of
>>raw data.

>>

>>

>>The DOT traffic model, which can simulate individual vehicles and
>>detailed roadway operations in Midtown, requires specific inputs about
>>the quantity and trip-making behavior (especially pick-up AND drop-off

>>locations) to project travel patterns of FHVs and evaluate their
>>effect on congestion speed. Without those more specific FHV data,
>>accurately simulating those added cars in the model is not possible.
>>The DOT model is not a spreadsheet tool like Komanoff's.
>>
>

From: [Fromberg, Allan \(TLC\)](#)
To: ["Bialik, Carl"; Norvell, Wiley](#)
Cc: [Gordon, Greg \(TLC\)](#)
Subject: RE: DOT response
Date: Thursday, August 06, 2015 7:12:50 PM

That's a good working theory.....also true that there are a number of very active mass transit termini in the area.

-----Original Message-----

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
Sent: Thursday, August 06, 2015 6:56 PM
To: Norvell, Wiley; Fromberg, Allan (TLC)
Subject: Re: DOT response

This is all of Manhattan.

Actual numbers of trips: 80 million total for yellows, 8 million for greens, 4 million for Ubers.

(Presumably Uber share higher in 2015) Yes comments can come in tomorrow.

Also curious, Allan, if any comment on why taxis are relatively dominant in northwest Queens — maybe cabs picking up on way back from LaGuardia dropoffs?

Writer, FiveThirtyEight <<http://fivethirtyeight.com/>> carl.bialik@fivethirtyeight.com
+1-718-875-0272
<http://fivethirtyeight.com/contributors/carl-bialik/>

On 8/6/15, 11:48 PM, "Norvell, Wiley" <WNorvell@cityhall.nyc.gov> wrote:

>carl--let's make sure we're using the right nomenclature here. (Central
>manhattan vs all of manhattan) and actual numbers of trips as well as
>percentages. Let's work with you to get this full info so you have the
>full picture. Can we work on this tomorrow?

>

>----- Original Message -----

>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
>Sent: Thursday, August 06, 2015 06:45 PM
>To: Allan J. Fromberg
>Cc: Norvell, Wiley
>Subject: Re: DOT response

>

>Allan, also wanted to check if TLC had any comment on what we found in
>our analysis, for April-Sept. 2014:

>

>78% of Uber pickups were in Manhattan

>

>92% for yellow cabs

>30% for green cabs

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>
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>
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>>
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>>-----Original Message-----
>>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
>>Sent: Thursday, August 06, 2015 1:54 PM
>>To: Fromberg, Allan (TLC); 'SGastel@dot.nyc.gov'
>>Cc: 'btsang@dot.nyc.gov'; 'gchin@dot.nyc.gov'; 'jbayona@dot.nyc.gov'
>>Subject: Re: DOT response
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>>
>>
>>
>>
>>_____
>>Writer, FiveThirtyEight <<http://fivethirtyeight.com/>>
>>carl.bialik@fivethirtyeight.com

>>+1-718-875-0272
>><http://fivethirtyeight.com/contributors/carl-bialik/>
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>>>From: Gastel, Scott [<mailto:SGastel@dot.nyc.gov>]
>>>Sent: Thursday, July 23, 2015 05:09 PM
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>>>Cc: Fromberg, Allan (TLC); Tsang, Bonny <btsang@dot.nyc.gov>; Chin,
>>>Gloria <gchin@dot.nyc.gov>; Bayona, Jose <jbayona@dot.nyc.gov>
>>>Subject: DOT response
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>>>Carl: Here is some info on background (from DOT):
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>>>I CC'd TLC for the question of yours they can address; the second one
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>>>As I'm sure you are aware both the Upper West and Upper East Sides
>>>are in a very busy, populated and centrally located part of the borough.
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>>>with the direct, unvarnished basic transaction data.
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>>>effect on congestion speed. Without those more specific FHV data,
>>>accurately simulating those added cars in the model is not possible.
>>>The DOT model is not a spreadsheet tool like Komanoff¹s.

>>>
>>
>

From: [Fromberg, Allan \(TLC\)](#)
To: ["Carl.Bialik@fivethirtyeight.com"](mailto:Carl.Bialik@fivethirtyeight.com); [Norvell, Wiley](#)
Cc: [Gordon, Greg \(TLC\)](#)
Subject: Re: DOT response
Date: Thursday, August 06, 2015 9:04:28 PM

In short, yes! Can I just say, there doesn't appear to be even one in 100 reporters who got that nuance, despite the fact that commissioner Joshi testified to that effect at the council hearing!!

Thank you!

----- Original Message -----

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
Sent: Thursday, August 06, 2015 08:05 PM
To: [Norvell, Wiley <WNorvell@cityhall.nyc.gov>](mailto:WNorvell@cityhall.nyc.gov); [Fromberg, Allan \(TLC\)](#)
Subject: Re: DOT response

Also any comment on this questioning of mayor's math on new FHVs?
Is it because of attrition?

<http://iquantny.tumblr.com/post/125760518214/funny-math-fact-check-de-blasi-o-vs-uber>

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On 8/6/15, 11:48 PM, "Norvell, Wiley" <WNorvell@cityhall.nyc.gov> wrote:

>carl--let's make sure we're using the right nomenclature here. (Central
>manhattan vs all of manhattan) and actual numbers of trips as well as
>percentages. Let's work with you to get this full info so you have the
>full picture. Can we work on this tomorrow?

>

>----- Original Message -----

>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
>Sent: Thursday, August 06, 2015 06:45 PM
>To: Allan J. Fromberg
>Cc: Norvell, Wiley
>Subject: Re: DOT response

>

>Allan, also wanted to check if TLC had any comment on what we found in our
>analysis, for April-Sept. 2014:

>

>78% of Uber pickups were in Manhattan

>

>92% for yellow cabs

>30% for green cabs

>86% for yellow + green cabs

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>So that suggests Uber really was disproportionately serving the outer
>boroughs.
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>cc-ing Wiley Norvell in case City Hall wants to weigh in on this. Wiley,
>this is based on trip data we FOIled from TLC for Uber, compared to data
>TLC has published on yellow and green cabs.
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>Any comment on what this says about Uber's use for transportation in the
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>>>>

>>>>TLC currently receives only time and pick-up location from each Uber

>>>>base

From: [Sara Pepitone](#)
To: [Norvell, Wiley](#)
Subject: Re: Anthony Shorris + transportation
Date: Friday, August 07, 2015 12:24:49 PM

I think it's next week's paper - Wed - but not sure. Will let you know

On Fri, Aug 7, 2015 at 12:07 PM, Norvell, Wiley
<WNorvell@cityhall.nyc.gov> wrote:

> Any idea when your piece will pop?

>

> -----Original Message-----

> From: Sara Pepitone [<mailto:sara.pepitone@gmail.com>]

> Sent: Thursday, August 06, 2015 3:24 PM

> To: Norvell, Wiley

> Subject: Re: Anthony Shorris + transportation

>

> Great.

>

> Thank you again. Quotes out. I think we're good. I'm filing shortly.

>

> On Thu, Aug 6, 2015 at 3:21 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

>> Swell.

>>

>> -----Original Message-----

>> From: Sara Pepitone [<mailto:sara.pepitone@gmail.com>]

>> Sent: Thursday, August 06, 2015 3:17 PM

>> To: Norvell, Wiley

>> Subject: Re: Anthony Shorris + transportation

>>

>> Thank you.

>>

>> This work:

>>

>> Following City Hall's truce with Uber, Bandwagon was one of 15 transportation tech companies invited by Deputy Mayors Alicia Glenn and Anthony Shorris last month for a preliminary discussion to help shape future For-Hire Vehicle (FHV) policy. "We see real potential in ride sharing and other innovations to contribute to the transportation network," Wiley Norvell, Deputy Press Secretary, told Commercial Observer. "And we want to engage in a serious and thoughtful conversation with the sector."

>>

>> ?

>>

>> On Thu, Aug 6, 2015 at 3:06 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

>>> From me:

>>>

>>>

>>>

>>> "We see real potential in ride sharing and other innovations to

>>> contribute to the transportation network. And we want to engage in a

>>> serious and thoughtful conversation with the sector."

>>>

>>>

>>>

>>>

>>>

>>> From: Sara Pepitone [<mailto:sara.pepitone@gmail.com>]

>>> Sent: Thursday, August 06, 2015 2:24 PM

>>> To: Norvell, Wiley

>>>

>>>

>>> Subject: Re: Anthony Shorris + transportation

>>>

>>>

>>>

>>> Thank you. And thanks again for your time. Nice speaking with you.

>>>

>>> This is my scribbling. Let me know what you're comfortable with,
>>> meaning quotes and attributions, and if you want to add anything...

>>>

>>>

>>>

>>> ---

>>> Hard infrastructure – buses, subways – moves everyone. Investments in
>>> transportation, like the \$300-million, 14-mile, Woodhaven and Cross
>>> Bay Boulevard north-south bus route, are important. But the City and
>>> its residents have long known that the gap-filling, less traditional,
>>> more nimble services are important too, especially as jobs and
>>> residences expand to transportation-starved areas. The Last Mile,
>>> that too-long walk to the closest station, is a problem that could be
>>> solved with a variety of transportation alternatives

>>>

>>> “We want to be able to try everything,” said a spokesperson for the City.
>>> “Slamming doors inhibits growth.” Imagine a Soundview, Bronx resident
>>> who can get a job in south Brooklyn or go to Rockaway beach because
>>> of a ferry priced like other MTA modes (\$2.75). This winter the City
>>> issued a RFP for a manager of the first 5-borough ferry system in a
>>> century. Expected annual ridership of 4.6 million isn’t quite the
>>> subway weekday -5.6 million in 2014 – but it’s a significant fraction nonetheless.

>>>

>>> “The beauty is not just extra capacity or an extra seat improving
>>> quality of life, it’s the creation of trips and economic activity
>>> that would not have happened otherwise,” said a spokesperson for the City.
>>> “That’s where the money is. That’s what the subway did 110 years ago.”

>>>

>>> Last month a committee of 15 developers and urban planners hired HR&A
>>> Advisors to consider a streetcar or light-rail connecting Astoria to
>>> Sunset Park. North-south connects are a deficit everywhere. Like the
>>> committee the City is awaiting analysis.

>>>

>>> CITY IS NOT ON THAT COMMITTEE, RIGHT?

>>>

>>>

>>> —

>>>

>>> Following City Hall's truce with Uber, Bandwagon was one of 12??
>>> transportation tech companies invited by Deputy Mayor Shorris last
>>> month for a preliminary discussion to help shape future For-Hire Vehicle (FHV) policy.
>>> “The goal is to have a coherent regulatory framework,” said a
>>> spokesperson for the City. “Rideshare really interests us. The
>>> regulatory environment has to keep up to help the industry grow responsibly and protect
consumers.”

>>>

>>>

>>>

>>>

>>>

>>> On Thu, Aug 6, 2015 at 1:22 PM, Norvell, Wiley

>>> <WNorvell@cityhall.nyc.gov>
>>> wrote:
>>>
>>> Ferry map attached.
>>>
>>> Bike share release here:
>>>
>>>
>>> FOR IMMEDIATE RELEASE -- August 5, 2015
>>>
>>>
>>> CONTACT:
>>>
>>> Dani Simons, media@motivateco.com; (347) 916-0215
>>>
>>> Madeline Kaye, Madeline.Kaye@berlinrosen.com; (646) 200-5297
>>>
>>> Scott Gastel/Bonny Tsang, sgastel@dot.nyc.gov/btsang@dot.nyc.gov;
>>> (212)
>>> 839-4850
>>>
>>> Andrew Brent, andrew.brent@citi.com; (212) 559-1299
>>>
>>>
>>> Citi Bike® Launches Expansion by Opening First Station in Long Island
>>> City, Queens
>>>
>>>
>>> Citi Bike® to double in size over next two years
>>>
>>>
>>> NYC DOT Commissioner Polly Trottenberg and Motivate CEO Jay Walder
>>> speak about commitment to making bicycling safer, more attractive and
>>> more accessible to all New Yorkers
>>>
>>>
>>> NEW YORK – New York City Department of Transportation (DOT)
>>> Commissioner Polly Trottenberg and Motivate CEO Jay Walder kicked off
>>> Citi Bike’s dramatic expansion plans by activating the first station
>>> in Long Island City, Queens on Wednesday. This is the first step of a
>>> larger expansion plan that will double the size of the popular bike
>>> share network from 6,000 to
>>> 12,000 bikes over the course of two years as it grows across New York City.
>>> Twelve stations will be installed in Long Island City beginning this
>>> week and expansion will continue immediately into Greenpoint,
>>> Williamsburg, and more of Bedford-Stuyvesant, for a total of 91
>>> stations. Expansion will then continue into Upper East and Upper West
>>> Sides, from 59th Street to 85th Street, with another 48 stations.
>>> These first 139 stations of Citi Bike’s expansion will be installed
>>> by early fall. Citi Bike riders have taken over
>>> 20 million trips since the program launched over Memorial Day weekend 2013.
>>>
>>> The expansion is supported by an increased sponsorship commitment
>>> from Citi of up to \$70.5 million extended through 2024, a \$21 million
>>> increase in the credit facility from the Goldman Sachs Urban

>>> Investment Group and an infusion of private capital from Motivate's investors.

>>>

>>>

>>>

>>> DOT and Motivate arrived at the siting plan for the station locations
>>> through a comprehensive public engagement process that included more
>>> than a hundred meetings with the public and community stakeholders
>>> through the course of several years. By 2017, Citi Bike will also
>>> expand to the neighborhoods of Harlem, Astoria, Prospect Heights,
>>> Crown Heights, Park Slope, Carroll Gardens, Boerum Hill, Cobble Hill, Red Hook, and Gowanus.

>>>

>>>

>>>

>>> To prepare for expansion and further improve service for its
>>> customers, Motivate replaced the software that powers Citi Bike and
>>> replaced hardware at all existing stations and docking points. These
>>> measures have allowed Motivate to deliver accurate, real-time
>>> information to customers about bike and dock availability via the
>>> Citi Bike App, and improved the ease and reliability of docking bikes.
>>> Motivate also overhauled the entire 6,000 bike fleet and created an
>>> entirely new line of custom designed bikes. Developed in partnership
>>> with Olympic bike designer Ben Serotta, the bikes offer a series of
>>> new features and comforts including higher-quality parts and upgraded
>>> seats to prevent water from pooling when it rains. The end result is
>>> that each bike will spend more time on the street and less in the
>>> repair shop. One thousand new bikes were added to the fleet to meet
>>> demand, and an additional 1,400 will be put into circulation this
>>> summer to stock expansion stations. Motivate has also stepped up
>>> their efforts to improve bike and docking point availability at
>>> high-volume stations with the use of valets, and the company is finding new ways to move bikes
around the system to the places riders need them the most.

>>>

>>> "Thanks to the leadership of Mayor Bill de Blasio, residents of
>>> Queens will see Citi Bike in the Long Island City for the first time starting today!"
>>> said DOT Commissioner Polly Trottenberg. "We are thrilled to see the
>>> bikeshare program expand to Queens, more of Brooklyn, and into upper
>>> Manhattan for the first time this year and are already hard at work
>>> doing community outreach for expansion into further parts of the city."

>>>

>>>

>>>

>>> "Nine months ago New Yorkers wondered about the future of Citi Bike,"
>>> said Jay Walder, President and CEO of Motivate. "Today New Yorkers
>>> see a much improved, and now expanding system. It is a credit to the
>>> hard work of our staff, the Department of Transportation and our
>>> sponsors and our financing partners, and it's really just the
>>> beginning. We look forward to seeing Citi Bike double in size over the next two years."

>>>

>>> "We are thrilled to enable the expansion of Citi Bike and bring the
>>> blue bikes to Queens," said Citi Head of Public Affairs Edward Skyler.
>>> "We have seen only the beginning of what Citi Bike can do to ease
>>> transportation, help New Yorkers live healthier lives and make our
>>> city more sustainable, and we are proud to help fulfill its far-reaching promise."

>>>

>>>

>>>

>>> "We are excited to see the success of Citi Bike and to further
>>> support the program's expansion with additional financing, increasing
>>> our commitment to over \$60 million," said Margaret Anadu, Managing
>>> Director in the Goldman Sachs Urban Investment Group. "This

>>> expansion will not only increase access to affordable green
>>> transportation but will also create quality jobs and sustainable economic development."

>>>
>>>

>>> "After years of hard work, I am proud to join Commissioner
>>> Trottenberg in announcing Citi Bike has arrived in Queens," said New
>>> York City Council Majority Leader Jimmy Van Bramer. "Since its
>>> inception Citi Bike has provided New Yorkers with a vital alternative
>>> mode of transportation that is empowering tens of thousands every single day.
>>> Now we in Queens will have that opportunity. For years I fought to
>>> have our borough incorporated into the nation's largest bike share
>>> network and today that becomes a reality. I want to thank the
>>> Administration, Motivate and the Department of Transportation for
>>> working with my office to expand Citi Bike into Western Queens. I
>>> look forward to continuing our collaboration as we work to expand this popular program into
Astoria, Sunnyside Woodside and beyond!"

>>>
>>>
>>>

>>> "I am proud to have gotten western Queens included in the Citi Bike
>>> expansion plans. The inclusion of Long Island City was a long time
>>> coming but I am glad it has finally arrived," said State Senator Michael Gianaris.
>>> "Bike share will allow people to enjoy our neighborhood in a healthy,
>>> fun way and facilitate easier travel around western Queens, an area
>>> in dire need of better mass transit. I am thrilled to see western
>>> Queens given the opportunity to enjoy the benefits of Citi Bike and
>>> look forward to its further expansion into more of our neighborhoods."

>>>
>>>
>>>

>>> "I am an avid Citi Bike rider, and the expansion of stations into
>>> Bedford-Stuyvesant, Greenpoint, and Williamsburg will expand
>>> opportunities for me and my fellow Brooklyn cyclists to take to the
>>> streets. Bike riding is more than recreation; it is daily
>>> transportation for an increasing number of commuters. Partners like
>>> Citi Bike and the New York City Department of Transportation are to
>>> be commended for their continued commitment to cycling," said Brooklyn Borough President Eric
Adams.

>>>
>>>
>>>

>>> "It didn't take long for Citi Bike to become a key option in our
>>> transit network," said State Senator Daniel Squadron. "Expanding Citi
>>> Bike is especially meaningful in neighborhoods where transit options
>>> are not as robust, such as those along the waterfront in North Brooklyn in my district.
>>> Thanks to Mayor de Blasio, Commissioner Trottenberg, and all of the
>>> partners for continuing to build this successful program."

>>>
>>>
>>>

>>> "I am thrilled that Citi Bike is expanding further into my district.
>>> With the population explosion in Williamsburg and Greenpoint we need
>>> all the transportation options we can get. The New York City
>>> Department of Transportation surely sees the benefits of expanding
>>> the transportation network for cyclists, as witnessed with the
>>> upcoming Pulaski Bridge dedicated bike lane and the newly installed
>>> Greenpoint Avenue Bridge bike lane. Not only does this help people
>>> connect to other transportation options, it also promotes the
>>> live/work community that Williamsburg and Greenpoint has become. I

>>>
>>> Neighborhood
>>>
>>> Citi Bike Stations to be installed in 2015
>>>
>>> Long Island City
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>>> 12
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>>> Greenpoint
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>>> Williamsburg
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>>> Bedford Stuyvesant
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>>> Upper East Side
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>>> Upper West Side
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>>> The Citi Bike program is New York's bike share system with thousands
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>>> 59th Street; in the Brooklyn neighborhoods of Brooklyn Heights,
>>> Bedford-Stuyvesant, Williamsburg, Clinton Hill, Fort Greene and
>>> DUMBO; and Long Island City Queens. More stations are coming soon to
>>> Greenpoint, the Upper East and Upper West Sides. Annual members
>>> receive an electronic key to undock a bike from any station, allowing
>>> unlimited trips up to 45 minutes without incurring any additional
>>> costs. Twenty-four-hour and seven-day access passes are available for
>>> purchase at any Citi Bike station and provide unlimited 30-minute
>>> trips. There have been over 20 million trips on Citi Bike since the program launched in 2013.
>>>
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>>> of the largest systems in the world, including Bay Area Bike Share
>>> (California Bay Area), Citi Bike (New York), Divvy (Chicago), CoGo
>>> Bike Share (Columbus, Ohio), Capital Bike Share (Washington, D.C.;
>>> Arlington and Alexandria, Va.; and Montgomery County, Md.), Hubway
>>> (Boston, Somerville, Cambridge and Brookline, Mass.), Pronto

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>>>> http://www.nyc.gov/html/mancb10/downloads/pdf/proposed_motorized_ped
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>>>> ab_rule_-_w_certifications_-_final_-_5.6.15.pdf
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>>>
>>>> Thank you.
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>>>
>>>> On Thu, Aug 6, 2015 at 8:03 AM, Spitalnick, Amy (OMB)
>>>> <SpitalnickA@omb.nyc.gov> wrote:
>>>
>>>>> +Wiley
>>>
>>>>>
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>>>>>
>>>
>>>>> On Aug 6, 2015, at 8:02 AM, "sara.pepitone@gmail.com"
>>>>> <sara.pepitone@gmail.com> wrote:
>>>
>>>>>>
>>>
>>>>>> Good morning,
>>>
>>>>>>
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>>>
>>>>>> Sara Pepitone
>>>
>>>>>> 917-969-1702

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>>>>>> <http://www1.nyc.gov/office-of-the-mayor/news/504-15/statement-firs>
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From: [Sara Pepitone](#)
To: [Norvell, Wiley](#)
Subject: Re: Anthony Shorris + transportation
Date: Friday, August 07, 2015 1:03:58 PM

8/12 issue.

On Fri, Aug 7, 2015 at 12:07 PM, Norvell, Wiley
<WNorvell@cityhall.nyc.gov> wrote:

> Any idea when your piece will pop?

>

> -----Original Message-----

> From: Sara Pepitone [<mailto:sara.pepitone@gmail.com>]

> Sent: Thursday, August 06, 2015 3:24 PM

> To: Norvell, Wiley

> Subject: Re: Anthony Shorris + transportation

>

> Great.

>

> Thank you again. Quotes out. I think we're good. I'm filing shortly.

>

> On Thu, Aug 6, 2015 at 3:21 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

>> Swell.

>>

>> -----Original Message-----

>> From: Sara Pepitone [<mailto:sara.pepitone@gmail.com>]

>> Sent: Thursday, August 06, 2015 3:17 PM

>> To: Norvell, Wiley

>> Subject: Re: Anthony Shorris + transportation

>>

>> Thank you.

>>

>> This work:

>>

>> Following City Hall's truce with Uber, Bandwagon was one of 15 transportation tech companies invited by Deputy Mayors Alicia Glenn and Anthony Shorris last month for a preliminary discussion to help shape future For-Hire Vehicle (FHV) policy. "We see real potential in ride sharing and other innovations to contribute to the transportation network," Wiley Norvell, Deputy Press Secretary, told Commercial Observer. "And we want to engage in a serious and thoughtful conversation with the sector."

>>

>> ?

>>

>> On Thu, Aug 6, 2015 at 3:06 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

>>> From me:

>>>

>>>

>>>

>>> "We see real potential in ride sharing and other innovations to

>>> contribute to the transportation network. And we want to engage in a

>>> serious and thoughtful conversation with the sector."

>>>

>>>

>>>

>>>

>>>

>>> From: Sara Pepitone [<mailto:sara.pepitone@gmail.com>]

>>> Sent: Thursday, August 06, 2015 2:24 PM

>>> To: Norvell, Wiley

>>>

>>>

>>> Subject: Re: Anthony Shorris + transportation

>>>

>>>

>>>

>>> Thank you. And thanks again for your time. Nice speaking with you.

>>>

>>> This is my scribbling. Let me know what you're comfortable with,
>>> meaning quotes and attributions, and if you want to add anything...

>>>

>>>

>>>

>>> ---

>>> Hard infrastructure – buses, subways – moves everyone. Investments in
>>> transportation, like the \$300-million, 14-mile, Woodhaven and Cross
>>> Bay Boulevard north-south bus route, are important. But the City and
>>> its residents have long known that the gap-filling, less traditional,
>>> more nimble services are important too, especially as jobs and
>>> residences expand to transportation-starved areas. The Last Mile,
>>> that too-long walk to the closest station, is a problem that could be
>>> solved with a variety of transportation alternatives

>>>

>>> “We want to be able to try everything,” said a spokesperson for the City.
>>> “Slamming doors inhibits growth.” Imagine a Soundview, Bronx resident
>>> who can get a job in south Brooklyn or go to Rockaway beach because
>>> of a ferry priced like other MTA modes (\$2.75). This winter the City
>>> issued a RFP for a manager of the first 5-borough ferry system in a
>>> century. Expected annual ridership of 4.6 million isn’t quite the
>>> subway weekday -5.6 million in 2014 – but it’s a significant fraction nonetheless.

>>>

>>> “The beauty is not just extra capacity or an extra seat improving
>>> quality of life, it’s the creation of trips and economic activity
>>> that would not have happened otherwise,” said a spokesperson for the City.
>>> “That’s where the money is. That’s what the subway did 110 years ago.”

>>>

>>> Last month a committee of 15 developers and urban planners hired HR&A
>>> Advisors to consider a streetcar or light-rail connecting Astoria to
>>> Sunset Park. North-south connects are a deficit everywhere. Like the
>>> committee the City is awaiting analysis.

>>>

>>> CITY IS NOT ON THAT COMMITTEE, RIGHT?

>>>

>>>

>>> —

>>>

>>> Following City Hall's truce with Uber, Bandwagon was one of 12??
>>> transportation tech companies invited by Deputy Mayor Shorris last
>>> month for a preliminary discussion to help shape future For-Hire Vehicle (FHV) policy.
>>> “The goal is to have a coherent regulatory framework,” said a
>>> spokesperson for the City. “Rideshare really interests us. The
>>> regulatory environment has to keep up to help the industry grow responsibly and protect
consumers.”

>>>

>>>

>>>

>>>

>>>

>>> On Thu, Aug 6, 2015 at 1:22 PM, Norvell, Wiley

>>> <WNorvell@cityhall.nyc.gov>
>>> wrote:
>>>
>>> Ferry map attached.
>>>
>>> Bike share release here:
>>>
>>>
>>> FOR IMMEDIATE RELEASE -- August 5, 2015
>>>
>>>
>>> CONTACT:
>>>
>>> Dani Simons, media@motivateco.com; (347) 916-0215
>>>
>>> Madeline Kaye, Madeline.Kaye@berlinrosen.com; (646) 200-5297
>>>
>>> Scott Gastel/Bonny Tsang, sgastel@dot.nyc.gov/btsang@dot.nyc.gov;
>>> (212)
>>> 839-4850
>>>
>>> Andrew Brent, andrew.brent@citi.com; (212) 559-1299
>>>
>>>
>>> Citi Bike® Launches Expansion by Opening First Station in Long Island
>>> City, Queens
>>>
>>>
>>> Citi Bike® to double in size over next two years
>>>
>>>
>>> NYC DOT Commissioner Polly Trottenberg and Motivate CEO Jay Walder
>>> speak about commitment to making bicycling safer, more attractive and
>>> more accessible to all New Yorkers
>>>
>>>
>>> NEW YORK – New York City Department of Transportation (DOT)
>>> Commissioner Polly Trottenberg and Motivate CEO Jay Walder kicked off
>>> Citi Bike’s dramatic expansion plans by activating the first station
>>> in Long Island City, Queens on Wednesday. This is the first step of a
>>> larger expansion plan that will double the size of the popular bike
>>> share network from 6,000 to
>>> 12,000 bikes over the course of two years as it grows across New York City.
>>> Twelve stations will be installed in Long Island City beginning this
>>> week and expansion will continue immediately into Greenpoint,
>>> Williamsburg, and more of Bedford-Stuyvesant, for a total of 91
>>> stations. Expansion will then continue into Upper East and Upper West
>>> Sides, from 59th Street to 85th Street, with another 48 stations.
>>> These first 139 stations of Citi Bike’s expansion will be installed
>>> by early fall. Citi Bike riders have taken over
>>> 20 million trips since the program launched over Memorial Day weekend 2013.
>>>
>>> The expansion is supported by an increased sponsorship commitment
>>> from Citi of up to \$70.5 million extended through 2024, a \$21 million
>>> increase in the credit facility from the Goldman Sachs Urban

>>> Investment Group and an infusion of private capital from Motivate's investors.

>>>

>>>

>>>

>>> DOT and Motivate arrived at the siting plan for the station locations
>>> through a comprehensive public engagement process that included more
>>> than a hundred meetings with the public and community stakeholders
>>> through the course of several years. By 2017, Citi Bike will also
>>> expand to the neighborhoods of Harlem, Astoria, Prospect Heights,
>>> Crown Heights, Park Slope, Carroll Gardens, Boerum Hill, Cobble Hill, Red Hook, and Gowanus.

>>>

>>>

>>>

>>> To prepare for expansion and further improve service for its
>>> customers, Motivate replaced the software that powers Citi Bike and
>>> replaced hardware at all existing stations and docking points. These
>>> measures have allowed Motivate to deliver accurate, real-time
>>> information to customers about bike and dock availability via the
>>> Citi Bike App, and improved the ease and reliability of docking bikes.
>>> Motivate also overhauled the entire 6,000 bike fleet and created an
>>> entirely new line of custom designed bikes. Developed in partnership
>>> with Olympic bike designer Ben Serotta, the bikes offer a series of
>>> new features and comforts including higher-quality parts and upgraded
>>> seats to prevent water from pooling when it rains. The end result is
>>> that each bike will spend more time on the street and less in the
>>> repair shop. One thousand new bikes were added to the fleet to meet
>>> demand, and an additional 1,400 will be put into circulation this
>>> summer to stock expansion stations. Motivate has also stepped up
>>> their efforts to improve bike and docking point availability at
>>> high-volume stations with the use of valets, and the company is finding new ways to move bikes
around the system to the places riders need them the most.

>>>

>>> "Thanks to the leadership of Mayor Bill de Blasio, residents of
>>> Queens will see Citi Bike in the Long Island City for the first time starting today!"
>>> said DOT Commissioner Polly Trottenberg. "We are thrilled to see the
>>> bikeshare program expand to Queens, more of Brooklyn, and into upper
>>> Manhattan for the first time this year and are already hard at work
>>> doing community outreach for expansion into further parts of the city."

>>>

>>>

>>>

>>> "Nine months ago New Yorkers wondered about the future of Citi Bike,"
>>> said Jay Walder, President and CEO of Motivate. "Today New Yorkers
>>> see a much improved, and now expanding system. It is a credit to the
>>> hard work of our staff, the Department of Transportation and our
>>> sponsors and our financing partners, and it's really just the
>>> beginning. We look forward to seeing Citi Bike double in size over the next two years."

>>>

>>> "We are thrilled to enable the expansion of Citi Bike and bring the
>>> blue bikes to Queens," said Citi Head of Public Affairs Edward Skyler.
>>> "We have seen only the beginning of what Citi Bike can do to ease
>>> transportation, help New Yorkers live healthier lives and make our
>>> city more sustainable, and we are proud to help fulfill its far-reaching promise."

>>>

>>>

>>>

>>> "We are excited to see the success of Citi Bike and to further
>>> support the program's expansion with additional financing, increasing
>>> our commitment to over \$60 million," said Margaret Anadu, Managing
>>> Director in the Goldman Sachs Urban Investment Group. "This

>>> expansion will not only increase access to affordable green
>>> transportation but will also create quality jobs and sustainable economic development."

>>>
>>>

>>> "After years of hard work, I am proud to join Commissioner
>>> Trottenberg in announcing Citi Bike has arrived in Queens," said New
>>> York City Council Majority Leader Jimmy Van Bramer. "Since its
>>> inception Citi Bike has provided New Yorkers with a vital alternative
>>> mode of transportation that is empowering tens of thousands every single day.
>>> Now we in Queens will have that opportunity. For years I fought to
>>> have our borough incorporated into the nation's largest bike share
>>> network and today that becomes a reality. I want to thank the
>>> Administration, Motivate and the Department of Transportation for
>>> working with my office to expand Citi Bike into Western Queens. I
>>> look forward to continuing our collaboration as we work to expand this popular program into
Astoria, Sunnyside Woodside and beyond!"

>>>
>>>
>>>

>>> "I am proud to have gotten western Queens included in the Citi Bike
>>> expansion plans. The inclusion of Long Island City was a long time
>>> coming but I am glad it has finally arrived," said State Senator Michael Gianaris.
>>> "Bike share will allow people to enjoy our neighborhood in a healthy,
>>> fun way and facilitate easier travel around western Queens, an area
>>> in dire need of better mass transit. I am thrilled to see western
>>> Queens given the opportunity to enjoy the benefits of Citi Bike and
>>> look forward to its further expansion into more of our neighborhoods."

>>>
>>>
>>>

>>> "I am an avid Citi Bike rider, and the expansion of stations into
>>> Bedford-Stuyvesant, Greenpoint, and Williamsburg will expand
>>> opportunities for me and my fellow Brooklyn cyclists to take to the
>>> streets. Bike riding is more than recreation; it is daily
>>> transportation for an increasing number of commuters. Partners like
>>> Citi Bike and the New York City Department of Transportation are to
>>> be commended for their continued commitment to cycling," said Brooklyn Borough President Eric
Adams.

>>>
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>>>

>>> "It didn't take long for Citi Bike to become a key option in our
>>> transit network," said State Senator Daniel Squadron. "Expanding Citi
>>> Bike is especially meaningful in neighborhoods where transit options
>>> are not as robust, such as those along the waterfront in North Brooklyn in my district.
>>> Thanks to Mayor de Blasio, Commissioner Trottenberg, and all of the
>>> partners for continuing to build this successful program."

>>>
>>>
>>>

>>> "I am thrilled that Citi Bike is expanding further into my district.
>>> With the population explosion in Williamsburg and Greenpoint we need
>>> all the transportation options we can get. The New York City
>>> Department of Transportation surely sees the benefits of expanding
>>> the transportation network for cyclists, as witnessed with the
>>> upcoming Pulaski Bridge dedicated bike lane and the newly installed
>>> Greenpoint Avenue Bridge bike lane. Not only does this help people
>>> connect to other transportation options, it also promotes the
>>> live/work community that Williamsburg and Greenpoint has become. I

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>>> Neighborhood
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>>> Citi Bike Stations to be installed in 2015
>>>
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From: [Fromberg, Allan \(TLC\)](#)
To: ["Bialik, Carl"; Norvell, Wiley](#)
Cc: [Gordon, Greg \(TLC\)](#)
Subject: RE: DOT response
Date: Friday, August 07, 2015 1:48:13 PM
Attachments: [UBER.PDF](#)

Carl, only five of Uber's six bases at the time were of a size that fit with our directive's criteria. The sixth, Grun, only had 10 vehicles affiliated at the time. Today there are eight Uber-owned bases:

Hinter, Weiter, Schmecken, Danach, Grun, Dreist, Drinnen and Unter. (Unter is a lux limo base, and the others are black car bases.)

* **This part is off-record, please**, but while I've got you, quite interestingly, and pertinent to your analysis, the attached email, described as a mass blast, was provided to us by its recipient. Sorry about the poor, post-redaction quality, but if you look closely at the map on page two, it very clearly speaks to the company's geo priorities. We subsequently learned that this "guidance" was very prominently on their web site as well, at least through the end of 2014.

-----Original Message-----

From: Bialik, Carl [mailto:Carl.Bialik@fivethirtyeight.com]
Sent: Friday, August 07, 2015 12:39 PM
To: Norvell, Wiley; Fromberg, Allan (TLC)
Subject: RE: DOT response

Can you call me at 1:30 at +447917053467?

Also one Q -- we had data from 5 of 6 Uber bases. Why not the 6th, and are the 5 we have representative of all Uber bases?

From: Norvell, Wiley [WNorvell@cityhall.nyc.gov]
Sent: Friday, August 07, 2015 12:20 PM
To: Bialik, Carl; Allan J. Fromberg
Subject: RE: DOT response

Hey Carl,
Response from me below. Give me a ring to discuss: 646-422-9614

"This tracks very closely with the patterns we've seen in this sector--with the overwhelming majority of pick-ups concentrated in Manhattan. Thanks to the agreement reached between the administration, the City Council and Uber, we'll have significantly more data at our disposal to track the movement of these for-hire vehicles, so we can much more accurately assess what impact they could be having on congestion and air quality. This will be part of a broader look at everything from

passenger and worker rights, to contributions to public transit, to accessibility for people with disabilities."

Wiley Norvell
Deputy Press Secretary
Office of New York City Mayor Bill de Blasio
(212) 788-2958
(917) 428-8307 (mobile)
wnorvell@cityhall.nyc.gov
[@wileynorvell](#)

-----Original Message-----

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
Sent: Friday, August 07, 2015 11:04 AM
To: Norvell, Wiley; Allan J. Fromberg
Subject: Re: DOT response

Checking on when you might have a response

Writer, FiveThirtyEight <<http://fivethirtyeight.com/>> carl.bialik@fivethirtyeight.com
+1-718-875-0272
<http://fivethirtyeight.com/contributors/carl-bialik/>

On 8/7/15, 1:39 AM, "Bialik, Carl" <Carl.Bialik@fivethirtyeight.com> wrote:

>In Manhattan Core:
>76% of Uber pickups
>90% of yellow taxis
>1% of green taxis
>82% of all taxis

>

>In CBD:
>63% of Uber pickups
>68% of yellow taxis
>1% of green taxis
>62% of all taxis

>

>

>

>

>

>Writer, FiveThirtyEight <<http://fivethirtyeight.com/>>
>carl.bialik@fivethirtyeight.com

>+1-718-875-0272

><http://fivethirtyeight.com/contributors/carl-bialik/>

>

>

>

>

>On 8/6/15, 11:48 PM, "Norvell, Wiley" <WNorvell@cityhall.nyc.gov> wrote:

>

>>carl--let's make sure we're using the right nomenclature here.

>>(Central manhattan vs all of manhattan) and actual numbers of trips as

>>well as percentages. Let's work with you to get this full info so you

>>have the full picture. Can we work on this tomorrow?

>>

>>----- Original Message -----

>>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]

>>Sent: Thursday, August 06, 2015 06:45 PM

>>To: Allan J. Fromberg

>>Cc: Norvell, Wiley

>>Subject: Re: DOT response

>>

>>Allan, also wanted to check if TLC had any comment on what we found in

>>our analysis, for April-Sept. 2014:

>>

>>78% of Uber pickups were in Manhattan

>>

>>92% for yellow cabs

>>30% for green cabs

>>86% for yellow + green cabs

>>

>>So that suggests Uber really was disproportionately serving the outer

>>boroughs.

>>

>>cc-ing Wiley Norvell in case City Hall wants to weigh in on this.

>>Wiley, this is based on trip data we FOILed from TLC for Uber,

>>compared to data TLC has published on yellow and green cabs.

>>

>>Any comment on what this says about Uber's use for transportation in

>>the city?

>>

>>And whether there is reason to think any of the above numbers are

>>different in 2015?

>>

>>

>>_____
>>Writer, FiveThirtyEight <<http://fivethirtyeight.com/>>

>>carl.bialik@fivethirtyeight.com

>>+1-718-875-0272

>><http://fivethirtyeight.com/contributors/carl-bialik/>

>>

>>

>>

>>

>>On 8/6/15, 8:05 PM, "Fromberg, Allan (TLC)" <frombera@tlc.nyc.gov> wrote:

>>

>>>Hi, Carl.....I'm removing the DOT folks after this....no reason for
>>>me to bug them any further!

>>>

>>>So, the aggregate data you received which represented July 1 through
>>>September 30, 2014, was actually the product of a directive that we
>>>had issued to the 16 largest For-Hire Vehicle (FHV) bases, which
>>>happened to encompass five Uber bases. We have begun the routine
>>>collection of FHV trip data, thanks to rules that were approved late
>>>last year giving us the authority to do so. I believe the first
>>>batch of Uber aggregate data for a portion of 2015 is available via
>>>the FOIL process.

>>>

>>>And yes, just to confirm, the data we require for submission does not
>>>include drop-off specifics.

>>>

>>>

>>>

>>>-----Original Message-----

>>>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]

>>>Sent: Thursday, August 06, 2015 1:54 PM

>>>To: Fromberg, Allan (TLC); 'SGastel@dot.nyc.gov'

>>>Cc: 'btsang@dot.nyc.gov'; 'gchin@dot.nyc.gov'; 'jbayona@dot.nyc.gov'

>>>Subject: Re: DOT response

>>>

>>>Thanks very much for your help with my piece a couple of weeks ago.

>>>

>>>Wanted to check on something for a potential followup.

>>>

>>>I FOILed trip data for Uber from TLC, and was sent data on trips from
>>>5 Uber bases for April-Sept. 2014, including pickup latitude and
>>>longitude, date and time. I wanted to be able to put that data into
>>>context.

>>>

>>>How was the data collected? Was every base required to submit trip
>>>data for that period? And was it only pickup not dropoff location
>>>that was reported? Has that data been collected continuously by TLC
>>>since April 2014? Will TLC share it online as it has done with green
>>>and yellow cab data?

>>>

>>>

>>>

>>>

>>>_____
>>>Writer, FiveThirtyEight <<http://fivethirtyeight.com/>>

>>>carl.bialik@fivethirtyeight.com

>>>+1-718-875-0272

>>><http://fivethirtyeight.com/contributors/carl-bialik/>

>>>

>>>

>>>

>>>

>>>On 7/23/15, 10:50 PM, "Fromberg, Allan (TLC)" <frombera@tlc.nyc.gov>

>>>wrote:

>>>

>>>>BTW, Carl, background FYI, there's been a bit of confusion about the
>>>>differential between our 72% app-dispatched in Manhattan number, and
>>>>Uber's smaller number. In fact, that's attributable to Uber's very
>>>>tightly defining the "congestion zone" as the CBD below 59th Street,
>>>>while our area corresponds to the "Yellow Hail Exclusionary Zone"
>>>>south of 110th Street. Congestion doesn't end at 59th!

>>>>

>>>>

>>>>----- Original Message -----

>>>>From: Gastel, Scott [<mailto:SGastel@dot.nyc.gov>]

>>>>Sent: Thursday, July 23, 2015 05:09 PM

>>>>To: 'carl.bialik@fivethirtyeight.com'

>>>><carl.bialik@fivethirtyeight.com>

>>>>Cc: Fromberg, Allan (TLC); Tsang, Bonny <btsang@dot.nyc.gov>; Chin,

>>>>Gloria <gchin@dot.nyc.gov>; Bayona, Jose <jbayona@dot.nyc.gov>

>>>>Subject: DOT response

>>>>

>>>>Carl: Here is some info on background (from DOT):

>>>>

>>>>I CC'd TLC for the question of yours they can address; the second
>>>>one you sent.

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>>>>As I'm sure you are aware both the Upper West and Upper East Sides
>>>>are in a very busy, populated and centrally located part of the borough.

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>>>>TLC currently receives only time and pick-up location from each Uber
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>>>>Under the agreement:

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>>>>detailed roadway operations in Midtown, requires specific inputs
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>>>>effect on congestion speed. Without those more specific FHV data,
>>>>accurately simulating those added cars in the model is not possible.
>>>>The DOT model is not a spreadsheet tool like Komanoff's.
>>>>
>>>>
>>>>
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>>>>

From: Uber NYC <partnersny@uber.com>

Subject: ~~UBER~~: Earn \$5K in December, Guaranteed

Reply-To: Uber NYC <partnersny@uber.com>

U B E R

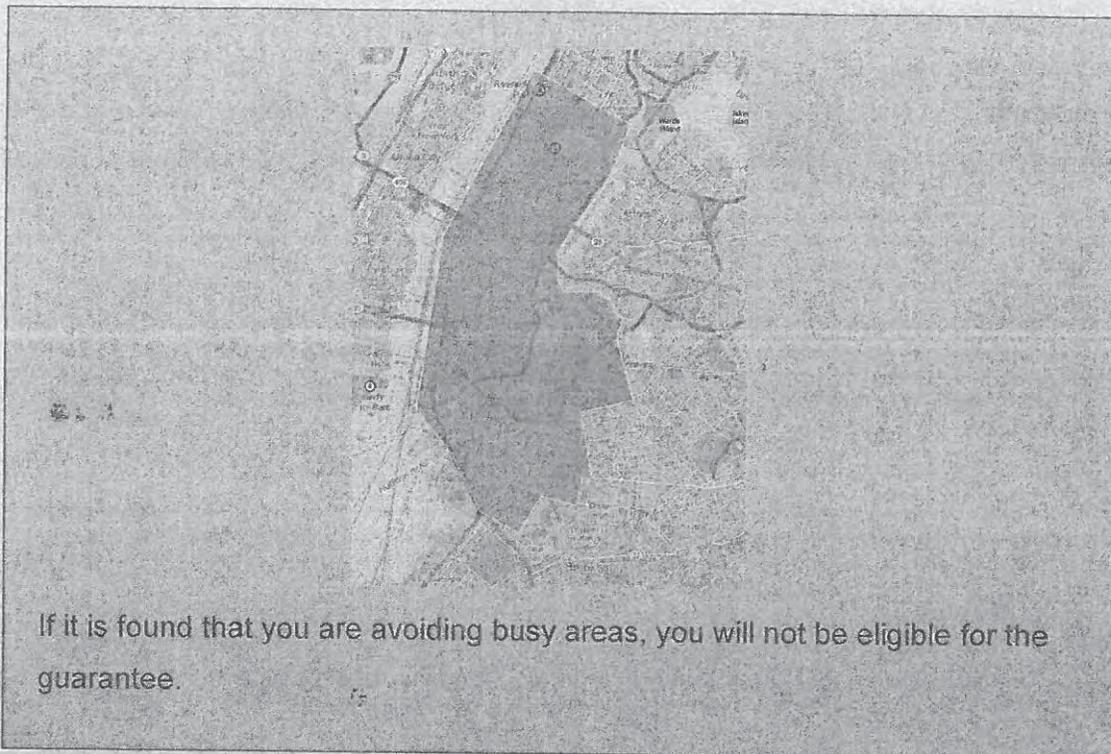
H [REDACTED]

Through the end of 2014, Uber NYC is guaranteeing all partners earn at least \$5,000 in net fares each month. Because December is your first full calendar month driving with Uber, we want to provide you with a few more details. Very simply, if you meet the necessary criteria and **your net payout falls short of \$5,000, Uber will pay you the difference.** You can read more on our [blog](#).

\$5,000 Guaranteed

To be eligible for the \$5,000 guarantee, you must be **online for 200 hours** in the December and **accept 90% of the trip requests** received.

Additionally, you must **position yourself in busiest areas of the city.** Spend time in the parts of the city highlighted in the map below.



If it is found that you are avoiding busy areas, you will not be eligible for the guarantee.

You can earn even more money by referring your friends to Uber. You will get paid **\$250** for each successful uberX, Uber Black or Uber SUV referral. [Click here to refer your friends to Uber.](#)

With any questions, please email PartnersNY@uber.com.

Best,
Uber NYC

Copyright © 2014 Uber Technologies, All rights reserved.
[unsubscribe from this list](#) [update subscription preferences](#)

From: [Fromberg, Allan \(TLC\)](#)
To: ["Bialik, Carl"; Norvell, Wiley](#)
Cc: [Gordon, Greg \(TLC\)](#)
Subject: RE: DOT response
Date: Friday, August 07, 2015 2:04:23 PM

BTW, I haven't forgotten that you asked for the directive itself.....in the process of looking for it!

From: Fromberg, Allan (TLC)
Sent: Friday, August 07, 2015 1:48 PM
To: 'Bialik, Carl'; Norvell, Wiley
Cc: Gordon, Greg (TLC)
Subject: RE: DOT response

Carl, only five of Uber's six bases at the time were of a size that fit with our directive's criteria. The sixth, Grun, only had 10 vehicles affiliated at the time. Today there are eight Uber-owned bases:

Hinter, Weiter, Schmecken, Danach, Grun, Dreist, Drinnen and Unter. (Unter is a lux limo base, and the others are black car bases.)

* **This part is off-record, please**, but while I've got you, quite interestingly, and pertinent to your analysis, the attached email, described as a mass blast, was provided to us by its recipient. Sorry about the poor, post-redaction quality, but if you look closely at the map on page two, it very clearly speaks to the company's geo priorities. We subsequently learned that this "guidance" was very prominently on their web site as well, at least through the end of 2014.

-----Original Message-----

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
Sent: Friday, August 07, 2015 12:39 PM
To: Norvell, Wiley; Fromberg, Allan (TLC)
Subject: RE: DOT response

Can you call me at 1:30 at +447917053467?

Also one Q -- we had data from 5 of 6 Uber bases. Why not the 6th, and are the 5 we have representative of all Uber bases?

From: Norvell, Wiley [WNorvell@cityhall.nyc.gov]
Sent: Friday, August 07, 2015 12:20 PM
To: Bialik, Carl; Allan J. Fromberg
Subject: RE: DOT response

Hey Carl,
Response from me below. Give me a ring to discuss: 646-422-9614

"This tracks very closely with the patterns we've seen in this sector--with the overwhelming majority of pick-ups concentrated in Manhattan. Thanks to the agreement reached between the administration, the City Council and Uber, we'll have significantly more data at our disposal to track the movement of these for-hire vehicles, so we can much more accurately assess what impact they could be having on congestion and air quality. This will be part of a broader look at everything from passenger and worker rights, to contributions to public transit, to accessibility for people with disabilities."

Wiley Norvell
Deputy Press Secretary
Office of New York City Mayor Bill de Blasio
(212) 788-2958
(917) 428-8307 (mobile)
wnorvell@cityhall.nyc.gov
[@wileynorvell](#)

-----Original Message-----

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]

Sent: Friday, August 07, 2015 11:04 AM

To: Norvell, Wiley; Allan J. Fromberg

Subject: Re: DOT response

Checking on when you might have a response

Writer, FiveThirtyEight <<http://fivethirtyeight.com/>> carl.bialik@fivethirtyeight.com
+1-718-875-0272
<http://fivethirtyeight.com/contributors/carl-bialik/>

On 8/7/15, 1:39 AM, "Bialik, Carl" <Carl.Bialik@fivethirtyeight.com> wrote:

>In Manhattan Core:
>76% of Uber pickups
>90% of yellow taxis
>1% of green taxis
>82% of all taxis
>
>In CBD:
>63% of Uber pickups
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>Writer, FiveThirtyEight <<http://fivethirtyeight.com/>>
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>On 8/6/15, 11:48 PM, "Norvell, Wiley" <WNorvell@cityhall.nyc.gov> wrote:

>

>>carl--let's make sure we're using the right nomenclature here.
>>(Central manhattan vs all of manhattan) and actual numbers of trips as
>>well as percentages. Let's work with you to get this full info so you
>>have the full picture. Can we work on this tomorrow?

>>

>>----- Original Message -----

>>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]

>>Sent: Thursday, August 06, 2015 06:45 PM

>>To: Allan J. Fromberg

>>Cc: Norvell, Wiley

>>Subject: Re: DOT response

>>

>>Allan, also wanted to check if TLC had any comment on what we found in
>>our analysis, for April-Sept. 2014:

>>

>>78% of Uber pickups were in Manhattan

>>

>>92% for yellow cabs

>>30% for green cabs

>>86% for yellow + green cabs

>>

>>So that suggests Uber really was disproportionately serving the outer
>>boroughs.

>>

>>cc-ing Wiley Norvell in case City Hall wants to weigh in on this.

>>Wiley, this is based on trip data we FOILed from TLC for Uber,

>>compared to data TLC has published on yellow and green cabs.

>>

>>Any comment on what this says about Uber's use for transportation in
>>the city?

>>

>>And whether there is reason to think any of the above numbers are

>>different in 2015?

>>

>>

>>Writer, FiveThirtyEight <<http://fivethirtyeight.com/>>

>>carl.bialik@fivethirtyeight.com

>>+1-718-875-0272

>><http://fivethirtyeight.com/contributors/carl-bialik/>

>>

>>

>>

>>

>>On 8/6/15, 8:05 PM, "Fromberg, Allan (TLC)" <frombera@tlc.nyc.gov> wrote:

>>

>>>Hi, Carl.....I'm removing the DOT folks after this....no reason for

>>>me to bug them any further!

>>>

>>>So, the aggregate data you received which represented July 1 through

>>>September 30, 2014, was actually the product of a directive that we

>>>had issued to the 16 largest For-Hire Vehicle (FHV) bases, which

>>>happened to encompass five Uber bases. We have begun the routine

>>>collection of FHV trip data, thanks to rules that were approved late

>>>last year giving us the authority to do so. I believe the first

>>>batch of Uber aggregate data for a portion of 2015 is available via

>>>the FOIL process.

>>>

>>>And yes, just to confirm, the data we require for submission does not

>>>include drop-off specifics.

>>>

>>>

>>>

>>>-----Original Message-----

>>>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]

>>>Sent: Thursday, August 06, 2015 1:54 PM

>>>To: Fromberg, Allan (TLC); 'SGastel@dot.nyc.gov'

>>>Cc: 'btsang@dot.nyc.gov'; 'gchin@dot.nyc.gov'; 'jbayona@dot.nyc.gov'

>>>Subject: Re: DOT response

>>>

>>>Thanks very much for your help with my piece a couple of weeks ago.

>>>

>>>Wanted to check on something for a potential followup.

>>>

>>>I FOILED trip data for Uber from TLC, and was sent data on trips from

>>>5 Uber bases for April-Sept. 2014, including pickup latitude and

>>>longitude, date and time. I wanted to be able to put that data into

>>>context.

>>>

>>>How was the data collected? Was every base required to submit trip

>>>data for that period? And was it only pickup not dropoff location

>>>that was reported? Has that data been collected continuously by TLC

>>>since April 2014? Will TLC share it online as it has done with green
>>>and yellow cab data?

>>>

>>>

>>>

>>>

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>>><http://fivethirtyeight.com/contributors/carl-bialik/>

>>>

>>>

>>>

>>>

>>>On 7/23/15, 10:50 PM, "Fromberg, Allan (TLC)" <frombera@tlc.nyc.gov>

>>>wrote:

>>>

>>>>BTW, Carl, background FYI, there's been a bit of confusion about the
>>>>differential between our 72% app-dispatched in Manhattan number, and
>>>>Uber's smaller number. In fact, that's attributable to Uber's very
>>>>tightly defining the "congestion zone" as the CBD below 59th Street,
>>>>while our area corresponds to the "Yellow Hail Exclusionary Zone"
>>>>south of 110th Street. Congestion doesn't end at 59th!

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From: [Norvell, Wiley](#)
To: ["Bialik, Carl"](#)
Subject: RE: DOT response
Date: Friday, August 07, 2015 2:52:24 PM

Yup. Just need a few more.

-----Original Message-----

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
Sent: Friday, August 07, 2015 2:51 PM
To: Norvell, Wiley
Subject: Re: DOT response

Checking you're sending me that additional comment?

Writer, FiveThirtyEight <<http://fivethirtyeight.com/>> carl.bialik@fivethirtyeight.com
+1-718-875-0272
<http://fivethirtyeight.com/contributors/carl-bialik/>

On 8/7/15, 6:10 PM, "Norvell, Wiley" <WNorvell@cityhall.nyc.gov> wrote:

>Yup correct!

>

>----- Original Message -----

>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
>Sent: Friday, August 07, 2015 01:01 PM
>To: Norvell, Wiley
>Subject: RE: DOT response

>

>By the way -- is it correct that the city's worst congestion is south
>of 59th? Is it known that is where traffic is slowest throughout the city?

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>Sent: Friday, August 07, 2015 12:55 PM
>To: Norvell, Wiley
>Subject: RE: DOT response

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>From: Norvell, Wiley [WNorvell@cityhall.nyc.gov]
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>To: Bialik, Carl; Allan J. Fromberg
>Subject: RE: DOT response

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>Wiley Norvell

>Deputy Press Secretary

>Office of New York City Mayor Bill de Blasio

>(212) 788-2958

>(917) 428-8307 (mobile)

>wnorvell@cityhall.nyc.gov

>@wileynorvell

>

>

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>>>>>

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From: [Norvell, Wiley](#)
To: ["Bialik, Carl"](#)
Subject: RE: DOT response
Date: Friday, August 07, 2015 6:24:50 PM

I'd rather today than the weekend!

-----Original Message-----

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
Sent: Friday, August 07, 2015 6:24 PM
To: Norvell, Wiley
Subject: Re: DOT response

Thanks!

Hit a snag in publishing so now not going out today. Sorry to have rushed you

Writer, FiveThirtyEight <<http://fivethirtyeight.com/>> carl.bialik@fivethirtyeight.com
+1-718-875-0272
<http://fivethirtyeight.com/contributors/carl-bialik/>

On 8/7/15, 8:08 PM, "Norvell, Wiley" <WNorvell@cityhall.nyc.gov> wrote:

>Here ya go. Attribute to me:

>

>"There is a long-recognized inequity in service to the outer-boroughs,
>which is why Green Cabs that service solely the outer boroughs and
>Upper Manhattan were launched, and why the administration has supported
>their growth."

>

>On background: Green Cabs average approximately 50,000 rides per day,
>occasionally going as high as 57,000

>

>-----Original Message-----

>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
>Sent: Friday, August 07, 2015 2:51 PM
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>>+1-718-875-0272

>><http://fivethirtyeight.com/contributors/carl-bialik/>

>>

>>

>>

>>

>>On 8/7/15, 1:39 AM, "Bialik, Carl" <Carl.Bialik@fivethirtyeight.com>

>>wrote:

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>>>90% of yellow taxis

>>>1% of green taxis

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>>>68% of yellow taxis

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>>>>(Central manhattan vs all of manhattan) and actual numbers of trips

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>>>>you have the full picture. Can we work on this tomorrow?

>>>>

>>>>----- Original Message -----

>>>>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]

>>>>Sent: Thursday, August 06, 2015 06:45 PM

>>>>To: Allan J. Fromberg

>>>>Cc: Norvell, Wiley
>>>>Subject: Re: DOT response
>>>>
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>>>>92% for yellow cabs
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>>>>>And yes, just to confirm, the data we require for submission does
>>>>>not include drop-off specifics.
>>>>>
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>>>>>From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
>>>>>Sent: Thursday, August 06, 2015 1:54 PM
>>>>>To: Fromberg, Allan (TLC); 'SGastel@dot.nyc.gov'
>>>>>Cc: 'btsang@dot.nyc.gov'; 'gchin@dot.nyc.gov'; 'jbayona@dot.nyc.gov'
>>>>>Subject: Re: DOT response

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>>>>>Thanks very much for your help with my piece a couple of weeks ago.
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>>>>>Wanted to check on something for a potential followup.
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>>>>>>the differential between our 72% app-dispatched in Manhattan
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>>>>>>to Uber's very tightly defining the "congestion zone" as the CBD
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>>>>>>Exclusionary Zone"
>>>>>>south of 110th Street. Congestion doesn't end at 59th!
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>>>>>>From: Gastel, Scott [<mailto:SGastel@dot.nyc.gov>]
>>>>>>Sent: Thursday, July 23, 2015 05:09 PM
>>>>>>To: 'carl.bialik@fivethirtyeight.com'
>>>>>><carl.bialik@fivethirtyeight.com>
>>>>>>Cc: Fromberg, Allan (TLC); Tsang, Bonny <btsang@dot.nyc.gov>;
>>>>>>Chin, Gloria <gchin@dot.nyc.gov>; Bayona, Jose
>>>>>><jbayona@dot.nyc.gov>
>>>>>>Subject: DOT response
>>>>>>
>>>>>>Carl: Here is some info on background (from DOT):
>>>>>>
>>>>>>I CC'd TLC for the question of yours they can address; the second
>>>>>>one you sent.
>>>>>>
>>>>>>
>>>>>>As I'm sure you are aware both the Upper West and Upper East Sides
>>>>>>are in a very busy, populated and centrally located part of the
>>>>>>borough.

From: [Norvell, Wiley](#)
To: ["Rebecca.Harshbarger@amny.com"](mailto:Rebecca.Harshbarger@amny.com)
Subject: Re:
Date: Monday, August 10, 2015 12:27:25 PM

Should be!

From: Rebecca Harshbarger [mailto:Rebecca.Harshbarger@amny.com]
Sent: Monday, August 10, 2015 12:03 PM
To: Norvell, Wiley
Subject:

Hey Wiley, am going to do something on bill signing for FHV study. Unfortunately I wasn't there, do you know if the transcript will be around later today or would you like to do a statement?

From: Council Member Ydanis Rodriguez [mailto:yrodriguez@council.nyc.gov]
Sent: Monday, August 10, 2015 11:34 AM
To: Rebecca Harshbarger
Subject: RELEASE: BILL TO STUDY IMPACTS OF FHV GROWTH ON CONGESTION BECOMES LAW

Having trouble viewing this email? [Click here](#)

THE COUNCIL OF THE CITY OF NEW YORK

OFFICE OF THE HON. YDANIS RODRIGUEZ

CITY HALL
NEW YORK, NY 10007
(212) 788-7053

August 10th, 2015

*****Release*****

Contact: Lucas Acosta lacosta@council.nyc.gov (347) 834-5063

**BILL TO STUDY IMPACTS OF FHV GROWTH ON
CONGESTION BECOMES LAW**



New York-- Today, Mayor De Blasio signed and enacted Intro 847, legislation introduced by NYC Council Transportation Chairman Ydanis Rodriguez, to require the Administration to conduct a study on the impacts of growth in the For-Hire Vehicle sector on congestion.

Since 2011, there has been a net increase of over 23,000 vehicles in the for-hire vehicle market leading to impacts like congestion and decreased air quality of whose degree is unknown. Due to that increase, the Council felt strongly about conducting a study to better inform future policy prescriptions. The following is Chairman Rodriguez's statement at this morning's bill signing.

"Good morning everyone. I want to thank Mayor De Blasio, and Speaker Mark Viverito on their leadership on this issue. The rapid growth of the For-Hire Sector caused deep concern among my colleagues and I. After much deliberation and discussion with industry stakeholders we discovered the best path forward to allow us to truly understand this growth's impacts. This process, though tense at times, provided much needed wins for the everyday driver, both licensed and every day. The agreement reached allows our city to develop recommendations to best fight congestion while also beginning conversations surrounding driver's wages, MTA surcharges and consumer protections. These have long been the priority of this Council and with this agreement we take a huge leap forward to move on them. I am proud of the deal that we have been able to come to and look forward to evaluating the results of this study.

As I have said before, corporations should be part of the solution for our city's problems, not their source. This agreement allows every stakeholder to come to the

table to operate in a way that's best for every community in our city. Thank you again to Speaker Mark Viverito and Mayor De Blasio for their support throughout this process."



###

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This email was sent to Rebecca.harshbarger@amny.com by yrodriguez@council.nyc.gov | [Update Profile/Email Address](#) | Rapid removal with [SafeUnsubscribe™](#) | [About our service provider.](#)



Council Member Ydanis Rodriguez | 250 Broadway | Suite 1731 | New York | NY | 10007

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From: [Bialik, Carl](#)
To: [Allan J. Fromberg](#); [Norvell, Wiley](#)
Cc: [Gordon, Greg \(TLC\)](#)
Subject: Re: DOT response
Date: Monday, August 10, 2015 2:12:14 PM

Thanks all for your help:

<http://fivethirtyeight.com/features/uber-is-serving-new-yorks-outer-boroughs-more-than-taxis-are/>

Writer, [FiveThirtyEight](#)

carl.bialik@fivethirtyeight.com

+1-718-875-0272

<http://fivethirtyeight.com/contributors/carl-bialik/>

From: <Fromberg>, "Allan (TLC)" <frombera@tlc.nyc.gov>
Date: Friday, August 7, 2015 at 7:04 PM
To: Carl Bialik <carl.bialik@fivethirtyeight.com>, "Norvell, Wiley" <WNorvell@cityhall.nyc.gov>
Cc: "Gordon, Greg (TLC)" <Gordong@tlc.nyc.gov>
Subject: RE: DOT response

BTW, I haven't forgotten that you asked for the directive itself.....in the process of looking for it!

From: Fromberg, Allan (TLC)
Sent: Friday, August 07, 2015 1:48 PM
To: 'Bialik, Carl'; Norvell, Wiley
Cc: Gordon, Greg (TLC)
Subject: RE: DOT response

Carl, only five of Uber's six bases at the time were of a size that fit with our directive's criteria. The sixth, Grun, only had 10 vehicles affiliated at the time. Today there are eight Uber-owned bases:

Hinter, Weiter, Schmecken, Danach, Grun, Dreist, Drinnen and Unter. (Unter is a lux limo base, and the others are black car bases.)

* **This part is off-record, please**, but while I've got you, quite interestingly, and pertinent to your analysis, the attached email, described as a mass blast, was provided to us by its recipient. Sorry about the poor, post-redaction quality, but if you look closely at the map on page two, it very clearly speaks to the company's geo priorities. We subsequently learned that this "guidance" was very prominently on their web site as well, at least through the end of 2014.

-----Original Message-----

From: Bialik, Carl [<mailto:Carl.Bialik@fivethirtyeight.com>]
Sent: Friday, August 07, 2015 12:39 PM
To: Norvell, Wiley; Fromberg, Allan (TLC)
Subject: RE: DOT response

Can you call me at 1:30 at +447917053467?

Also one Q -- we had data from 5 of 6 Uber bases. Why not the 6th, and are the 5 we have representative of all Uber bases?

From: Norvell, Wiley [WNorvell@cityhall.nyc.gov]
Sent: Friday, August 07, 2015 12:20 PM
To: Bialik, Carl; Allan J. Fromberg
Subject: RE: DOT response

Hey Carl,
Response from me below. Give me a ring to discuss: 646-422-9614

"This tracks very closely with the patterns we've seen in this sector--with the overwhelming majority of pick-ups concentrated in Manhattan. Thanks to the agreement reached between the administration, the City Council and Uber, we'll have significantly more data at our disposal to track the movement of these for-hire vehicles, so we can much more accurately assess what impact they could be having on congestion and air quality. This will be part of a broader look at everything from passenger and worker rights, to contributions to public transit, to accessibility for people with disabilities."

Wiley Norvell
Deputy Press Secretary
Office of New York City Mayor Bill de Blasio
(212) 788-2958
(917) 428-8307 (mobile)
wnorvell@cityhall.nyc.gov
[@wileynorvell](#)

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Sent: Friday, August 07, 2015 11:04 AM
To: Norvell, Wiley; Allan J. Fromberg
Subject: Re: DOT response

Checking on when you might have a response

Writer, FiveThirtyEight <<http://fivethirtyeight.com/>> carl.bialik@fivethirtyeight.com
+1-718-875-0272
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>>>>Cc: Fromberg, Allan (TLC); Tsang, Bonny <btsang@dot.nyc.gov>; Chin,

>>>>Gloria <gchin@dot.nyc.gov>; Bayona, Jose <jbayona@dot.nyc.gov>

>>>>Subject: DOT response

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>>>>I CC'd TLC for the question of yours they can address; the second
>>>>one you sent.

>>>>

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>>>>As I'm sure you are aware both the Upper West and Upper East Sides
>>>>are in a very busy, populated and centrally located part of the borough.

>>>>

>>>>

>>>>TLC currently receives only time and pick-up location from each Uber
>>>>base

>>>>

>>>>Under the agreement:

>>>>· TLC will have access to time, pick-up and drop-off data, as
>>>>well as path, traffic speed and GPS data, which will significantly
>>>>improve the quality of our traffic analysis

>>>>· Uber will anonymize data to protect consumer privacy

>>>>· We are working collaboratively on methodology for sharing. It
>>>>could run the gamut from them sending us anonymized data, as they do
>>>>for Boston, all the way to clean room access to terminals to work
>>>>with the direct, unvarnished basic transaction data.

>>>>· We have a shared commitment to maintaining confidentiality of
>>>>raw data.

>>>>

>>>>

>>>>The DOT traffic model, which can simulate individual vehicles and
>>>>detailed roadway operations in Midtown, requires specific inputs
>>>>about the quantity and trip-making behavior (especially pick-up AND
>>>>drop-off

>>>>locations) to project travel patterns of FHVs and evaluate their
>>>>effect on congestion speed. Without those more specific FHV data,
>>>>accurately simulating those added cars in the model is not possible.
>>>>The DOT model is not a spreadsheet tool like Komanoff's.

>>>>

>>>

>>

>

From: [Corey Owens](#)
To: [Sevillia, Max](#)
Cc: [Justin Kintz](#)
Subject: Re: Uber / NYC
Date: Thursday, January 23, 2014 11:39:26 AM

Mistyped Max's email the first time, trying again

Corey Owens
Uber Technologies
[REDACTED]

On Thu, Jan 23, 2014 at 11:36 AM, Corey Owens <corey@uber.com> wrote:
Max, great to run into you today, and congrats on the new gig. At some point soon you should meet Justin Kintz on our team; Justin runs regional public policy for us out of DC, and covers NYC policy issues.

Justin, Max and I go a ways back to leg affairs at the ACLU. Max is now running the federal affairs office for Mayor de Blasio out of DC.

Corey Owens
Uber Technologies
[REDACTED]

From: [Sevillia, Max](#)
To: [Corey Owens](#)
Cc: [Justin Kintz](#)
Subject: Re: Uber / NYC
Date: Thursday, January 23, 2014 12:27:06 PM

Corey, it was great running into you earlier today. We should plan lunch next time you are in town.

Justin, it's great to meet you over email. Let's see if we can connect in person over the next few weeks.

Max

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Corey Owens
Uber Technologies
[REDACTED]

From: [Justin Kintz](#)
To: [Sevillia, Max](#)
Cc: [Corey Owens](#)
Subject: Re: Uber / NYC
Date: Monday, January 27, 2014 3:25:25 PM

Max,

Great to meet you, as well. Are you available to grab a cup of coffee and get acquainted next Monday, Feb. 3?

Thanks,

Justin

Justin Kintz
Public Policy
Uber Technologies
kintz@uber.com
[REDACTED]

On Thu, Jan 23, 2014 at 12:27 PM, Sevillia, Max <msevillia@cityhall.nyc.gov> wrote:
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Corey Owens
Uber Technologies

|

|



From: [Seignious, Sandy](#)
To: [Crysten Glawe](#)
Subject: Re: Connecting you
Date: Wednesday, March 26, 2014 4:58:54 PM

Good afternoon,

No sorry has a meeting at that time. Are you available for a conference call tomorrow at 11:30am?

Sent from my iPhone

On Mar 26, 2014, at 4:53 PM, "Crysten Glawe" <crysten@uber.com> wrote:

Hello Sandy,

Does Peter have any time to connect on Friday, March 28th? Perhaps, around 9:00am ET?

Kindest regards,

Crysten Glawe | *Public Policy & Corporate Communications*



On Wed, Mar 26, 2014 at 4:32 PM, Ragone, Peter <pragone@cityhall.nyc.gov> wrote:

Hey Corey, great to meet you. Sandy can you work with Crysten to find some time for us to catch up asap?

From: Corey Owens [mailto:corey@uber.com]
Sent: Wednesday, March 26, 2014 02:13 PM
To: Lane Kasselmann <lane@uber.com>; Crysten Glawe <crysten@uber.com>
Cc: PWR [redacted] Ragone, Peter
Subject: Re: Connecting you

Peter, good to be in touch. Would love to chat soon to learn more about the Mayor's priorities. If that sounds good to you, I'll ask Crysten to find some time.

Corey Owens
Uber Technologies



On Wed, Mar 26, 2014 at 12:22 PM, Lane Kasselmann <lane@uber.com> wrote:

Hey Peter,
Tried connect you up with our team on Monday but had some email bounces/etc.

Please meet Corey Owens, our Head of Public Policy. Would be good for you two to check in on NYC. Corey- Peter is Mayor De Blasio's senior advisor.

I'll leave it to you two.

Thanks,
Lane

Lane Kasselmann
Communications
Uber Technologies, Inc.
[REDACTED]

On Wed, Mar 26, 2014 at 9:15 AM, PWR <[REDACTED]> wrote:

PWR
[REDACTED]

From: [Seignious, Sandy](#)
To: "[Crysten Glawe](#)"
Subject: RE: Connecting you
Date: Thursday, March 27, 2014 11:46:26 AM

Good morning Crysten,

Peter is not available tomorrow. Can you please send me times for next week?

Thanks

Sandy

From: Crysten Glawe [mailto:crysten@uber.com]
Sent: Wednesday, March 26, 2014 5:12 PM
To: Seignious, Sandy
Subject: Re: Connecting you

Hello Sandy,

Unfortunately, Corey is traveling much of tomorrow. Below is Corey's availability on Friday, March 28th. Will any of these time frames work? Thank you!

- 8:00am-10:00am ET
- 10:30am-12:00pm ET
- 3:15-3:45pm ET

Best,

Crysten Glawe | *Public Policy & Corporate Communications*

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[REDACTED]

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Hey Corey, great to meet you. Sandy can you work with Crysten to find some time for us to catch up asap?

From: Corey Owens [mailto:corey@uber.com]
Sent: Wednesday, March 26, 2014 02:13 PM
To: Lane Kasselmann <lane@uber.com>; Crysten Glawe <crysten@uber.com>
Cc: PWR [REDACTED]; Ragone, Peter
Subject: Re: Connecting you

Peter, good to be in touch. Would love to chat soon to learn more about the Mayor's priorities. If that sounds good to you, I'll ask Crysten to find some time.

Corey Owens
Uber Technologies
[REDACTED]

On Wed, Mar 26, 2014 at 12:22 PM, Lane Kasselmann <lane@uber.com> wrote:
Hey Peter,
Tried connect you up with our team on Monday but had some email bounces/etc.

Please meet Corey Owens, our Head of Public Policy. Would be good for you two to check in on NYC. Corey- Peter is Mayor De Blasio's senior advisor.

I'll leave it to you two.

Thanks,
Lane

Lane Kasselmann
Communications
Uber Technologies, Inc.
[REDACTED]

On Wed, Mar 26, 2014 at 9:15 AM, PWR <[REDACTED]> wrote:

PWR
[REDACTED]

From: [Seignious, Sandy](#)
To: "[Crysten Glawe](#)"
Subject: RE: Connecting you
Date: Friday, March 28, 2014 3:50:40 PM

Good afternoon Crysten,

Can you please send me additional dates and times for next week?

Thank you

Sandy

From: Crysten Glawe [mailto:crysten@uber.com]
Sent: Wednesday, March 26, 2014 4:53 PM
To: Seignious, Sandy
Subject: Re: Connecting you

Hello Sandy,

Does Peter have any time to connect on Friday, March 28th? Perhaps, around 9:00am ET?

Kindest regards,

Crysten Glawe | *Public Policy & Corporate Communications*

On Wed, Mar 26, 2014 at 4:32 PM, Ragone, Peter <pragone@cityhall.nyc.gov> wrote:
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Sent: Wednesday, March 26, 2014 02:13 PM
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Cc: PWR [redacted]; Ragone, Peter
Subject: Re: Connecting you

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[redacted]

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Lane Kasselmann
Communications
Uber Technologies, Inc.
[REDACTED]

On Wed, Mar 26, 2014 at 9:15 AM, PWR [REDACTED] wrote:

PWR
[REDACTED]

From: [Norvell, Wiley](#)
To: "lane@uber.com"
Subject: Reporters to reach out to
Date: Tuesday, July 08, 2014 5:04:11 PM

Mike Isaac at the NYT: mike.isaac@nytimes.com, [REDACTED]
Rebecca Harshbarger at the NY Post: rharsbarger@nypost.com, [REDACTED]
Erin Durkin at the Daily News: edurkin@nydailynews.com, [REDACTED]

Wiley Norvell
Deputy Press Secretary
Office of New York City Mayor Bill de Blasio

[REDACTED]

[REDACTED]

wnorvell@cityhall.nyc.gov

@wileynorvell

From: [Norvell, Wiley](#)
To: ["lane@uber.com"](mailto:lane@uber.com)
Subject: RE: Reporters to reach out to
Date: Tuesday, July 08, 2014 5:04:37 PM

Here's some background we shared on all the work we do to work with innovative e-hail companies:

TLC App Fact Sheet

TLC is working with innovative companies to provide for-hire service to consumers across New York City. Apps are currently legally being used to arrange rides with taxis, boro taxis, liveries, and black cars. Examples of some of these disruptive app companies that are working with the City include:

- Uber (taxis, boro taxis, black cars)
- Hailo (taxis, liveries)
- TaxiMagic (taxis, black cars under sister app SedanMagic)
- Gett (black cars)
- Whisk (liveries)

In addition, existing industry players have introduced their own apps to meet customer demand for for-hire service and payment. Examples include:

- Carmel (livery base)
- CMT (TPEP/LPEP Provider offering RideLinq payment app)
- VeriFone (TPEP/LPEP Provider offering Way2Ride payment app and pending E-Hail application)

E-Hail Usage

- 325,288 unique users requested an E-Hail using an approved app and 7,644 taxi drivers / 2,238 boro taxi drivers completed E-Hail trips in the first year of the pilot program
- There were a total of 2.5 million E-Hail requests resulting in 766,732 rides completed in yellow taxis (plus an additional 342,704 rides completed in boro taxis)
- E-Hail is serving parts of the City that don't traditionally see taxi service: 68% of E-Hailed taxi rides were pickups in either northern Manhattan or the outer boroughs excluding the airports vs. 6.37% of all yellow taxi pickups originating in those same areas

FHV App Affiliated Vehicles (as of 7/7/14)

Base #	Class	Name	Vehicles
B02617*	Black Car	Weiter	2,396
B02598*	Black Car	Hinter	2,386
B02682*	Black Car	Schmecken	2,113
B02512*	Lux Limo	Unter	709
B02764*	Black Car	Danach	10
B02765*	Black Car	Grun	9
B00256	Livery	Carmel	765

*Uber-owned bases make up 7,623 of all vehicle affiliations

Cost of obtaining a new FHV driver's license is \$185: fingerprinting fee of \$75 + one year license fee of \$84 + drug test fee of \$26.

Apps operating legally in New York City carry all the same benefits as other parts of our industry:

- **Driver Safety and Security:** drug testing upon license issuance / annually thereafter,

defensive driving course upon license issuance / every three years thereafter, fingerprinting + background checks including perpetual vetting against DCJS and DMV offenses, critical driver / persistent violator programs, taxi school including English proficiency (required for taxi and boro taxi drivers only)

- **Vehicle Safety and Emissions Inspections:**
 - Yellow taxis: 3 times a year at TLC site
 - FHV: 5 times every 2 years at DMV site + 1 time every 2 years at TLC site
 - Boro taxis: 2 times a year at TLC site
- **Equal Access:**
 - Accessibility: Local Law and TLC Rules require FHV: to provide equivalent service to passengers in wheelchairs as non-wheelchair passengers
 - Refusals: Local Law and TLC Rules require FHV: to transport a passenger to any destination within the City of New York, the counties of Westchester or Nassau, or Newark Airport. Refusals are not permitted without justifiable grounds.

From: Norvell, Wiley
Sent: Tuesday, July 08, 2014 5:04 PM
To: 'lane@uber.com'
Subject: Reporters to reach out to

Mike Isaac at the NYT: mike.isaac@nytimes.com, [REDACTED]
Rebecca Harshbarger at the NY Post: rharshbarger@nypost.com, [REDACTED]
Erin Durkin at the Daily News: edurkin@nydailynews.com, [REDACTED]

Wiley Norvell
Deputy Press Secretary
Office of New York City Mayor Bill de Blasio
(212) 788-2958
(917) 428-8307 (mobile)
wnorvell@cityhall.nyc.gov
@wileynorvell

From: [Lane Kasselmann](#)
To: [Norvell, Wiley](#)
Subject: Re: Reporters to reach out to
Date: Tuesday, July 08, 2014 6:19:20 PM

got it, thanks.

On Tue, Jul 8, 2014 at 2:04 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Mike Isaac at the NYT: mike.isaac@nytimes.com, [REDACTED]

Rebecca Harshbarger at the NY Post: rharshbarger@nypost.com, [REDACTED]

Erin Durkin at the Daily News: edurkin@nydailynews.com, [REDACTED]

Wiley Norvell

Deputy Press Secretary

Office of New York City Mayor Bill de Blasio

[\(212\) 788-2958](tel:(212)788-2958)

[\(917\) 428-8307](tel:(917)428-8307) (mobile)

wnorvell@cityhall.nyc.gov

@wileynorvell

From: [Nicole Benincasa](#)
To: bstang@dot.nyc.gov
Cc: [Calise, Victor](#)
Subject: Access to Independence event + uberWAV
Date: Friday, September 26, 2014 6:25:40 PM
Attachments: [uberWAV.pdf](#)
[Access To Independence 2014.pdf](#)

Good evening, Bonnie:

It was great to speak with you earlier, and I hope you are having an enjoyable Friday. I wanted to follow up regarding Uber's participation in the MOPD- and NYCDOT-sponsored Access to Independence event on 9/30. We are very interested in helping to educate the public about our new accessible transportation option for the outer boroughs.

Since launching uberWAV on August 7th, we have received some fantastic feedback from both consumers and partner drivers about the new accessibility option. Please see the attached uberWAV deck for further information about our progress.

Can you please provide more information about how we can participate in the event?

Have a great weekend,
Nicole

--



Nicole Benincasa

Policy & Regulatory Associate, New York

e: nic@uber.com | w: www.uber.com/nyc





PRIORITIZING ACCESSIBILITY

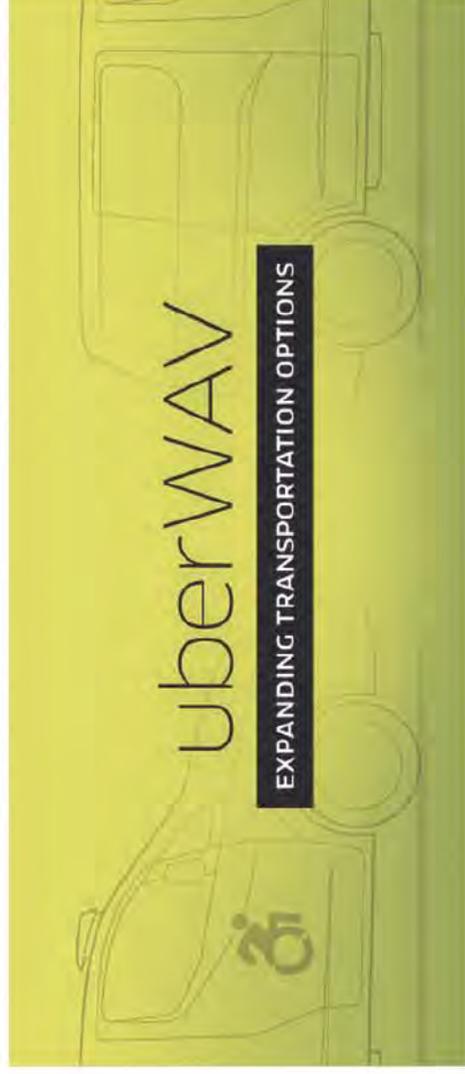
U B E R

Uber is evolving the way the world moves. By seamlessly connecting riders to drivers through our app, we create more transportation alternatives for riders and increase business for drivers, connecting customers to the highest quality transportation with the fastest response time.

We have prioritized creating a more reliable and efficient wheelchair accessible option for New Yorkers.

U B E R

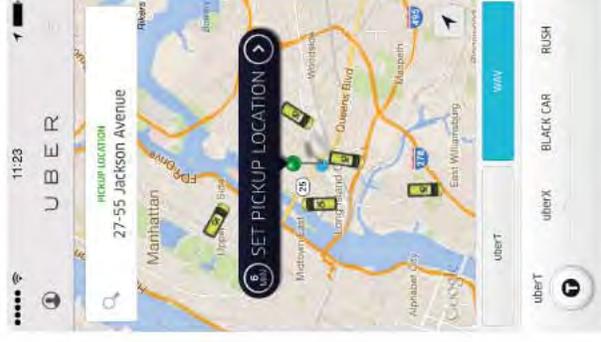
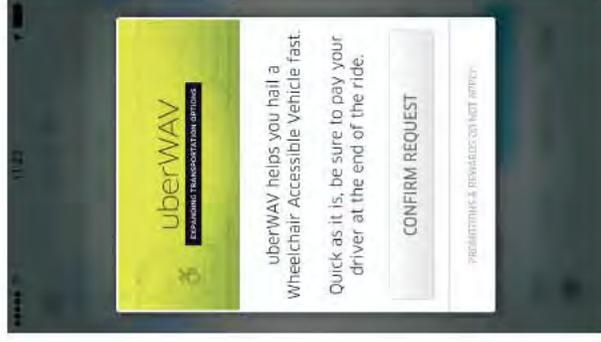
WHEELCHAIR ACCESSIBILITY WITH uberWAV



Users in NYC can now request a wheelchair accessible ride in the outer boroughs with Uber's new uberWAV option.

U B E R

HOW IT WORKS



- 1) Open up your Uber app
- 2) Select uberT in the slider at the bottom of the app
- 3) Tap the WAV option
- 4) Set your location and request, and we'll find you the nearest available driver

U B E R

uberWAV's IMPACT

uberWAV is widely available in the outer-boroughs, especially areas traditionally underserved by existing transportation options. Since uberWAV launched on August 7th:

- Hundreds of trips have been completed
- Hundreds of TLC Passenger Assistance-trained drivers have been on-boarded
- We have established ongoing quality controls

U B E R

RIDER SENTIMENT

"There is a huge need for spontaneous and RELIABLE transportation in NYC, especially in the outer boroughs. And we don't just travel alone. We travel with friends and families and co-workers like everyone else. That's why accessible vehicles and trained drivers are so important. Too few of either and you lose reliability and spontaneity." - Jean, uberWAV rider

"Well obviously Uber recognizes the need, which shows that Uber execs are really willing to think outside the box! That said, I realize the challenges you are facing in rolling out in the outer boroughs first considering that historically, Manhattan still has the most "action", but I don't have to tell you that Brooklyn has been nipping at its heels for some time. For those of us who would like to go to the Brooklyn Museum, Coney Island on a whim, the Barclay's Center or a concert at some funky dive out there, accessible Uber [is] awesome! - Jaqueline, uberWAV rider

U B E R



PLEASE JOIN US IN SPREADING THE WORD TO NEW YORKERS!

Josh Mohrer, GM | josh@uber.com

Nicole Benincasa, Policy | nic@uber.com

Kate Doyle, Marketing | kate.doyle@uber.com

Annie Duvnjak, Operations | annied@uber.com

U B E R

ACCESS TO INDEPENDENCE

A Transportation Expo

The New York City Mayor's Office for People with Disabilities (MOPD) in collaboration with the New York City Department of Transportation (DOT) cordially invite you to: **ACCESS TO INDEPENDENCE**

"Access to Independence is an Accessible Transportation Expo Designed to Educate the Public About Accessible Transportation Options Available in New York City" Victor Calise, Commissioner, MOPD

ACCESS TO INDEPENDENCE

September 30, 2014
10 AM - 2 PM

Columbus Park, Brooklyn NY
(North side of the park)

Columbus Park is adjacent to
Brooklyn Borough Hall

Access to Independence Participants Include:

- NYC Department of Transportation (DOT)
- MTA New York City Transit
- MTA Access-A-Ride
- NYC Taxi & Limousine Commission
- NYC Department of Education
- Jewish Community Council of Greater Coney Island
- Interagency Council of Developmental Disabilities Agencies (IAC)

Directions:

By Subway: 2,3,4,5 to Borough Hall, entrance/exits are within the park. R to Court St, walk one block east towards Cadman Plaza W. A,C,F, R to Jay St-Metro Tech, walk two block west towards Adams St.

By Bus: The following Brooklyn bus routes are adjacent to the park 25, 26, 38, 41, 45, 52, 57, and 103. Please check with the MTA for additional bus routes.

Contact Information

To participate please register online at: www.nyc.gov/mopd or Call 311



From: [Nicole Benincasa](#)
To: btsang@dot.nyc.gov
Cc: [Kate Doyle](#); [Josh Mohrer](#); [Calise Victor](#)
Subject: Re: Access to Independence event + uberWAV
Date: Monday, September 29, 2014 11:44:34 AM

Good morning Bonnie,

I hope you had a great weekend, and thank you again for chatting with me on Friday evening. Please let me know if Uber may participate in tomorrow's event; we are very excited for the opportunity.

Best,
Nicole

On Fri, Sep 26, 2014 at 6:28 PM, Nicole Benincasa <nic@uber.com> wrote:

Good evening, Bonnie:

It was great to speak with you earlier, and I hope you are having an enjoyable Friday. I wanted to follow up regarding Uber's participation in the MOPD- and NYCDOT-sponsored Access to Independence event on 9/30. We are very interested in helping to educate the public about our new accessible transportation option for the outer boroughs.

Since launching uberWAV on August 7th, we have received some fantastic feedback from both consumers and partner drivers about the new accessibility option. Please see the attached uberWAV deck for further information about our progress.

Can you please provide more information about how we can participate in the event?

Have a great weekend,
Nicole

--



Nicole Benincasa

Policy & Regulatory Associate, New York

e: nic@uber.com | w: www.uber.com/nyc



--



Nicole Benincasa

Policy & Regulatory Associate, New York

e: nic@uber.com | w: www.uber.com/nyc



From: [Puvogel, Matthew](mailto:Puvogel.Matthew)
Bcc: russell.Schmid@nyct.com; [Fredericksen, Donna](mailto:Fredericksen.Donna); [Kenneth Stuart \(kenneth.stuart@nyct.com\)](mailto:Kenneth.Stuart(kenneth.stuart@nyct.com)); j.lauer@jccgci.org; [Glenn Godin \(glenn@iacny.org\)](mailto:Glenn.Godin(glenn@iacny.org)); [<kbransky@panynj.gov>](mailto:Bransky.Ken(kbransky@panynj.gov)); [Karen Gourgey](mailto:Karen.Gourgey); dorcas.conde@va.gov; [<Joyce, Patrick \(TLC\) \(joycep@tlc.nyc.gov\)>](mailto:Joyce.Patrick(TLC)(joycep@tlc.nyc.gov)); [<Arroyo, Quemuel \(qarroyo@dot.nyc.gov\)>](mailto:Arroyo.Quemuel(qarroyo@dot.nyc.gov)); [<Ramirez, Denise \(dramirez1@dot.nyc.gov\)>](mailto:Ramirez.Denise(dramirez1@dot.nyc.gov)); [<Haber, Staci \(shaber@dot.nyc.gov\)>](mailto:Haber.Staci(shaber@dot.nyc.gov)); mwashington@nywt.com; [<Ayesha McGowan \(amcgowan@intandembike.org\)>](mailto:Ayesha.McGowan(amcgowan@intandembike.org)); [<Fred Metacarpa \(DCAS\) \(fmetacarpa@dcas.nyc.gov\)>](mailto:Fred.Metacarpa(DCAS)(fmetacarpa@dcas.nyc.gov)); michael.Lavery@parks.nyc.gov; [<Manuel Accimeus \(Manny.Accimeus@parks.nyc.gov\)>](mailto:Manuel.Accimeus(Manny.Accimeus@parks.nyc.gov)); "earl h"; "Nelson, David J."; "Mike Lampert"; "mginsberg@frconversions.com"; "mginsberg@frconversions.com"; "sgarcia12@schools.nyc.gov"; [<Jaffe Ariana \(AJaffe5@schools.nyc.gov\)>](mailto:Jaffe.Ariana(AJaffe5@schools.nyc.gov)); [<Fresquez, Eli \(efresquez@OEM.NYC.GOV\)>](mailto:Fresquez.Eli(efresquez@OEM.NYC.GOV)); "Jason DaSilva"; mbalka@lighthouseguild.org; [<Frank McCrea \(fmccrea@aging.nyc.gov\)>](mailto:Frank.McCrea(fmccrea@aging.nyc.gov)); "sringel@brooklynbp.nyc.gov"; "nic@uber.com"; "Kelly@iacny.org"; "mwilder4@schools.nyc.gov"; "mgarcia96@schools.nyc.gov"; "pdonaldson@schools.nyc.gov"; "Dperry@icsny.org"; "Garcia@icsny.org"; "samuel.forde@nyct.com"; samuel.forde@nyct.com; angela.bonnette@nyct.com; "reginald.baron@nyct.com"; "cdwyer@oem.nyc.gov"; "yhsin@oem.nyc.gov"; [<Davitt, Kevin G \(kdavitt@lirr.org\)>](mailto:Davitt.KevinG(kdavitt@lirr.org))
Subject: Thank you
Date: Wednesday, October 01, 2014 1:59:19 PM
Attachments: [image001.png](#)

I would like to say thank you to all who assisted and attended Access to Independence yesterday September 30th at Columbus Park. Without your participation this event would not have been such a success. We look forward to holding this again in the coming year, and we appreciate your continued support. Thank you

Matthew Puvogel | Transportation Coordinator
Mayor's Office for People with Disabilities
100 Gold Street, 2nd Floor | New York, NY 10038
O: 212.788.8948 | F: 212.312.0960



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**Mayor's Office for
People with Disabilities**

From: [Nicole Benincasa](#)
To: [Calise, Victor](#)
Cc: [Josh Mohrer](#); [Annie Duvnjak](#); [Kate Doyle](#)
Subject: Thank you + uberWAV update
Date: Wednesday, October 01, 2014 4:14:09 PM
Attachments: [uberWAV.pdf](#)

Hi Commissioner Calise:

It was great to see you at MOPD & DOT's truly inspiring Access to Independence event yesterday. Thank you again for inviting Uber to participate. As we discussed during the event, I wanted to provide you an update since our meeting at the end of July.

Since launching uberWAV on August 7th, we have received some fantastic feedback from both consumers and partner drivers about the new accessibility option. Please see the attached uberWAV deck for further information about the product and our progress.

As always, please feel free to reach out with any questions.

Best,
Nicole

--



Nicole Benincasa

Policy & Regulatory Associate, New York

e: nic@uber.com | w: www.uber.com/nyc





PRIORITIZING ACCESSIBILITY

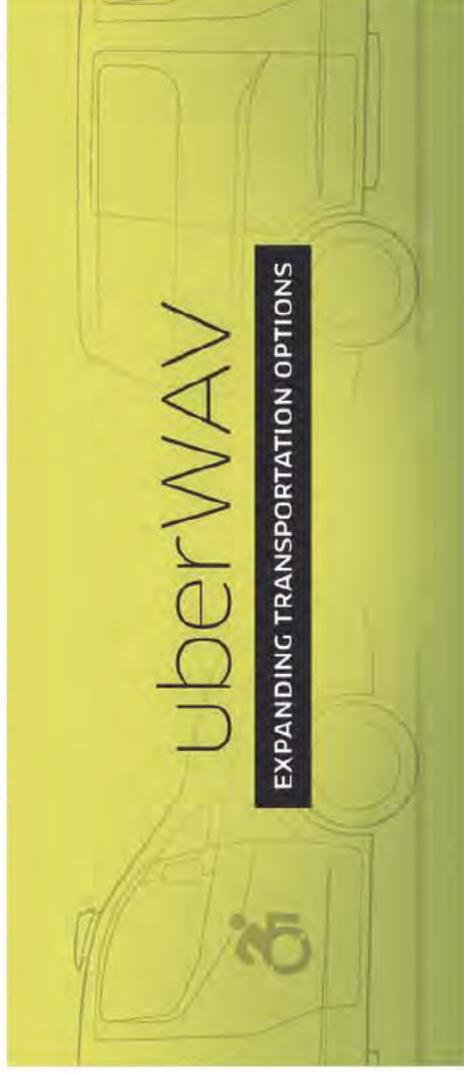
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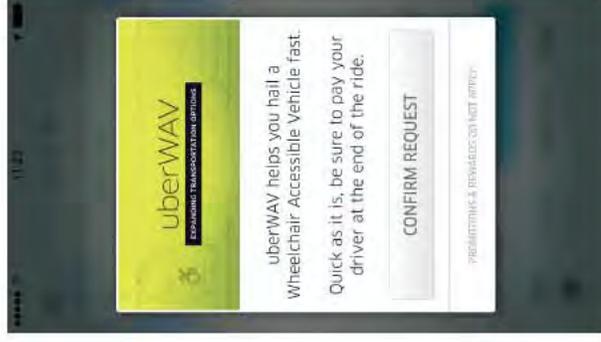
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U B E R



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Josh Mohrer, GM | josh@uber.com

Nicole Benincasa, Policy | nic@uber.com

Kate Doyle, Marketing | kate.doyle@uber.com

Annie Duvnjak, Operations | annied@uber.com

U B E R

From: [Nicole Benincasa](#)
To: [Puvogel, Matthew](#)
Subject: Re: Thank you
Date: Saturday, October 04, 2014 5:05:11 PM
Attachments: [image001.png](#)

Hi Matthew,

Thank you for having Uber participate in Access to Independence! We were honored to be a part of the event, and I look forward to continuing our efforts to provide accessible transportation options to NYC residents.

Please do keep in touch, and feel free to reach out to me should you have any questions about Uber.

Best,
Nicole

On Wed, Oct 1, 2014 at 1:59 PM, Puvogel, Matthew <mpuvogel@cityhall.nyc.gov> wrote:

I would like to say thank you to all who assisted and attended Access to Independence yesterday September 30th at Columbus Park. Without your participation this event would not have been such a success. We look forward to holding this again in the coming year, and we appreciate your continued support. Thank you

Matthew Puvogel | Transportation Coordinator

Mayor's Office for People with Disabilities

100 Gold Street, 2nd Floor | New York, NY 10038

O: [212.788.8948](tel:212.788.8948) | F: [212.312.0960](tel:212.312.0960)



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--



Nicole Benincasa

Policy & Regulatory Associate, New York

e: nic@uber.com | w: www.uber.com/nyc





**Mayor's Office for
People with Disabilities**

From: [Puvoael, Matthew](#)
Bcc: [Edith M. Prentiss](#); [Luda Demikhovskaya \(ld261@optonline.net\)](#); [JRibnick@dorotusa.org](#); [Jeannette Christie \(ChristieJ@LighthouseGuild.org\)](#); [Jean Ryan](#); [Glenn Godin \(glenn@iacny.org\)](#); ["nic@uber.com"](#); [Joyce, Patrick \(TLC\) \(joycep@tlc.nyc.gov\)](#); [Fresquez, Eli <efresquez@OEM.NYC.GOV> \(efresquez@OEM.NYC.GOV\)](#); [Jackson, Marianne \(mjackson@OEM.NYC.GOV\)](#); [Ramirez, Denise \(dramirez1@dot.nyc.gov\)](#); [Karen Gourgev](#); ["Noel, Christopher \(Parks\)"](#); [Manuel Accimeus \(Manny.Accimeus@parks.nyc.gov\)](#); ["Kelly@iacny.org"](#); [Jaffe Ariana \(AJaffe5@schools.nyc.gov\)](#); ["mwilder4@schools.nyc.gov"](#); ["mgarcia96@schools.nyc.gov"](#); ["pdonaldson@schools.nyc.gov"](#); ["sgarcia12@schools.nyc.gov"](#); ["dorcac.conde@va.gov"](#); ["Dperry@icsny.org"](#); ["Garcia@icsny.org"](#); ["i.lauer@iccqi.org"](#); ["yhsin@oem.nyc.gov"](#); ["cdwyer@oem.nyc.gov"](#); ["mkurtz@unitedspinal.org"](#); [Gordon Rothman](#); ["info@danielsmusic.org"](#); ["info@wheelchairsportsfederation.org"](#); ["Julia Macbeth"](#); ["Bobbi Wailes"](#); ["rajur@nychhc.org"](#); ["Randall.Mark@nychhc.org"](#); ["Dooha, Susan; jpeters@bcd.org"](#); [bret.eisenberg@bils.org](#); [Arroyo, Quemuel \(qarroyo@dot.nyc.gov\)](#); [Haber, Staci \(shaber@dot.nyc.gov\)](#); [ispalter@bmcc.cuny.edu](#); [Jacquelyn, Flaum; Administrator \(administrator@artbeyondsight.org\)](#); [Avesha McGowan \(amcgowan@intandembike.org\)](#); [Lester Marks \(LMarks@LighthouseGuild.org\)](#); [Frank McCreia \(fmccreia@aging.nyc.gov\)](#); ["MGuerrero@aging.nyc.gov"](#); ["Jennifer.Teich@ahrcnyc.org"](#); ["mfridas2@schools.nyc.gov"](#); [gsantamoore@schools.nyc.gov](#); ["jzembruski@msnyc.org"](#); ["ezeira@tenement.org"](#); ["JWortel@aging.nyc.gov"](#); ["pwolff@cidny.org"](#); ["rwayne@cchr.nyc.gov"](#); ["mcush@visionsvcb.org"](#); ["ptobin@unitedspinal.org"](#); [Carla Sullivan \(carla@danielsmusic.org\)](#); ["nsheth@ChristopherReeve.org"](#); ["Celeste.Sequire@nycha.nyc.gov"](#)
Subject: NYC Winter Weather Access and Mobility Summit
Date: Tuesday, October 07, 2014 2:38:21 PM
Attachments: [image001.png](#)
[NYC Winter Weather Access and Mobility Summit.pdf](#)

Good Afternoon. The Mayor's Office for People with Disabilities and the NYC Department of Sanitation will host the NYC Winter Weather Access and Mobility Summit on October 22, 2014 from 11-1PM at the Lighthouse Guild for the blind. If the enclosed flyer could be circulated to all I would greatly appreciate it. Thank you

NYC Winter Weather Access
and Mobility Summit

The Mayor's Office for People with Disabilities (MOPD) in partnership with the Department of Sanitation (DSNY) cordially invites you to:

NYC Winter Weather Access and Mobility Summit

The NYC Winter Weather Access and Mobility Summit is a conference which will focus on the steps that people with disabilities and their loved ones can take to ensure safe travel during the winter months.

Topics that will be discussed in the panel include:

-

Winter weather preparedness

-

How to report lack of accessibility and hazardous or unsafe conditions in your home or community?

list end

People are encouraged to ask questions and raise issues of interest to them.

NYC Winter Weather Access and Mobility Summit

October 22, 2014

The Lighthouse Guild for the Blind

Time: 11AM - 1PM

Please register at www.nyc.gov/mopd or Call 311

For travel information please call MTA's 511

Designated AAR Location: 111 East 59th between Park and Lexington Ave.

(left side)

Matthew Puvogel | Transportation Coordinator

Mayor's Office for People with Disabilities

100 Gold Street, 2nd Floor | New York, NY 10038

O: 212.788.8948 | F: 212.312.0960



Follow Us | [MOPD](#) | [Facebook](#) | [Twitter](#)

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**Mayor's Office for
People with Disabilities**

NYC Winter Weather Access

and Mobility Summit

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Topics that will be discussed in the panel include:

- Winter weather preparedness
- How to report lack of accessibility and hazardous or unsafe conditions in your home or community?

People are encouraged to ask questions and raise issues of interest to them.

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Mayor's Office for
People with Disabilities



From: [David Plouffe](#)
To: [Santucci, Laura](#)
Subject: Call
Date: Thursday, October 23, 2014 5:53:24 PM

Laura

I jknow you must be in crisis management mode given the health situation (we are dealing with it to in a much more minor way) but I have a timely issue to discuss with you if you have 5 mins.

Hope you are enjoying what must be one of the rides of a lifetime

David



From: [Santucci, Laura](#)
To: [David Plouffe](#)
Subject: Re: Call
Date: Thursday, October 23, 2014 5:55:13 PM

Hello! Calling in a minute

> On Oct 23, 2014, at 5:53 PM, "David Plouffe" <plouffe@uber.com> wrote:
>
> Laura
>
> I jknow you must be in crisis management mode given the health situation (we are dealing with it to
in a much more minor way) but I have a timely issue to discuss with you if you have 5 mins.
>
> Hope you are enjoying what must be one of the rides of a lifetime
>
> David
>
> 

From: [David Plouffe](#)
To: [Santucci, Laura](#)
Subject: Re: Our CEO
Date: Monday, November 03, 2014 6:19:09 PM

Congrats (I hope on your new, temp assignment). Should be a blast.

Let me know if we should redirect mtg request or if you can still work thru.

> On Oct 31, 2014, at 10:42 AM, Santucci, Laura <LSantucci@cityhall.nyc.gov> wrote:

>

> David,

> Will circle back ASAP.

>

>> On Oct 31, 2014, at 8:52 AM, "David Plouffe" <daplouffe@icloud.com> wrote:

>>

>>

>> Laura

>>

>> Would the Mayor and you be available on Nov 13 to meet with Travis Kalanick? We'd love to provide an update on the impact Uber is having in NYC and talk thru how to build on that. Think it would be interesting for you and he to get a fuller understanding of the growth and econ impact, among others.

>>

>> Travis is receiving an award from the Iraq and Afghanistan Vets Assn that night in NYC for our program to hire returning vets, which is going well.

>>

>> Thanks

>>

>> David

>>

From: [Corey Owens](#)
To: [Ragone, Peter](#)
Subject: Re: Uber NYC
Date: Thursday, November 06, 2014 10:52:07 AM

Thanks for checking in by text. Unfortunately, to answer your question, no we're not good. The TLC is still pushing the rule, so the same business and privacy issues are in play, just delayed a few weeks. Plus, from conversations with Meera, it's clear that some type of base shutdown proceedings are STILL on the table if we don't produce this data.

I think our proactive cooperation during the Ebola incident in late October showed that we are a good corporate citizen. As for the TLC: we're certainly happy to help the Commission respond to specific incidents with tailored trip information that does not put consumer privacy in jeopardy, just like we routinely cooperate with law enforcement when they request help with an investigation. What we won't do is surrender sensitive data *en masse* when the TLC refuses to protect that data from public disclosure.

Frankly speaking, these rules are a complete mess, and the privacy issues they raise (not to mention the convoluted dispatch rules) are far too nuanced to be addressed fully between now and Nov. 20 under threat of license revocation. I suspect Uber and City Hall can work this out so it's a win for everybody involved, but to do that we need the TLC to slow this down and give you and I time to hammer out the specifics. If this actually goes to a vote on the 20th then we need to start educating our NYC rider base ASAP, which is a hard genie to put back in the bottle once it's out. Let me know if we can hop on the phone soon to talk this out.

Corey

corey owens | public policy @ uber technologies | +1-415-637-9373 | @Uber_PubPolicy

On Mon, Oct 27, 2014 at 3:43 PM, Ragone, Peter <pragone@cityhall.nyc.gov> wrote:

Ok, thanks.

From: Corey Owens [mailto:corey@uber.com]
Sent: Monday, October 27, 2014 01:41 PM
To: Ragone, Peter
Cc: Justin Kintz <kintz@uber.com>; Lane Kasselman <lane@uber.com>
Subject: Re: Uber NYC

Peter I'm about to hop on a flight w no wifi, so if/when you have an update on your end please contact Justin or Lane on our team.

On Monday, October 27, 2014, Ragone, Peter <pragone@cityhall.nyc.gov> wrote:

Got it.

From: Corey Owens [mailto:corey@uber.com]
Sent: Monday, October 27, 2014 07:58 AM
To: Ragone, Peter
Subject: Re: Uber NYC

I'll be at [REDACTED] just call when you're free

corey owens | public policy @ uber technologies | [+1-415-637-9373](tel:+14156379373) | @Uber_PubPolicy

On Mon, Oct 27, 2014 at 10:48 AM, Corey Owens <corey@uber.com> wrote:
Yup

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On Mon, Oct 27, 2014 at 10:48 AM, Ragone, Peter
<pragone@cityhall.nyc.gov> wrote:

Can talk in 30. Work?

From: Corey Owens [mailto:corey@uber.com]
Sent: Sunday, October 26, 2014 03:47 PM
To: Ragone, Peter
Subject: Re: Uber NYC

Hey Peter, can we discuss this tonight or tomorrow? I spoke with the TLC on Friday (I assume at your suggestion, Meera said "City Hall told me to call"), and they continue to threaten to revoke our base licenses, presumably as soon as tomorrow. They're not leaving us with a lot of options here and I'm hoping you and I can sort this out without need for a messy public debate about the TLC and consumer privacy.

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The TLC is considering a rulemaking on this subject among others. For them to threaten us like this, especially while we're cooperating so closely with your Department of Health on this ebola scare, a demonstration that we're happy to leverage our data when cause is shown, seems pretty out of line.

I think there's a happy compromise here, but there's very little time. Would like to speak with you about this as soon as you can get free.

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From: [Corey Owens](#)
To: [Ragone, Peter](#)
Subject: Re: Uber NYC
Date: Thursday, November 06, 2014 10:53:57 AM

Also, we've been planning on hiring an engineering team in NYC - <https://www.uber.com/jobs/34837> - worth talking about that as well.

corey owens | public policy @ uber technologies | +1-415-637-9373 | @Uber_PubPolicy

On Thu, Nov 6, 2014 at 10:51 AM, Corey Owens <corey@uber.com> wrote:

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Sent: Monday, October 27, 2014 01:41 PM
To: Ragone, Peter
Cc: Justin Kintz <kintz@uber.com>; Lane Kasselmann <lane@uber.com>
Subject: Re: Uber NYC

Peter I'm about to hop on a flight w no wifi, so if/when you have an update on your end please contact Justin or Lane on our team.

On Monday, October 27, 2014, Ragone, Peter <pragone@cityhall.nyc.gov> wrote:

Got it.

From: Corey Owens [mailto:corey@uber.com]
Sent: Monday, October 27, 2014 07:58 AM
To: Ragone, Peter
Subject: Re: Uber NYC

I'll be at [REDACTED], just call when you're free

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[Can talk in 30. Work?](#)

From: Corey Owens [mailto:corey@uber.com]
Sent: Sunday, October 26, 2014 03:47 PM
To: Ragone, Peter
Subject: Re: Uber NYC

Hey Peter, can we discuss this tonight or tomorrow? I spoke with the TLC on Friday (I assume at your suggestion, Meera said "City Hall told me to call"), and they continue to threaten to revoke our base licenses, presumably as soon as tomorrow. They're not leaving us with a lot of options here and I'm hoping you and I can sort this out without need for a messy public debate about the TLC and consumer privacy.

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From: [David Plouffe](#)
To: [Santucci, Laura](#)
Subject: Meeting
Date: Friday, November 07, 2014 4:06:39 PM

Sorry to pester, but any chance Mayor can meet with our CEO on the 14th?

From: [Santucci, Laura](#)
To: [David Plouffe](#)
Subject: Re: Meeting
Date: Saturday, November 08, 2014 1:12:41 PM

Not a pester at all. I should have final word on Monday when Mayor returns from Puerto Rico.

I can still handle limited city business while doing the bid but am putting colleague Dom Williams on this as well. I will connect you two on Monday.

On Nov 7, 2014, at 4:06 PM, "David Plouffe" <plouffe@uber.com> wrote:

> Sorry to pester, but any chance Mayor can meet with our CEO on the 14th?
>
>

From: [David Plouffe](#)
To: [Santucci, Laura](#)
Subject: Re: Meeting
Date: Saturday, November 08, 2014 8:00:08 PM

Thanks.

> On Nov 8, 2014, at 1:12 PM, Santucci, Laura <LSantucci@cityhall.nyc.gov> wrote:
>
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From: [Corey Owens](#)
To: [Ragone, Peter](#)
Subject: Re: Uber NYC
Date: Monday, November 10, 2014 8:37:32 AM

Hey Peter, got time to talk today?

corey owens | public policy @ uber technologies | +1-415-637-9373 | @Uber_PubPolicy

On Thu, Nov 6, 2014 at 10:53 AM, Corey Owens <corey@uber.com> wrote:
Also, we've been planning on hiring an engineering team in NYC - <https://www.uber.com/jobs/34837> - worth talking about that as well.

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Thanks for checking in by text. Unfortunately, to answer your question, no we're not good. The TLC is still pushing the rule, so the same business and privacy issues are in play, just delayed a few weeks. Plus, from conversations with Meera, it's clear that some type of base shutdown proceedings are STILL on the table if we don't produce this data.

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Subject: Re: Uber NYC

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Sent: Monday, October 27, 2014 07:58 AM
To: Ragone, Peter
Subject: Re: Uber NYC

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From: [Santucci, Laura](#)
To: plouffe@uber.com; [Williams, Dominic](#)
Subject: Request for Meeting
Date: Monday, November 10, 2014 8:52:01 AM

David,

We will be in touch soon on your request for a meeting.

I've included Dom Williams here who is point in City Hall on all TLC related business.

Talk soon.

Laura

From: [Corey Owens](#)
To: [Ragone, Peter](#)
Subject: Re: Uber NYC
Date: Monday, November 10, 2014 1:36:35 PM

3p Eastern?

On Monday, November 10, 2014, Ragone, Peter <pragone@cityhall.nyc.gov> wrote:
Sure. What time works?

From: Corey Owens [mailto:corey@uber.com]
Sent: Monday, November 10, 2014 05:37 AM
To: Ragone, Peter
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From: [Corey Owens](#)
To: [Ragone, Peter](#)
Subject: Re: Uber NYC
Date: Monday, November 10, 2014 4:50:09 PM

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Could do 4pm pst.

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To: Ragone, Peter
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3p Eastern?

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Sure. What time works?

From: Corey Owens [mailto:corey@uber.com]
Sent: Monday, November 10, 2014 05:37 AM
To: Ragone, Peter
Subject: Re: Uber NYC

Hey Peter, got time to talk today?

corey owens | public policy @ uber technologies | +1-415-637-9373 | @Uber_PubPolicy

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Also, we've been planning on hiring an engineering team in NYC -
<https://www.uber.com/jobs/34837> - worth talking about that as well.

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I think our proactive cooperation during the Ebola incident in late October showed that we are a good corporate citizen. As for the TLC: we're certainly happy to help the Commission respond to specific incidents with tailored trip information that does not put consumer privacy in jeopardy, just like we routinely cooperate with law enforcement when they request help with an investigation. What we won't do is surrender sensitive data *en masse* when the TLC refuses to protect that data from public disclosure.

Frankly speaking, these rules are a complete mess, and the privacy issues they raise (not to mention the convoluted dispatch rules) are far too nuanced to be addressed fully between now and Nov. 20 under threat of license revocation. I suspect Uber and City Hall can work

this out so it's a win for everybody involved, but to do that we need the TLC to slow this down and give you and I time to hammer out the specifics. If this actually goes to a vote on the 20th then we need to start educating our NYC rider base ASAP, which is a hard genie to put back in the bottle once it's out. Let me know if we can hop on the phone soon to talk this out.

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Ok, thanks.

From: Corey Owens [<mailto:corey@uber.com>]
Sent: Monday, October 27, 2014 01:41 PM
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Cc: Justin Kintz <kintz@uber.com>; Lane Kasselman <lane@uber.com>
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Got it.

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I'll be at [REDACTED] just call when you're free

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They do not currently have authority to demand transmittal like this, they won't guarantee confidentiality of the data, and it represents a potentially serious breach of rider/driver privacy (as illustrated here - <http://gawker.com/the-public-nyc-taxicab-database-that-accidentally-track-1646724546>).

The TLC is considering a rulemaking on this subject among others. For them to threaten us like this, especially while we're cooperating so closely with your Department of Health on this ebola scare, a demonstration that we're happy to leverage our data when cause is shown, seems pretty out of line.

I think there's a happy compromise here, but there's very little time. Would like to speak with you about this as soon as you can get free.

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From: [Corey Owens](#)
To: [Ragone, Peter](#)
Subject: Re: Uber NYC
Date: Monday, November 10, 2014 7:02:05 PM

Trying the [REDACTED] number but just keeps ringing.

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Sure. I'll call you then.

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Could do 4pm pst.

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From: [Corey Owens](#)
To: [Ragone, Peter](#); [Karin Srisilpanand](#)
Subject: Peter / DAP
Date: Monday, November 10, 2014 7:57:11 PM

Peter, thanks for the call earlier. David's in SF this week so let's definitely try to get you two in a room. Karin can help find a time that works for you both.

--

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From: [Karin Srisilpanand](#)
To: [Ragone, Peter](#)
Subject: Re: Peter / DAP
Date: Monday, November 10, 2014 8:24:18 PM

Thanks Corey for the introduction; I'm moving you to bcc.

Hello Peter,

Please let me know what your availability is for this week. Happy to get you and David together.

I currently have David at our SF HQ on the following dates/ times:

Weds, Nov 12 12:30pm - 2:00pm
Thurs, Nov 13 10:30 - 11:30am
Fri, Nov 14 12:30 - 2:30pm

Would any of the above work for you? If not, please let me know what you do have and I'll see what I can do!

We are located at 1455 Market Street between 10th and 11th Street.

Karin

Karin Srisilpanand
Policy & Strategy
Email karinsris@uber.com
Direct +1 415.842.3507
Mobile +1 415.518.8227



On Mon, Nov 10, 2014 at 4:57 PM, Corey Owens <corey@uber.com> wrote:
Peter, thanks for the call earlier. David's in SF this week so let's definitely try to get you two in a room. Karin can help find a time that works for you both.

--

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From: [Karin Srisilpanand](#)
To: [Ragone, Peter](#)
Cc: [Corey Owens](#)
Subject: Re: Peter / DAP
Date: Tuesday, November 11, 2014 11:55:47 AM

Peter,

I spoke to Sandy this morning and you are confirmed for 1:00pm PT here at Uber HQ with David Plouffe.

Address: 1455 Market Street (between 10th and 11th Street)
Please come to the 4th Floor.

Kaitlyn, our receptionist will call David or myself upon your arrival upstairs.

See you then.

Karin Srisilpanand
Policy & Strategy
Email karinsris@uber.com
Direct +1 415.842.3507
Mobile +1 415.518.8227



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From: [Corey Owens](#)
To: [Ragone, Peter](#)
Cc: [David Plouffe](#)
Subject: TLC Summons and Suspension of Uber License
Date: Wednesday, November 12, 2014 10:47:51 AM
Attachments: [Summonses-Failure to Comply with Electronic Trip Record Directives.pdf](#)

Peter, today we received formal notice from TLC saying our license to operate will be suspended next Friday if we don't hand over the volumes of data they've demanded. They still haven't guaranteed confidentiality, they still haven't justified why they need this data given our history of cooperating when actual cause is shown, and they still haven't explained how this doesn't threaten the privacy of millions of New Yorkers, except "well taxi does it," which remains a baffling response.

I continue to be hopeful that cooler heads can prevail and a reasonable solution can be found if given the opportunity.

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Meera Joshi - Commissioner
Raymond C. Scanlon - Deputy Commissioner
Uniformed Services Bureau
25-55 BQE West
Woodside, New York 11377
+1 718 391 5501 tel

UNTER LLC
27-55 JACKSON AVENUE
LONG ISLAND CIT, NY, 11101

Date: 10/28/2014
License: 

Summons # FC0000336

The New York City Taxi and Limousine Commission charges you with violating TLC Rule:

§59B-13(j)(1): Cooperate with the Commission
Penalty: \$200 and Suspension until compliance

According to TLC records, on 10/9/2014 the Commission issued you the attached directive ordering you to provide electronic trip record information for all trips dispatched through your base occurring between April 1, 2014 and September 30, 2014. Per Commission records, you failed to do so.

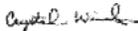
You must appear for a hearing:

Where: OATH Taxi and Limousine Tribunal – 33 Beaver St, 19th Floor, New York, NY 10004
When: 11/21/2014 at 10:30 AM

At the hearing:

1. You may bring a lawyer or a representative authorized by the OATH Taxi and Limousine Tribunal. You may also bring witnesses and any evidence that supports your case.
2. If the judge finds you in violation of TLC Rule 59B-13(j)(1), you will be fined \$200, and your license will be immediately suspended until you comply with the directive.
3. If you do not come to the hearing, OATH Taxi and Limousine Tribunal will find you guilty by default and impose a \$200 fine and suspend your license until compliance.
4. If you want to change the date of the hearing, you must call OATH Taxi and Limousine Tribunal at least five (5) business days before the hearing date at (718)391-5718

I certify that a true copy of this summons was inserted by me in an envelope addressed to the named Respondent at the address noted on the Notice of Scheduled Hearing, which is the last mailing address filed with the commission listed in TAMIS, and deposited in the normal course of business, on the date below, in a box at the TLC Beaver Street facility which is labeled "agency mail", the contents of which are delivered to the TLC Mail Service the next business day. Based on a conversation with Nicholas Venezia, The Assistant Commissioner who oversees the mailroom, my understanding is that the practice of the TLC Mail Service is to place metered first class postage on the envelope and deposit the envelope in an official United States Postal Service receptacle no later than one (1) business day after receipt of the envelope by the TLC mail service.

PRINT NAME: Winters, Crystal SIGNATURE:  DATE: 10/28/2014



Meera Joshi - Commissioner
Rodney Stiles - Director of Research & Evaluation
Policy & External Affairs Department
33 Beaver Street, 22nd Floor
New York, NY 10004
212-676-1183

Unter LLC
27-55 Jackson Avenue
Long Island City, NY 11101

October 9, 2014

RE: Directive for Electronic Dispatch Records

ATTN: [REDACTED]

You are receiving this letter as a follow up to the directive sent September 26, 2014, requesting electronic trip record information for all trips dispatched through your base occurring between April 1, 2014 and September 30, 2014. TLC is extending the deadline for submission of electronic trip records from Thursday, October 9, 2014, to Friday, October 24, 2014. Please find below a copy of the original directive with the submission deadline updated.

Pursuant to Taxi and Limousine Commission (TLC) Rules § 59B-13(j)(1) and 59B-19(a)(1), you are directed to provide the TLC with a list of all trip record information for all dispatched trips occurring between April 1, 2014 and September 30, 2014. Please include at a minimum, the following elements for each trip dispatched by your base:

- *Date of trip*
- *Time of trip*
- *Passenger's pick up location*
- *Driver's For-Hire License number*
- *Vehicle's For-Hire License number*

You are hereby directed to submit the above referenced trip records electronically by Friday, October 24, 2014.

You must submit all information described above. Failure to respond to this Directive may result in a summons for a violation of TLC Rule §59B-13(j), and if found guilty you may be fined \$200 and your license may be suspended until you comply with this directive.

If you have questions, please contact Ben Kurland at research@tlc.nyc.gov or 212-676-1207.



Meera Joshi - Commissioner
Raymond C. Scanlon - Deputy Commissioner
Uniformed Services Bureau
25-55 BQE West
Woodside, New York 11377
+1 718 391 5501 tel

HINTER LLC
27-55 JACKSON AVE
LONG ISLAND CIT, NY, 11101

Date: 10/28/2014
License:

Summons # FC0000333

The New York City Taxi and Limousine Commission charges you with violating TLC Rule:

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Penalty: \$200 and Suspension until compliance

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You must appear for a hearing:

Where: OATH Taxi and Limousine Tribunal – 33 Beaver St, 19th Floor, New York, NY 10004
When: 11/21/2014 at 9:00 AM

At the hearing:

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PRINT NAME: Winters, Crystal SIGNATURE:

DATE: 10/28/2014



Meera Joshi - Commissioner
Rodney Stiles – Director of Research & Evaluation
Policy & External Affairs Department
33 Beaver Street, 22nd Floor
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Hinter LLC
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+1 718 391 5501 tel

WEITER LLC
27-55 JACKSON AVENUE
LIC, NY, 11101

Date: 10/28/2014

License: 

Summons # FC0000332

The New York City Taxi and Limousine Commission charges you with violating TLC Rule:

§59B-13(j)(1): Cooperate with the Commission
Penalty: \$200 and Suspension until compliance

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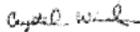
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Raymond C. Scanlon - Deputy Commissioner
Uniformed Services Bureau
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+1 718 391 5501 tel

SCHMECKEN LLC
27-55 JACKSON AVENUE
LIC, NY, 11101

Date: 10/28/2014
License: 

Summons # FC0000334

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§59B-13(j)(1): Cooperate with the Commission
Penalty: \$200 and Suspension until compliance

According to TLC records, on 10/9/2014 the Commission issued you the attached directive ordering you to provide electronic trip record information for all trips dispatched through your base occurring between April 1, 2014 and September 30, 2014. Per Commission records, you failed to do so.

You must appear for a hearing:

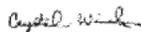
Where: OATH Taxi and Limousine Tribunal – 33 Beaver St, 19th Floor, New York, NY 10004
When: 11/21/2014 at 9:30 AM

At the hearing:

1. You may bring a lawyer or a representative authorized by the OATH Taxi and Limousine Tribunal. You may also bring witnesses and any evidence that supports your case.
2. If the judge finds you in violation of TLC Rule 59B-13(j)(1), you will be fined \$200, and your license will be immediately suspended until you comply with the directive.
3. If you do not come to the hearing, OATH Taxi and Limousine Tribunal will find you guilty by default and impose a \$200 fine and suspend your license until compliance.
4. If you want to change the date of the hearing, you must call OATH Taxi and Limousine Tribunal at least five (5) business days before the hearing date at (718)391-5718

I certify that a true copy of this summons was inserted by me in an envelope addressed to the named Respondent at the address noted on the Notice of Scheduled Hearing, which is the last mailing address filed with the commission listed in TAMIS, and deposited in the normal course of business, on the date below, in a box at the TLC Beaver Street facility which is labeled "agency mail", the contents of which are delivered to the TLC Mail Service the next business day. Based on a conversation with Nicholas Venezia, The Assistant Commissioner who oversees the mailroom, my understanding is that the practice of the TLC Mail Service is to place metered first class postage on the envelope and deposit the envelope in an official United States Postal Service receptacle no later than one (1) business day after receipt of the envelope by the TLC mail service.

PRINT NAME: Winters, Crystal SIGNATURE:



DATE: 10/28/2014



Meera Joshi - Commissioner
Rodney Stiles - Director of Research & Evaluation
Policy & External Affairs Department
33 Beaver Street, 22nd Floor
New York, NY 10004
212-676-1183

Schmecken LLC
27-55 Jackson Avenue
Long Island City, NY 11101

October 9, 2014

RE: Directive for Electronic Dispatch Records

ATTN: [REDACTED]

You are receiving this letter as a follow up to the directive sent September 26, 2014, requesting electronic trip record information for all trips dispatched through your base occurring between April 1, 2014 and September 30, 2014. TLC is extending the deadline for submission of electronic trip records from Thursday, October 9, 2014, to Friday, October 24, 2014. Please find below a copy of the original directive with the submission deadline updated.

Pursuant to Taxi and Limousine Commission (TLC) Rules § 59B-13(j)(1) and 59B-19(a)(1), you are directed to provide the TLC with a list of all trip record information for all dispatched trips occurring between April 1, 2014 and September 30, 2014. Please include at a minimum, the following elements for each trip dispatched by your base:

- *Date of trip*
- *Time of trip*
- *Passenger's pick up location*
- *Driver's For-Hire License number*
- *Vehicle's For-Hire License number*

You are hereby directed to submit the above referenced trip records electronically by Friday, October 24, 2014.

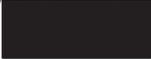
You must submit all information described above. Failure to respond to this Directive may result in a summons for a violation of TLC Rule §59B-13(j), and if found guilty you may be fined \$200 and your license may be suspended until you comply with this directive.

If you have questions, please contact Ben Kurland at research@tlc.nyc.gov or 212-676-1207.



Meera Joshi - Commissioner
Raymond C. Scanlon - Deputy Commissioner
Uniformed Services Bureau
25-55 BQE West
Woodside, New York 11377
+1 718 391 5501 tel

DANACH-NY,LLC
27-55 JACKSON AVENUE
LIC, NY, 11101

Date: 10/28/2014
License: 

Summons # FC0000335

The New York City Taxi and Limousine Commission charges you with violating TLC Rule:

§59B-13(j)(1): Cooperate with the Commission
Penalty: \$200 and Suspension until compliance

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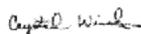
Where: OATH Taxi and Limousine Tribunal - 33 Beaver St, 19th Floor, New York, NY 10004
When: 11/21/2014 at 10:00 AM

At the hearing:

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PRINT NAME: Winters, Crystal SIGNATURE:



DATE: 10/28/2014



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Rodney Stiles - Director of Research & Evaluation
Policy & External Affairs Department
33 Beaver Street, 22nd Floor
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If you have questions, please contact Ben Kurland at research@tlc.nyc.gov or 212-676-1207.

From: [Corey Owens](#)
To: [Ragone, Peter](#)
Cc: plouffe@uber.com
Subject: Re: TLC Summons and Suspension of Uber License
Date: Monday, November 17, 2014 5:04:14 PM

I'm actually in NYC right now Peter, happy to chat by phone or in person tonight.

corey owens | public policy @ uber technologies | +1-415-637-9373 | @Uber_PubPolicy

On Mon, Nov 17, 2014 at 5:01 PM, Ragone, Peter <pragone@cityhall.nyc.gov> wrote:

You guys available for a call today or tomorrow?

From: Corey Owens [mailto:corey@uber.com]
Sent: Wednesday, November 12, 2014 10:47 AM
To: Ragone, Peter
Cc: David Plouffe <plouffe@uber.com>
Subject: TLC Summons and Suspension of Uber License

Peter, today we received formal notice from TLC saying our license to operate will be suspended next Friday if we don't hand over the volumes of data they've demanded. They still haven't guaranteed confidentiality, they still haven't justified why they need this data given our history of cooperating when actual cause is shown, and they still haven't explained how this doesn't threaten the privacy of millions of New Yorkers, except "well taxi does it," which remains a baffling response.

I continue to be hopeful that cooler heads can prevail and a reasonable solution can be found if given the opportunity.

corey owens | public policy @ uber technologies | [+1-415-637-9373](tel:+14156379373) | @Uber_PubPolicy

From: [Corey Owens](#)
To: [Ragone, Peter](#)
Cc: plouffe@uber.com
Subject: Re: TLC Summons and Suspension of Uber License
Date: Monday, November 17, 2014 7:12:53 PM

Tried giving you a ring Peter. Let me know when you're free.

On Monday, November 17, 2014, Corey Owens <corey@uber.com> wrote:
I'm actually in NYC right now Peter, happy to chat by phone or in person tonight.

corey owens | public policy @ uber technologies | +1-415-637-9373 | @Uber_PubPolicy

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--

corey owens | public policy @ uber technologies | +1-415-637-9373 | @Uber_PubPolicy

From: [Corey Owens](#)
To: [Ragone, Peter](#); [Joshi, Meera \(TLC\)](#)
Subject: Letters to TLC RE Privacy
Date: Wednesday, November 19, 2014 1:36:39 PM
Attachments: [Letter re Privacy Concerns with Proposed Rule Change to §59B-19.docx](#)
[CDT Letter to NYC TLC.pdf](#)

Peter and Meera,

Please find attached, in case you haven't seen, letters from privacy and civil liberties groups calling for delay of the vote tomorrow to allow for further discussion and consideration of the complex data issues at play.

Corey

--

corey owens | public policy @ uber technologies | +1-415-637-9373 | @Uber_PubPolicy

November 19, 2014

Taxi and Limousine Commission
Office of Legal Affairs
33 Beaver Street – 22nd Floor
New York, New York 10004
VIA EMAIL to tlcrules@tlc.nyc.gov

Re: Privacy Concerns with Proposed Rule Change to §59B-19

Dear Commission:

It has come to our attention that the Commission intends to vote later this week on a proposed amendment to §59B-19 of the Taxi and Limousine Commission (TLC) rules. Under the current rule, all For Hire Vehicle Base Owners must maintain records of the date, time, and location of the passenger to be picked up, as well as the driver's For Hire License number for each trip dispatched. Base Owners are required to make such records available for inspection by the TLC upon request. These rules enable the TLC to access specific records as needed for protecting rider safety.

The proposed change, however, would require Base Owners not only to maintain such records for TLC inspection, but to provide all such records to the TLC routinely regardless of need. This proposal is not a run-of-the-mill rule change. The result is a consolidation of vast amounts of information about the private trip records of millions of passengers, with significant implications for their Fourth Amendment rights. The proposed change provides no guidance regarding the format in which the data must be submitted or the frequency with which it must be submitted, leaving such questions to be "prescribed by the Commission." There are no safeguards in place for protecting the information or ensuring that only the narrowest set of information needed is collected. Previous news reports demonstrate how the compilation of such vast databases by the TLC can reveal very private geolocation information about who is traveling and precisely when and where.¹

Given the significance of this proposed rule change for the privacy and safety of millions of riders, we urge the Commission to engage in a more in-depth consultative process with privacy organizations and the public about how to achieve the Commission's goals without endangering rider privacy and safety before bringing the proposed change to a vote. A rule change of such significance deserves sufficient forethought and discussion.

Sincerely,

¹ See, e.g., <http://gawker.com/the-public-nyc-taxicab-database-that-accidentally-track-1646724546>.

Taxi and Limousine Commission

November 19, 2014

Page 2

American-Arab Anti-Discrimination Committee

Electronic Frontier Foundation

Center for Technology and Democracy

The Constitution Project

Constitutional Alliance

Defending Dissent Foundation



KEEPING THE INTERNET
OPEN • INNOVATIVE • FREE

www.cdt.org

1634 Eye Street, NW
Suite 1100
Washington, DC 20006

November 19, 2014

Taxi and Limousine Commission
Office of Legal Affairs
33 Beaver Street – 22nd Floor
New York, NY 10004

To Whom It May Concern:

The Center for Democracy & Technology (CDT) writes regarding the proposed amendments to the New York Taxi and Limousine Commission's (TLC) rules governing For-Hire Vehicles (FHVs) and their bases. While the hearing on these rules has already taken place, we urge the TLC to act deliberately in promulgating new rules and to take steps, detailed below, to protect individual privacy when collecting data about vehicles, passengers, and rides.

The TLC states that these changes are designed to make it easier to identify vehicles to protect consumers and enforce safety, as well as to protect drivers in the case of Workers Compensation claims. We agree that these goals are important. However, while the proposed changes to the rules may effectuate those goals, they also create a host of other issues that may imperil individual privacy. A key new requirement in the proposed rules would mandate that records be regularly transmitted to the TLC. These records must contain the date, time, and location of a passenger pickup; the driver's license number; the vehicle's license number, and the TLC license number of the base that dispatched the vehicle and the base affiliated with the vehicle. Previously, those records were available for TLC inspection, but were not required to be transmitted to the TLC on an ongoing basis.

The data contained in these records contains personal information that may identify individual drivers and passengers and, over time, could be used to track individuals and their movements with a high level of accuracy. While it is clear that the intention for these modifications is *not* to create such dossiers, any bulk collection and storage of personal data increases the likelihood that data may be misused or accessed without authorization. It is for this reason that CDT has consistently advocated that entities that collect information do so in restricted ways, for specifically delineated purposes, rather than collect massive amounts of data for potential, unspecified future uses. In this case, while the TLC's



intentions of protecting consumers and drivers are laudable, the data collection requirements do not meet this standard.

While one data point in isolation may not provide much detail about one person, when combined over time data sets can provide a great deal of information about individuals. At present, the TLC is only requiring base to transmit information regarding the *pickup* location of passengers. While this type of collection does not provide much information about passengers, it *does* provide a detailed overview of *driver* movements during a shift, which affects their privacy as employees.

Additionally, should the TLC expand these requirements — for example, by requiring the *dropoff* location to also be transmitted — much more detailed profiles of individual passengers could be created, implicating their privacy interests. For example, a pick up early in the morning at a residential address is a clear indication of where someone lives – allowing for relative ease in linking that trip to a particular person. If at a later date the TLC chooses to collect more data concerning individual trips, it would dramatically increase the possible privacy risks. Recent news stories have highlighted the possibility of identifying individuals and their movements by using data collected from taxis in New York,¹ emphasizing the need for caution in this area, and for the TLC to think proactively about how to protect the privacy of the data it collects through strong security measures.

Rather than constantly transmit data back to the TLC — which would make it easier for unauthorized third parties to access that data — dispatchers should instead be required to maintain databases (using strong security measures such as encryption) for access upon request or necessity. By doing so, the TLC would necessarily limit the scope of its data collection, ensuring that it would be less likely to suffer a catastrophic data breach and reducing the governmental costs of maintaining its own security program. Requiring the dispatchers to maintain these records (and mandating security standards) would still allow the TLC to protect consumers and drivers, in the event of an accident or when needed for an investigation, and access records expeditiously, without requiring the massive transmission of individual data.

Should the TLC decide to proceed with the proposed regulations, we would recommend it mandate robust security standards, including but not limited to encryption, when data is transmitted from dispatchers to the TLC. This would reduce the likelihood of data breach. The TLC should also only retain data for a limited period, which would limit the repercussions from a breach. Given the seriousness of these concerns and the complex policy questions raised by the proposed changes, we hope that the TLC chooses to extend the review process to allow for a more thorough discussion among stakeholders with interests and expertise in this area. However, should the original timetable stand, we hope that

¹ <http://research.neustar.biz/2014/09/15/riding-with-the-stars-passenger-privacy-in-the-nyc-taxicab-dataset/>

the TLC takes the above points into account when revising its regulations. Should you have any further questions, please feel free to contact CDT at 202.637.9800.

Regards,

Chris Calabrese
Senior Policy Director

Justin Brookman
Director, Consumer Privacy Project

G.S. Hans
Policy Counsel

From: [Team Uber NYC](#)
To: [Monzon, Clark Nikko](#)
Subject: 'Tis the season for holiday parties and FREE Uber rides!
Date: Monday, December 01, 2014 4:12:08 PM



Hi Victor,

The holidays are just around the corner and we all know what that means—party season has begun! Whether you're throwing an ugly sweater party, or planning a swanky soiree for your office, we've got you covered with safe, reliable, FREE rides for your guests.

[Request FREE rides for your guests here](#)

Not the party planner? Feel free to forward this email along to the appropriate person!

Have questions? Send us a note to SupportNY@uber.com.

Happy Holidays!
Team Uber NYC

Follow Us On:



Uber Technologies, Inc. | [Unsubscribe](#)
Uber Technologies Inc. 706 Mission Street San Francisco, CA 94102 USA

From: [Raquel Rosenberg](#)
To: digital@media.nyc.gov
Subject: Uber NYC Inquiry
Date: Friday, December 19, 2014 2:52:28 PM

Hi Made in NY Team,

My name is Raquel, and I'm a Marketing Manager here at Uber NYC with a focus on small, local business and tech companies.

I'm writing to see how Uber's team might get involved with Made In NYC and the different opportunities that come with being affiliated with the organization.

It would be great for us to set up a time to chat to discuss a bit further. Please let me know what works best for your team.

I look forward to speaking soon! Happy Holidays!

Best,
Raquel

--



Raquel Rosenberg

Marketing Manager, New York

e: raquel@uber.com | **w:** www.uber.com/nyc



From: [Josh Mohrer](#)
To: [Joshi, Meera \(TLC\)](#); [Williams, Dominic](#); [Ragone, Peter](#)
Cc: [Nicole Benincasa](#); [Michael Allegretti](#)
Subject: How can Uber help?
Date: Monday, January 26, 2015 10:47:18 AM

Hi Meera,

I wanted to send a quick note before the storm gets underway and let you know that my colleagues and I at Uber stand ready to assist you and the City. For example, I can send messages to Uber partners instructing them to stay off the roads during clean up, or asking them to focus on certain areas with otherwise limited transportation options during the storm.

Feel free to call me at any time. My cell is [REDACTED]

Stay safe,
Josh

--

Josh Mohrer | Uber NYC

From: [David Plouffe for Uber](#)
To: [Monzon, Clark Nikko](#)
Subject: Choice is a Powerful Thing
Date: Thursday, January 29, 2015 9:41:56 AM



Victor,

Ridesharing helps make cities safer. A new study we conducted with Mothers Against Drunk Driving (MADD) shows just how powerful choice can be: Since we launched uberX in California, drunk-driving crashes decreased by 60 per month for drivers under 30. That's 1,800 crashes likely prevented over the past 2 ½ years.

When empowered with more safe, reliable and affordable transportation options like Uber, people are making better, smarter choices that are making our roads safer for everyone. Learn more on our [blog](#).

To promote safe rides home during the weekend of the Big Game, Uber will donate \$1 to MADD for every trip taken on Sunday, February 1, 2015 between 3:00 PM and 12:00 AM ET when riders enter the promo code THINKANDRIDE.

Uber and MADD will keep working to ensure a safe ride is always within reach and drunk driving crashes become a thing of the past.

Sincerely,
David Plouffe
SVP of Policy & Strategy, Uber

ENCOURAGE FRIENDS TO #THINKANDRIDE





Uber Technologies Inc.
1455 Market Street San Francisco, CA 94103

[Get Help](#) [Unsubscribe](#)

From: [Michael Allegretti](#)
To: [Walzak, Phil](#)
Cc: [Matthew Wing](#)
Subject: Uber Letter to TLC
Date: Wednesday, February 25, 2015 7:02:24 PM
Attachments: [ATT00001.htm](#)

Phil,

We haven't met, but my colleague at Uber, Matt Wing, passed along your email address. I run public policy for Uber in NYC.

We wanted to give you a heads-up about the attached letter that was sent to the TLC earlier today. We thought it would be appreciated.

Feel free to reach back to either of us if you want to discuss.

Best,

Michael

Michael Allegretti
Uber Technologies, Inc.

allegretti@uber.com

From: [Matthew Wing](#)
To: [Norvell Wiley](#)
Subject: Per our convo
Date: Thursday, February 26, 2015 4:19:43 PM
Attachments: [2015.02.25 - Letter to TLC.pdf](#)

Hey man,

per our convo the letter is attached.

We believe the guy who foiled for this data has a website which posts tons of cab data and literally says "Happy Hacking" hence our concerns.

My policy counterpoint also flagged for Phil - but I wanted to raise with you since TLC is in your bucket.

Forgot to ask, you doing drinks on friday?

----- Forwarded message -----

From: **Michael Allegretti** <allegretti@uber.com>
Date: Wed, Feb 25, 2015 at 7:02 PM
Subject: Uber Letter to TLC
To: "PWalzak@cityhall.nyc.gov" <PWalzak@cityhall.nyc.gov>
Cc: Matthew Wing <matt.wing@uber.com>

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We wanted to give you a heads-up about the attached letter that was sent to the TLC earlier today. We thought it would be appreciated.

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Best,

Michael

--

michael allegretti | public policy @ uber technologies | c: [917.270.5167](tel:917.270.5167) | o: [646.927.0574](tel:646.927.0574) | allegretti@uber.com

CONFIDENTIAL

February 25, 2015

VIA ELECTRONIC MAIL

Chris Wilson
Deputy Commissioner, Legal Affairs/General Counsel
Taxi & Limousine Commission (TLC), Office of Legal Counsel
33 Beaver Street, 22nd Floor
New York, NY 10004

RE: *New York Public Officers Law (“FOIL”) Request for Trip Data*

Dear Chris:

Thank you for your letter dated February 4, 2015, informing my clients, Weiter LLC, Hinter LLC, Schmecken LLC, Danach-NY, LLC, and Unter LLC (collectively, “Respondents”), of a FOIL request for “[a]ll FHV trip data from April 2014 through Mid-September 2014.” That request, dated January 6, 2015, is signed by somebody named Christopher Whong, who left blank spaces on the FOIL request form for name, address, telephone number, and email address. We have concerns about this FOIL request.

First, although your letter is dated February 4, 2015—a month after the date of the FOIL request—my clients did not receive it via U.S. mail until February 23, 2015. Given the vagaries of snail mail, my clients respectfully submit that correspondence sent to us through electronic mail in addition to U.S. mail will allow them to be in a better position to respond most expeditiously to any requests you might have.

Second, as you know, the trip data sought is highly sensitive. Respondents provided the data to the TLC under protest, and specifically informed the TLC that public disclosure of the data would inflict substantial injury on their business and would also constitute an unwarranted invasion of personal privacy. We further told the TLC that for these reasons, the trip data is exempt from disclosure, pursuant to Public Officers Law §§ 87(2)(b) and (d).

Third, inasmuch as Respondents complied with Public Officers Law § 89(5)(a) and made an appropriate request that the trip data be exempted from disclosure, Section 89(5)(a)(3) requires that the TLC exempt the materials from disclosure and segregate them for 15 days to rule on the request. Under the statute, we believe the TLC must consider our request.

Chris Wilson
February 25, 2015
Page 2

Fourth, your letter suggests that you are not obligated to inform Respondents of any FOIL requests or that the TLC has discretion to grant a request and make disclosures without notifying Respondents. Yet the statute provides that when a request is made of an excepted record, the TLC “*shall*”—a word of mandate—“inform the person who requested the exception” (*i.e.*, Respondents) and “permit” that party to state the reasons that non-disclosure is justified. Public Officers Law § 89(5)(b)(1)-(2). The TLC must rule on this request within seven days, *id.* at (b)(3), and this ruling is appealable before any disclosure can be made, *id.* at (5)(c) & (d).

In other words, FOIL requires that whenever a requester makes a FOIL request for excepted records or records subject to a claim for exception, the TLC must alert us and permit us—before complying with any request for disclosure—to submit a written statement of the necessity for granting the exception. Respondents specifically wish to invoke their rights pursuant to § 89(5), as is their legal right under the statute.

Fifth, to this end, and pursuant to Public Officers Law § 89(5)(b)(2), please allow this letter to serve as Respondents’ written statement of the necessity of granting their request for exception for the trip data submitted and now demanded in Christopher Whong’s FOIL request. These records constitute a virtual catalog of Respondents’ entire business in New York City. They document their total volume of ride requests. They allow competitors to map out the boroughs that see the most demand for Respondents’ services. They let rivals chart the times of day when rides are sought or the days on which demand swells. For someone interested in data analysis—like this semi-anonymous FOIL requestor—the data is an extensive portrait of commercially secret data. We hope you can agree that it is no less sensitive than complete sales figures are to a merchant. Disclosure would substantially injure Respondents’ commercial position.

While Christopher Whong studiously avoids giving any identifying or contact information in his request, we also note that there is a website at the URL chriswhong.com, which publicly posts massive quantities of trip data and states, “Happy hacking!” If the FOIL requester and the website operator are one and the same, we can infer that if the TLC grants Christopher Whong’s request, he will similar post all of it and invite public “hacking,” which will cause irreparable harm to Respondents’ business.

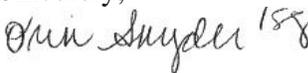
In summary, FOIL not only protects these records, it singles them for special procedures of notice and appeal. Even if the TLC disagrees with our position on the exceptions, the statute provides us with avenues of appeal. Accordingly, we believe that the TLC must keep the excepted records at issue confidential until these rights are exhausted.

GIBSON DUNN

Chris Wilson
February 25, 2015
Page 3

Please call me if you would like to discuss. We thank you for your cooperation.

Sincerely,

A handwritten signature in cursive script that reads "Orin Snyder" followed by a stylized flourish.

Orin Snyder

cc: Sherry Cohen, Assistant Commissioner of TLC USB Prosecution

From: [Tyler, Kaitlin](#)
To: "[Jenny Avallon](#)"; [Katharine McGlynn](#)
Cc: [Lauren Miura](#); [Negash, Dabash](#)
Subject: RE: Earth Day Follow Up
Date: Friday, February 27, 2015 9:53:33 AM

Good morning, Jenny-

We would love to meet with you and your team to discuss opportunities to partner. Friday of next week works well for Dabash and I. We are flexible on timing and location.

Let me know what works best for you. I look forward to meeting.

Best,
Kaitlin

From: Jenny Avallon [mailto:javallon@uber.com]
Sent: Wednesday, February 25, 2015 6:27 PM
To: Katharine McGlynn
Cc: Lauren Miura; Tyler, Kaitlin; Negash, Dabash
Subject: Re: Earth Day Follow Up

Hi all,

Kat -- thanks for the intro! Great to meet you via email, Kaitlin & Dabash.

I'm not sure how much background Kat & Laura gave you during their meeting, but our team would love to find a way to help support your Earth Day volunteer initiatives. I understand transportation is a major obstacle when coordinating a city-wide opportunity such as this and I think our carpooling product, uberPOOL, could be a great solution both for connecting volunteers socially & cutting back on CO2 emissions during this very important day.

I'd love for us all to meet and discuss further. Would you have time Thursday or Friday of next week to either come visit us at our office in Chelsea or for my team to come to your office? Happy to work around your schedule.

Thanks,
Jenny


On Tue, Feb 24, 2015 at 2:27 PM, Katharine McGlynn <kmcglynn@tnc.org> wrote:
Hi Jenny,

Thank you so much – we will be interested to hear about how your Earth Day plans move forward and how we might be involved.

Lauren and I had a great call with Gena Upshaw from NYC Service and are definitely planning on listing our Earth Day Beach Clean Up on their site to gain more volunteers. Gena suggest that I introduce you to their Partnerships Director Kaitlin Tyler and their Capacity Building Director Dabash Negash, both copied here, for futher conversation around working together.

Let me know if you need anything else right now, and perhaps we can connect again in the first or second week of March to touch base?

Thanks again!
Kat

From: Jenny Avallon [mailto:javallon@uber.com]
Sent: Thursday, February 19, 2015 4:46 PM
To: Katharine McGlynn
Cc: Lauren Miura
Subject: Re: Earth Day Follow Up

Hi Kat,

Hope you're both doing well & staying warm!

I'm still waiting on some updates from our team on our Earth Day strategy, but I looped them all in on our call & everyone was very excited. I will keep you posted as our approach here develops.

Do you have any updates from your meeting with NYC Service? I'd love to be able to incorporate them here too.

Best,
Jenny

On Thu, Feb 19, 2015 at 11:39 AM, Katharine McGlynn <kmcglynn@tnc.org> wrote:
Hi Jenny,

Lauren and I just wanted to check in and see if you'd had a chance to get input from your team and if you had further thoughts about how we might best be able to work together during April for Earth Month?

We really enjoyed our preliminary conversation and are interested to know if you had other ideas or general thoughts on how we should move forward. Lauren and I are free most of the day tomorrow if you'd like to jump on the phone.

Looking forward to continuing the conversation. Stay warm!
Kat

Katharine McGlynn
*Community Engagement
Specialist*
kmcglynn@tnc.org
[\(212\) 997-6408](tel:(212)997-6408) (Phone)
[\(212\) 997-8451](tel:(212)997-8451) (Fax)
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The Nature Conservancy
New York City Office
322 Eighth Avenue, 16th Floor
New York, NY 10001



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Jenny Avallon
Lead Marketing Manager, Partnerships | NYC
e: javallon@uber.com | w: www.uber.com/nyc



--

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Lead Marketing Manager, Partnerships | NYC
e: javallon@uber.com | w: www.uber.com/nyc



From: [Matthew Wing](#)
To: [Walzak, Phil](#)
Cc: [Michael Allegretti](#)
Subject: Re: Mayor's Tech Talent Pipeline advisory board
Date: Friday, February 27, 2015 1:06:22 PM
Attachments: [MayorBillDeBlasioCollaboration.docx](#)
[MayorBillDeBlasioCollaboration.docx](#)

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We would love a chance to bring our team in to discuss these ideas with members of the administration as well as hear any other thoughts on ways we can support the Mayor's agenda.

A copy of the plan - is attached and below and I am ccing my colleague Michael Allegretti who put it all together.

Let us know if there is a convenient day sometime in the near future to talk.

Thanks
Matt

Opportunities for Collaboration between Uber NYC & Mayor Bill de Blasio's Administration

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Thanks again, look fwd to talking more

From: Matthew Wing [<mailto:matt.wing@uber.com>]
Sent: Thursday, February 12, 2015 01:28 PM
To: Walzak, Phil
Subject: Mayor's Tech Talent Pipeline advisory board

Hi Phil,

This is Matt Wing (formerly from the Cuomo shop) - now with Uber.

First congrats on your promotion! While Im sure Peter is a big loss, the Mayor is lucky to have you ready to step into his shoes. If you guys are still looking for a press secretary, there were a couple of folks who were interested in taking that role with Cuomo that might make good candidates for you since John Kelly is now in that role with him.

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Also please keep us in mind for any future efforts on this or any other area we can be helpful. We have some ideas, for example, of how we could partner with DOT in support of Vision Zero given our presence on

the road and the real time info we get.

All the best,
Matt Wing

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The first meeting of the city's Tech Talent Pipeline advisory board is the biggest collection yet of private tech sector influence since Bill de Blasio took over City Hall.

ARTICLE

COMMENTS

BY THORNTON MCENERY

FEBRUARY 12, 2015 10:45 A.M.

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If things seem quiet on Silicon Alley Thursday morning, that might be because NYC tech's biggest names are all in one room at the Empire State Building.

Mayor Bill de Blasio and his Tech Talent Pipeline director, Kristen Titus, are convening the first meeting of the initiative's advisory board, a roster of 25 executives who represent a collective workforce of 40,000 people in the New York city innovation economy. The meeting is the biggest signal yet that the mayor's \$10 million public-private partnership

is bringing more New Yorkers into the tech economy by creating a dialogue between Silicon Alley's strongest players and City Hall policy makers.

"Our goal with this group is to define the job needs in their sector and find ways to train people to fill those needs," said Ms. Titus. "These people have direct, hands-on experience with this world."

And what big hands they have. *Crain's* has obtained a list of the advisory board, which reads like a who's who of the New York city tech ecosystem. In addition to investors extraordinaire Fred Wilson and Kevin Ryan, the board includes entrepreneurs like Etsy's Chad Dickerson, Shutterstock's Jon Oringer and Facebook co-founder/New Republic publisher Chris Hughes. The roster of advisers also lists Alley insiders like Google's William Floyd and investor/entrepreneur David Tisch.

The collective volume of private-sector influence on the advisory board is something that was commonplace under the Bloomberg administration, but is striking for Mr. de Blasio and his team, who have had an uneasy relationship with Silicon Alley, and even some members of the Tech Talent Pipeline board.

But that is where Ms. Titus comes in. As someone who **has shifted between the private and public sectors** (having worked at one point for Mr. Hughes) she has been charged with bringing this group together. "We're terribly excited to have this caliber around the table," she said. "Getting all of these people in one room will be a very powerful moment."

That room is in the New York offices of LinkedIn, which will not only play host to the meeting but will also release a report on the city's tech economy. That data reportedly shows that one in every five New York city businesses employs tech talent, with a variety of sectors growing their share of tech jobs.

"Home for us is definitely Silicon Valley, but it's also New York," said LinkedIn co-founder Allen Blue. "The people here today really speak to the mayor's commitment to this project. We want to do whatever we can to help fire up this effort."

LinkedIn's findings are sure to be a topic of conversation at the closed-press event, but the overall idea will be leveraging these new relationships to create more hometown tech talent and funnel it directly

to Silicon Alley.

The full list of the Tech Talent Pipeline advisory board is below:

- Allen Blue, Co-Founder, LinkedIn
- Shankar Arumugavelu, CIO, Verizon Wireless
- Judy Spitz, CIO, Verizon
- Fred Wilson, Partner, Union Square Ventures
- Kevin Ryan, Chairman, Gilt Groupe; Founder, MongoDB, Business Insider, Zola
- Don Duet, Co-Head of Technology, Goldman Sachs
- Serkan Piantino, Head of Facebook New York
- Chad Dickerson, CEO, Etsy
- Jon Oringer, CEO, Shutterstock
- Yancey Strickler, CEO, Kickstarter
- Charles Phillips, CEO, Infor
- William Floyd, Head of External Affairs, Google NY
- Marissa Shorenstein, President, AT&T New York
- Oliver Kharraz, Founder & President, ZocDoc
- Max Haot, CEO, Livestream
- David Fullerton, VP of Engineering, Stack Overflow
- Eliot Horowitz, Co-Founder and CTO, MongoDB
- Jon Williams, Co-founder, CTO Club
- John Paul Farmer, Director of Tech & Civic Innovation, Microsoft NY
- Andrew Pile, CTO, Vimeo
- David Tisch, Co-founder, Techstars; Head of Startup Studio, Cornell Tech; Managing Partner, BoxGroup
- Chris Hughes, Co-Founder, Facebook; Publisher, The New Republic
- Ali Marano, Head of Technology and Social Good, JP Morgan
- Brandon Atkinson, Chief People Person, AppNexus
- Jocelyn Leavitt, Co-Founder and CEO, Hopscotch

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In support of Vision Zero, Uber will:

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From: [Matthew Wing](#)
To: [Wolfe, Emma](#)
Subject: Fwd: Mayor's Tech Talent Pipeline advisory board
Date: Friday, February 27, 2015 1:08:49 PM
Attachments: [MayorBillDeBlasioCollaboration.docx](#)

Hey Emma,

I sent in this plan to Phil as a follow up to a back and forth we had regarding the Mayor's tech talent pipeline.

Wanted to pass on to you as well since we were talking about this the other week. The Uber folks here are dying to find some ways to help support the Mayor's agenda and have a lot of resources to do meaningful stuff.

If you have any thoughts/advice on how we can get a meeting on the books, I would greatly appreciate it.

Thanks
Matt

----- Forwarded message -----

From: **Matthew Wing** <matt.wing@uber.com>
Date: Fri, Feb 27, 2015 at 1:05 PM
Subject: Re: Mayor's Tech Talent Pipeline advisory board
To: "Walzak, Phil" <PWalzak@cityhall.nyc.gov>
Cc: Michael Allegretti <allegretti@uber.com>

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BY THORNTON MCENERY

FEBRUARY 12, 2015 10:45 A.M.

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- Judy Spitz, CIO, Verizon
- Fred Wilson, Partner, Union Square Ventures
- Kevin Ryan, Chairman, Gilt Groupe; Founder, MongoDB, Business Insider, Zola
- Don Duet, Co-Head of Technology, Goldman Sachs
- Serkan Piantino, Head of Facebook New York
- Chad Dickerson, CEO, Etsy
- Jon Oringer, CEO, Shutterstock
- Yancey Strickler, CEO, Kickstarter
- Charles Phillips, CEO, Infor
- William Floyd, Head of External Affairs, Google NY
- Marissa Shorenstein, President, AT&T New York
- Oliver Kharraz, Founder & President, ZocDoc
- Max Haot, CEO, Livestream
- David Fullerton, VP of Engineering, Stack Overflow
- Eliot Horowitz, Co-Founder and CTO, MongoDB

- Jon Williams, Co-founder, CTO Club
- John Paul Farmer, Director of Tech & Civic Innovation, Microsoft NY
- Andrew Pile, CTO, Vimeo
- David Tisch, Co-founder, Techstars; Head of Startup Studio, Cornell Tech; Managing Partner, BoxGroup
- Chris Hughes, Co-Founder, Facebook; Publisher, The New Republic
- Ali Marano, Head of Technology and Social Good, JP Morgan
- Brandon Atkinson, Chief People Person, AppNexus
- Jocelyn Leavitt, Co-Founder and CEO, Hopscotch

Opportunities for Collaboration between Uber NYC & Mayor Bill de Blasio's Administration

Supporting Vision Zero

Uber strongly supports Mayor Bill de Blasio's innovative Vision Zero initiative. As an organization that has thousands of driver partners on New York City roads, we want to do our part to enhance this effort and utilize our data and engineering resources in creative ways that can help the City continue to make progress on achieving Vision Zero.

In support of Vision Zero, Uber will:

- Share information about new pockets of high traffic incident areas that meet certain thresholds;
- Commit to strict enforcement of chronic speeders by setting a framework where driver partners found to be regularly speeding are first reprimanded, then suspended twice, then deactivated;
- Partner with City Hall to organize quarterly roundtables between driver partners and City traffic officials around enforcement guidelines, hosted at Uber HQ and City Hall;
- Explore creating an in-app feature or quarterly email survey to allow riders and driver partners to offer feedback on danger zones and opportunities for safety enhancements;
- Place a PSA from the Mayor on our mandatory driver safety video;
- Offer benefits for driver partners that meet certain safety thresholds; and
- Produce and disseminate rider and driver messaging about how best to safely make a connection (don't stand in the street, place the pin in the right directional location, etc.).

Creating Up to 10,000-15,000 New Jobs in New York City

While many Uber driver partners come from the existing for-hire vehicle industry, thousands more are new entrants to this fourth largest economic market in New York City. We are committed to onboarding more driver partners from outside of the existing for-hire vehicle industry, thus ensuring that jobs created by Uber are increasingly net new jobs for New York. In 2015, our goal is to see 10,000-15,000 men and women join the for-hire vehicle industry, but we can only do this with City Hall's help. In 2014, for-hire vehicle licensing waiting times tripled from roughly 20 days to roughly 60 days. We would like to work collaboratively with City Hall to figure-out ways to shorten these licensing waiting periods, and if required, are prepared to provide resources to assist in the effort.

Supporting Proposed Expansion of NYC Ferry Service

Many of New York City's existing ferry stops in places like Red Hook and the Rockaways, and new ones proposed in the State of the City in places like Soundview and Long Island City, are in locations far away from subways, bus stops and other transit. Uber's average 3-4 minutes

pickup ETAs in NYC make it a good resource for ensuring more New Yorkers can easily use expanded ferry service for their transportation needs.

To help promote expanded ferry service and encourage New Yorkers to use it, Uber will:

- Offer a promotional discount for ferry commuters;
- Direct supply of vehicles using the Uber platform near ferry landings to ensure reliable service; and
- Pay for advertisements on ferries to inform passengers that Uber rides are readily available to help them seamlessly complete their commutes.

Providing Tech Support to Key City Services and Initiatives

Uber has some of the best engineers in the tech industry. We would welcome opportunities to help City Hall strategize about ways to improve key City services and initiatives, leveraging our in-house talent wherever possible, to help tackle challenges like tracking snow removal, implementing the City ID program, and speeding-up clearance rate for NYCHA maintenance requests. We would commit to monthly meetings between relevant agency engineers and Uber engineers, with the understanding that Uber would help the City establish best practices that Uber has tested.

From: [Jenny Avallon](#)
To: [Tyler, Kaitlin](#)
Cc: [Katharine McGlynn](#); [Lauren Miura](#); [Negash, Dabash](#); [Matthew Wing](#); [Edward Casabian](#)
Subject: Re: Earth Day Follow Up
Date: Friday, February 27, 2015 2:56:12 PM

Hi Kaitlin,

Sounds great! I'm looping in our Ed & Matt from our team as well.

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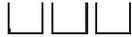


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Cc: [Katharine McGlynn](#); [Lauren Miura](#); [Negash, Dabash](#); [Matthew Wing](#); [Edward Casabian](#)
Subject: RE: Earth Day Follow Up
Date: Friday, February 27, 2015 3:23:52 PM

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Subject: Re: Earth Day Follow Up
Date: Friday, February 27, 2015 3:39:59 PM

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Cc: [Katharine McGlynn](#); [Lauren Miura](#); [Negash, Dabash](#); [Matthew Wing](#); [Edward Casabian](#)
Subject: RE: Earth Day Follow Up
Date: Friday, February 27, 2015 4:11:48 PM

You too!

From: Jenny Avallon [mailto:javallon@uber.com]
Sent: Friday, February 27, 2015 3:40 PM
To: Tyler, Kaitlin
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From: [Wolfe, Emma](#)
To: ["Matthew Wing"](#)
Cc: [DeLoach, Michael](#); [Carrion, Marco A.](#)
Subject: RE: Mayor's Tech Talent Pipeline advisory board
Date: Sunday, March 01, 2015 6:48:38 PM

Thanks matt

We'll run the traps over here and think about opportunities

From: Matthew Wing [mailto:matt.wing@uber.com]
Sent: Friday, February 27, 2015 1:08 PM
To: Wolfe, Emma
Subject: Fwd: Mayor's Tech Talent Pipeline advisory board

Hey Emma,

I sent in this plan to Phil as a follow up to a back and forth we had regarding the Mayor's tech talent pipeline.

Wanted to pass on to you as well since we were talking about this the other week. The Uber folks here are dying to find some ways to help support the Mayor's agenda and have a lot of resources to do meaningful stuff.

If you have any thoughts/advice on how we can get a meeting on the books, I would greatly appreciate it.

Thanks
Matt

----- Forwarded message -----

From: **Matthew Wing** <matt.wing@uber.com>
Date: Fri, Feb 27, 2015 at 1:05 PM
Subject: Re: Mayor's Tech Talent Pipeline advisory board
To: "Walzak, Phil" <PWalzak@cityhall.nyc.gov>
Cc: Michael Allegretti <allegretti@uber.com>

Hey Phil,

Following up on this exchange - we at Uber NYC spent some time putting together ideas on how we could collaborate with City Hall on several different administration priorities.

We would love a chance to bring our team in to discuss these ideas with members of the administration as well as hear any other thoughts on ways we can support the Mayor's agenda.

A copy of the plan - is attached and below and I am ccing my colleague Michael Allegretti who put it all together.

Let us know if there is a convenient day sometime in the near future to talk.

Thanks
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Nancy is fmr girlfriend and really good friend.

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Thanks again, look fwd to talking more

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Sent: Thursday, February 12, 2015 01:28 PM
To: Walzak, Phil
Subject: Mayor's Tech Talent Pipeline advisory board

Hi Phil,

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All the best,
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The first meeting of the city's Tech Talent Pipeline advisory board is the biggest collection yet of private tech sector influence since Bill de Blasio took over City Hall.

- [ARTICLE](#)
- [COMMENTS](#)

BY [THORNTON MCENERY](#)
FEBRUARY 12, 2015 10:45 A.M.

- [Print](#)
- [Email](#)
- [Reprints](#)
- [Comment](#)

If things seem quiet on Silicon Alley Thursday morning, that might be because NYC tech's biggest names are all in one room at the Empire State Building.

Mayor Bill de Blasio and his Tech Talent Pipeline director, Kristen Titus, are convening the first meeting of the initiative's advisory board, a roster of 25 executives who represent a collective workforce of 40,000 people in the New York city innovation economy. The meeting is the biggest signal yet that the mayor's \$10 million public-private partnership is bringing more New Yorkers into the tech economy by creating a dialogue between Silicon Alley's strongest players and City Hall policy makers.

SHARE

"Our goal with this group is to define the job needs in their sector and find ways to train people to fill those needs," said Ms. Titus. "These people have direct, hands-on experience with this world."

And what big hands they have. *Crain's* has obtained a list of the advisory board, which reads like a who's who of the New York city tech ecosystem. In addition to investors extraordinaire Fred Wilson and Kevin Ryan, the board includes entrepreneurs like Etsy's Chad Dickerson, Shutterstock's Jon Oringer and Facebook co-founder/New Republic publisher Chris Hughes. The roster of advisers also lists Alley insiders like Google's William Floyd and investor/entrepreneur David Tisch.

The collective volume of private-sector influence on the advisory board is something that was commonplace under the Bloomberg administration, but is striking for Mr. de Blasio and his team, who have had an uneasy relationship with Silicon Alley, and even some members of the Tech Talent Pipeline board. But that is where Ms. Titus comes in. As someone who [has shifted between](#)

the private and public sectors (having worked at one point for Mr. Hughes) she has been charged with bringing this group together. "We're terribly excited to have this caliber around the table," she said. "Getting all of these people in one room will be a very powerful moment."

That room is in the New York offices of LinkedIn, which will not only play host to the meeting but will also release a report on the city's tech economy. That data reportedly shows that one in every five New York city businesses employs tech talent, with a variety of sectors growing their share of tech jobs.

"Home for us is definitely Silicon Valley, but it's also New York," said LinkedIn co-founder Allen Blue. "The people here today really speak to the mayor's commitment to this project. We want to do whatever we can to help fire up this effort."

LinkedIn's findings are sure to be a topic of conversation at the closed-press event, but the overall idea will be leveraging these new relationships to create more hometown tech talent and funnel it directly to Silicon Alley.

The full list of the Tech Talent Pipeline advisory board is below:

Allen Blue, Co-Founder, LinkedIn

Shankar Arumugavelu, CIO, Verizon Wireless

Judy Spitz, CIO, Verizon

Fred Wilson, Partner, Union Square Ventures

Kevin Ryan, Chairman, Gilt Groupe; Founder, MongoDB, Business Insider, Zola

Jon Duet, Co-Head of Technology, Goldman Sachs

Serkan Piantino, Head of Facebook New York

Shad Dickerson, CEO, Etsy

Jon Oringer, CEO, Shutterstock

Rancey Strickler, CEO, Kickstarter

Charles Phillips, CEO, Infor

William Floyd, Head of External Affairs, Google NY

Marissa Shorenstein, President, AT&T New York

Olivier Kharraz, Founder & President, ZocDoc

Max Haot, CEO, Livestream

David Fullerton, VP of Engineering, Stack Overflow

Eliot Horowitz, Co-Founder and CTO, MongoDB

Jon Williams, Co-founder, CTO Club

John Paul Farmer, Director of Tech & Civic Innovation, Microsoft NY

Andrew Pile, CTO, Vimeo

David Tisch, Co-founder, Techstars; Head of Startup Studio, Cornell Tech; Managing Partner, BoxGroup

Chris Hughes, Co-Founder, Facebook; Publisher, The New Republic

Ali Marano, Head of Technology and Social Good, JP Morgan

Brandon Atkinson, Chief People Person, AppNexus

Jocelyn Leavitt, Co-Founder and CEO, Hopscotch

From: [Matt Wing](#)
To: [Wolfe, Emma](#)
Cc: [DeLoach, Michael](#); [Carrion, Marco A.](#)
Subject: Re: Mayor's Tech Talent Pipeline advisory board
Date: Sunday, March 01, 2015 6:59:48 PM

Awesome thanks. Feel free to call me with any questions [REDACTED] if needed

Sent from my iPhone

On Mar 1, 2015, at 6:48 PM, Wolfe, Emma <EWolfe@cityhall.nyc.gov> wrote:

Thanks matt
We'll run the traps over here and think about opportunities

From: Matthew Wing [<mailto:matt.wing@uber.com>]
Sent: Friday, February 27, 2015 1:08 PM
To: Wolfe, Emma
Subject: Fwd: Mayor's Tech Talent Pipeline advisory board

Hey Emma,

I sent in this plan to Phil as a follow up to a back and forth we had regarding the Mayor's tech talent pipeline.

Wanted to pass on to you as well since we were talking about this the other week. The Uber folks here are dying to find some ways to help support the Mayor's agenda and have a lot of resources to do meaningful stuff.

If you have any thoughts/advice on how we can get a meeting on the books, I would greatly appreciate it.

Thanks
Matt

----- Forwarded message -----

From: **Matthew Wing** <matt.wing@uber.com>
Date: Fri, Feb 27, 2015 at 1:05 PM
Subject: Re: Mayor's Tech Talent Pipeline advisory board
To: "Walzak, Phil" <PWalzak@cityhall.nyc.gov>
Cc: Michael Allegretti <allegretti@uber.com>

Hey Phil,

Following up on this exchange - we at Uber NYC spent some time putting together ideas on how we could collaborate with City Hall on several different administration priorities.

We would love a chance to bring our team in to discuss these ideas with members of the administration as well as hear any other thoughts on ways we can support the Mayor's agenda.

A copy of the plan - is attached and below and I am ccing my colleague Michael

Allegretti who put it all together.

Let us know if there is a convenient day sometime in the near future to talk.

Thanks
Matt

Opportunities for Collaboration between Uber NYC & Mayor Bill de Blasio's Administration

Supporting Vision Zero

Uber strongly supports Mayor Bill de Blasio's innovative Vision Zero initiative. As an organization that has thousands of driver partners on New York City roads, we want to do our part to enhance this effort and utilize our data and engineering resources in creative ways that can help the City continue to make progress on achieving Vision Zero.

In support of Vision Zero, Uber will:

- <!--[if !supportLists]-->• <!--[endif]-->Share information about new pockets of high traffic incident areas that meet certain thresholds;
- <!--[if !supportLists]-->• <!--[endif]-->Commit to strict enforcement of chronic speeders by setting a framework where driver partners found to be regularly speeding are first reprimanded, then suspended twice, then deactivated;
- <!--[if !supportLists]-->• <!--[endif]-->Partner with City Hall to organize quarterly roundtables between driver partners and City traffic officials around enforcement guidelines, hosted at Uber HQ and City Hall;
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ARTICLE
COMMENTS

BY [THORNTON MCENERY](#) <!--[if !supportLists]-->• <!--[endif]--> [Print](#)
FEBRUARY 12, 2015 10:45 A.M. <!--[if !supportLists]-->• <!--[endif]--> [Email](#)

<!--[if !supportLists]-->• <!--[endif]--> [Reprints](#)

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-[if !supportLists]-->• <!--[endif]-->Serkan Piantino,

Head of Facebook New
York

-.[if !supportLists]-->• <!--
-[endif]-->Chad Dickerson,
CEO, Etsy

-.[if !supportLists]-->• <!--
-[endif]-->Jon Oringer,
CEO, Shutterstock

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-[endif]-->Yancey Strickler,
CEO, Kickstarter

-.[if !supportLists]-->• <!--
-[endif]-->Charles Phillips,
CEO, Infor

-.[if !supportLists]-->• <!--
-[endif]-->William Floyd,
Head of External Affairs,
Google NY

-.[if !supportLists]-->• <!--
-[endif]-->Marissa
Shorenstein, President,
AT&T New York

-.[if !supportLists]-->• <!--
-[endif]-->Oliver Kharraz,
Founder & President,
ZocDoc

-.[if !supportLists]-->• <!--
-[endif]-->Max Haot, CEO,
Livestream

-.[if !supportLists]-->• <!--
-[endif]-->David Fullerton,
VP of Engineering, Stack
Overflow

-.[if !supportLists]-->• <!--
-[endif]-->Eliot Horowitz,
Co-Founder and CTO,
MongoDB

-.[if !supportLists]-->• <!--
-[endif]-->Jon Williams,
Co-founder, CTO Club

-.[if !supportLists]-->• <!--
-[endif]-->John Paul
Farmer, Director of Tech &
Civic Innovation, Microsoft
NY

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-[endif]-->Andrew Pile,
CTO, Vimeo

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· <![endif]-->Jocelyn Leavitt, Co-Founder and CEO, Hopscotch

From: [Matt Wing](#)
To: [Norvell, Wiley](#)
Subject: FYI TLC budget
Date: Tuesday, March 03, 2015 9:55:24 AM

Hi Wiley

Just wanted to let you know that Uber is doing a morning Ed board with Crains where we are saying we want the TLC budget to be increased to help cut down on licensing delays and help us bring 10k new drivers from outside the black car/taxi industry onto the platform.

Its not negative, not calling on the Mayor to do anything - we are in fact emphasizing that the licensing delay is probably our fault for adding so many cars and that we are willing to pay into helping increase tlc resources - but just wanted to give you a heads up in case there is incoming.

Let me know any concerns/issues
Matt

Sent from my iPhone

From: [Norvell, Wiley](#)
To: "[Matt Wing](#)"
Subject: RE: FYI TLC budget
Date: Tuesday, March 03, 2015 9:56:03 AM

Aight. Thanks dude.

-----Original Message-----

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Matt

Sent from my iPhone

From: [Matt Wing](#)
To: [Norvell, Wiley](#)
Subject: Re: FYI TLC budget
Date: Tuesday, March 03, 2015 10:59:26 AM

Absolutely! Thursday or Friday work?

Sent from my iPhone

> On Mar 3, 2015, at 9:56 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:
>
> Can we grab coffee? I like that we are able to communicate directly on this stuff and want to iron out a conveyor belt/rules of engagement to help us get along!
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From: [Lauren Miura](#)
To: [Tyler, Kaitlin](#)
Cc: [Jenny Avallon](#); [Katharine McGlynn](#); [Negash, Dabash](#); [Matthew Wing](#); [Edward Casabian](#)
Subject: Re: Earth Day Follow Up
Date: Friday, March 06, 2015 10:31:00 AM

Hi all, unfortunately Kat and I are BOTH home sick today (there must be something going around our office). Can we catch up with you all next week by phone to hear what you're thinking for Earth Day?

Thanks,
Lauren

On Feb 27, 2015, at 4:11 PM, Tyler, Kaitlin <KTyler@cityhall.nyc.gov> wrote:

You too!

From: Jenny Avallon [<mailto:javallon@uber.com>]
Sent: Friday, February 27, 2015 3:40 PM
To: Tyler, Kaitlin
Cc: Katharine McGlynn; Lauren Miura; Negash, Dabash; Matthew Wing; Edward Casabian
Subject: Re: Earth Day Follow Up

Perfect! I'll send a calendar invite over now.

Have a great weekend.

Best,
Jenny



On Fri, Feb 27, 2015 at 12:23 PM, Tyler, Kaitlin <KTyler@cityhall.nyc.gov> wrote:

Hi Jenny,

3pm at our office works very well! We're located at 253 Broadway, 8th Floor (between Warren and Murray). Once you go through security and arrive on the 8th floor, please ring the bell on the left hand side of the double glass doors. Our office will be on your right when you walk in.

We look forward to meeting everyone.

Best,
Kaitlin

From: Jenny Avallon [<mailto:javallon@uber.com>]
Sent: Friday, February 27, 2015 2:56 PM

To: Tyler, Kaitlin
Cc: Katharine McGlynn; Lauren Miura; Negash, Dabash; Matthew Wing; Edward Casabian
Subject: Re: Earth Day Follow Up

Hi Kaitlin,

Sounds great! I'm looping in our Ed & Matt from our team as well.

It looks like we're all free from 3pm onwards next Friday -- would that work for you? We're happy to come down to your office to make it easier on your team.

Looking forward to it!

Best,
Jenny



On Fri, Feb 27, 2015 at 6:53 AM, Tyler, Kaitlin <KTyler@cityhall.nyc.gov> wrote:

Good morning, Jenny-

We would love to meet with you and your team to discuss opportunities to partner. Friday of next week works well for Dabash and I. We are flexible on timing and location.

Let me know what works best for you. I look forward to meeting.

Best,
Kaitlin

From: Jenny Avallon [mailto:javallon@uber.com]
Sent: Wednesday, February 25, 2015 6:27 PM
To: Katharine McGlynn
Cc: Lauren Miura; Tyler, Kaitlin; Negash, Dabash
Subject: Re: Earth Day Follow Up

Hi all,

Kat -- thanks for the intro! Great to meet you via email, Kaitlin & Dabash.

I'm not sure how much background Kat & Laura gave you during their meeting, but our team would love to find a way to help support your Earth Day volunteer initiatives. I understand transportation is a major obstacle when coordinating a city-wide opportunity such as this and I think our carpooling product, uberPOOL, could be a great solution both for connecting volunteers socially & cutting back on CO2 emissions during this very important day.

I'd love for us all to meet and discuss further. Would you have time Thursday or Friday of next week to either come visit us at our office in Chelsea or for my team to come to your office? Happy to work around your schedule.

Thanks,

Jenny



On Tue, Feb 24, 2015 at 2:27 PM, Katharine McGlynn <kmcglynn@tnc.org> wrote:

Hi Jenny,

Thank you so much – we will be interested to hear about how your Earth Day plans move forward and how we might be involved.

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Cc: Lauren Miura

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[\(212\) 997-6408](tel:(212)997-6408) (Phone)
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nature.org

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The Nature Conservancy
New York City Office
322 Eighth Avenue, 16th Floor
New York, NY 10001

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Cc: [Tyler, Kaitlin](#); [Katharine McGlynn](#); [Negash, Dabash](#); [Matthew Wing](#); [Edward Casabian](#)
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Date: Friday, March 06, 2015 10:39:15 AM

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Specialist

kmcglynn@tnc.org

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| |

From: [The Office of Mayor de Blasio](#)
To: allegretti@uber.com
Subject: You are invited to a reception celebrating the Commission on the Status of Women
Date: Friday, March 06, 2015 12:12:15 PM



The Mayor
and
First Lady of the City of New York

with **UN WOMEN**

invite you to an intimate reception
in celebration of the

**COMMISSION ON THE
STATUS OF WOMEN**

and to honor

**BEIJING+20
CAMPAIGN**

Monday, March 9, 2015

6:00 PM – 8:00 PM

Gracie Mansion
East End Avenue
and 88th Street, Manhattan



The Mayor and First Lady of the City of New York
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Space is limited.

Please RSVP by Thursday, March 5, 2015

[Yes, I am attending](#)

[No, I will not attend](#)

From: [The Office of Mayor de Blasio](#)
To: lindsay.elin@uber.com
Subject: You are invited to a reception celebrating the Commission on the Status of Women
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Cc: [Lauren Miura](#); [Negash, Dabash](#); [Edward Casabian](#); [Katharine McGlynn](#); [Matthew Wing](#)
Subject: RE: Earth Day Follow Up
Date: Friday, March 06, 2015 2:50:00 PM

Hi Kaitlin,

We're on our way but going to be 5-10 minutes late. So sorry about that.

See you soon!

Thanks,
Jenny

—

Sent from [Mailbox](#)

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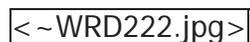
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nature.org

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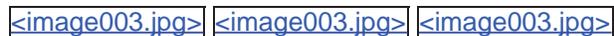
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From: [Tyler, Kaitlin](#)
To: "[Jenny Avallon](#)"
Cc: [Lauren Miura](#); [Negash, Dabash](#); [Edward Casabian](#); [Katharine McGlynn](#); [Matthew Wing](#); [Halpin, Stephanie](#)
Subject: RE: Earth Day Follow Up
Date: Friday, March 06, 2015 2:51:29 PM

Not a problem at all. We're flexible!

From: Jenny Avallon [<mailto:javallon@uber.com>]
Sent: Friday, March 06, 2015 2:50 PM
To: Tyler, Kaitlin
Cc: Lauren Miura; Negash, Dabash; Edward Casabian; Katharine McGlynn; Matthew Wing
Subject: RE: Earth Day Follow Up

Hi Kaitlin,

We're on our way but going to be 5-10 minutes late. So sorry about that.

See you soon!

Thanks,
Jenny

—
Sent from [Mailbox](#)

On Fri, Mar 6, 2015 at 10:49 AM, Tyler, Kaitlin <KTyler@cityhall.nyc.gov> wrote:

Thanks for letting us know, Lauren. I hope you both feel better soon!

Jenny- We are looking forward to meeting you and your team this afternoon.

Best,
Kaitlin

From: Jenny Avallon [<mailto:javallon@uber.com>]
Sent: Friday, March 06, 2015 10:39 AM
To: Lauren Miura
Cc: Tyler, Kaitlin; Katharine McGlynn; Negash, Dabash; Matthew Wing; Edward Casabian
Subject: Re: Earth Day Follow Up

Hi Lauren,

So sorry to hear that! Hope you both feel better soon.

No problem about today, we can still head down to meet with Dabash & Kaitlin and update your team next week. What time is best?

Thanks!

Jenny

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On Fri, Mar 6, 2015 at 10:30 AM, Lauren Miura <lmiura@tnc.org> wrote:
Hi all, unfortunately Kat and I are BOTH home sick today (there must be something going around our office). Can we catch up with you all next week by phone to hear what you're thinking for Earth Day?

Thanks,
Lauren

On Feb 27, 2015, at 4:11 PM, Tyler, Kaitlin <KTyler@cityhall.nyc.gov> wrote:

You too!

From: Jenny Avallon [<mailto:javallon@uber.com>]
Sent: Friday, February 27, 2015 3:40 PM
To: Tyler, Kaitlin
Cc: Katharine McGlynn; Lauren Miura; Negash, Dabash; Matthew Wing; Edward Casabian
Subject: Re: Earth Day Follow Up

Perfect! I'll send a calendar invite over now.

Have a great weekend.

Best,

Jenny

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On Fri, Feb 27, 2015 at 12:23 PM, Tyler, Kaitlin <KTyler@cityhall.nyc.gov> wrote:

Hi Jenny,

3pm at our office works very well! We're located at 253 Broadway, 8th Floor (between Warren and Murray). Once you go through security and arrive on the 8th floor, please ring the bell on the left hand side of the double glass doors. Our office will be on your right when you walk in.

We look forward to meeting everyone.

Best,
Kaitlin

From: Jenny Avallon [mailto:javallon@uber.com]
Sent: Friday, February 27, 2015 2:56 PM
To: Tyler, Kaitlin
Cc: Katharine McGlynn; Lauren Miura; Negash, Dabash; Matthew Wing; Edward Casabian
Subject: Re: Earth Day Follow Up

Hi Kaitlin,

Sounds great! I'm looping in our Ed & Matt from our team as well.

It looks like we're all free from 3pm onwards next Friday -- would that work for you? We're happy to come down to your office to make it easier on your team.

Looking forward to it!

Best,
Jenny



On Fri, Feb 27, 2015 at 6:53 AM, Tyler, Kaitlin <KTyler@cityhall.nyc.gov> wrote:

Good morning, Jenny-

We would love to meet with you and your team to discuss opportunities to partner. Friday of next week works well for Dabash and I. We are flexible on timing and location.

Let me know what works best for you. I look forward to meeting.

Best,
Kaitlin

From: Jenny Avallon [mailto:javallon@uber.com]
Sent: Wednesday, February 25, 2015 6:27 PM
To: Katharine McGlynn
Cc: Lauren Miura; Tyler, Kaitlin; Negash, Dabash
Subject: Re: Earth Day Follow Up

Hi all,

Kat -- thanks for the intro! Great to meet you via email, Kaitlin & Dabash.

I'm not sure how much background Kat & Laura gave you during their meeting, but our team would love to find a way to help support your Earth Day volunteer initiatives. I understand transportation is a major obstacle when coordinating a city-wide opportunity such as this and I think our carpooling product, uberPOOL, could be a great solution both for connecting volunteers socially & cutting back on CO2 emissions during this very important day.

I'd love for us all to meet and discuss further. Would you have time Thursday or Friday of next week to either come visit us at our office in Chelsea or for my team to come to your office? Happy to work around your schedule.

Thanks,

Jenny

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On Tue, Feb 24, 2015 at 2:27 PM, Katharine McGlynn <kmcglynn@tnc.org> wrote:

Hi Jenny,

Thank you so much – we will be interested to hear about how your Earth Day plans move forward and how we might be involved.

Lauren and I had a great call with Gena Upshaw from NYC Service and are definitely planning on listing our Earth Day Beach Clean Up on their site to gain more volunteers. Gena suggest that I introduce you to their Partnerships Director Kaitlin Tyler and their Capacity Building Director Dabash Negash, both copied here, for futher conversation around working together.

Let me know if you need anything else right now, and perhaps we can connect again in the first or second week of March to touch base?

Thanks again!

Kat

From: Jenny Avallon [mailto:javallon@uber.com]
Sent: Thursday, February 19, 2015 4:46 PM
To: Katharine McGlynn
Cc: Lauren Miura
Subject: Re: Earth Day Follow Up

Hi Kat,

Hope you're both doing well & staying warm!

I'm still waiting on some updates from our team on our Earth Day strategy, but I looped them all in on our call & everyone was very excited. I will keep you posted as our approach here develops.

Do you have any updates from your meeting with NYC Service? I'd love to be able to incorporate them here too.

Best,
Jenny



On Thu, Feb 19, 2015 at 11:39 AM, Katharine McGlynn

[<kmcglynn@tnc.org>](mailto:kmcglynn@tnc.org) wrote:

Hi Jenny,

Lauren and I just wanted to check in and see if you'd had a chance to get input from your team and if you had further thoughts about how we might best be able to work together during April for Earth Month?

We really enjoyed our preliminary conversation and are interested to know if you had other ideas or general thoughts on how we should move forward. Lauren and I are free most of the day tomorrow if you'd like to jump on the phone.

Looking forward to continuing the conversation. Stay warm!

Kat

Katharine McGlynn
*Community Engagement
Specialist*
kmcglynn@tnc.org
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 **The Nature Conservancy**
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From: [Norvell, Wiley](#)
To: "Matt Wing"
Subject: RE: FYI TLC budget
Date: Friday, March 13, 2015 2:18:44 PM

Soooooo...today is now crap. Let's do next week.

-----Original Message-----

From: Matt Wing [<mailto:matt.wing@uber.com>]
Sent: Tuesday, March 03, 2015 10:59 AM
To: Norvell, Wiley
Subject: Re: FYI TLC budget

Absolutely! Thursday or Friday work?

Sent from my iPhone

> On Mar 3, 2015, at 9:56 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

>

> Can we grab coffee? I like that we are able to communicate directly on this stuff and want to iron out a conveyor belt/rules of engagement to help us get along!

>

> -----Original Message-----

> From: Matt Wing [<mailto:matt.wing@uber.com>]
> Sent: Tuesday, March 03, 2015 9:55 AM
> To: Norvell, Wiley
> Subject: FYI TLC budget

>

> Hi Wiley

>

> Just wanted to let you know that Uber is doing a morning Ed board with Crains where we are saying we want the TLC budget to be increased to help cut down on licensing delays and help us bring 10k new drivers from outside the black car/taxi industry onto the platform.

>

> Its not negative, not calling on the Mayor to do anything - we are in fact emphasizing that the licensing delay is probably our fault for adding so many cars and that we are willing to pay into helping increase tlc resources - but just wanted to give you a heads up in case there is incoming.

>

> Let me know any concerns/issues

> Matt

>

>

> Sent from my iPhone

From: [Matthew Wing](#)
To: [Norvell, Wiley](#)
Subject: Re: FYI TLC budget
Date: Friday, March 13, 2015 2:20:00 PM

totally ok - just tell me the day and Ill make it work.

gonna call you real quick on a heads up

On Fri, Mar 13, 2015 at 2:18 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:
Sooooooo...today is now crap. Let's do next week.

-----Original Message-----

From: Matt Wing [mailto:matt.wing@uber.com]
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and that we are willing to pay into helping increase tlc resources - but just wanted
to give you a heads up in case there is incoming.

>
> Let me know any concerns/issues

> Matt

>

>

> Sent from my iPhone

From: [Michael Allegretti](#)
To: [Williams, Dominic](#)
Subject: Great to see you + next steps..
Date: Friday, March 13, 2015 5:45:22 PM

Dom,

So good to see you yesterday at City Hall! Great surprise man...

I think that our meeting went well and I personally appreciated the tact that FDM Shorris took with us. I recognize that we are somewhat controversial in the eyes of many incumbents in the for-hire industry. We want to collaborate, and knowing that you and I can connect one-on-one, will go a long way.

To that end, want to grab a drink in the next few weeks? Let me know, and in the meantime, I'll be following-up on the stuff that we discussed during the session.

Have a good weekend...

Michael

--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Michael Allegretti](#)
To: [Williams, Dominic](#)
Cc: [Josh Mohrer](#)
Subject: f/u from UberNYC re Collaboration w/ City Hall
Date: Monday, March 30, 2015 10:49:32 AM
Attachments: [UberNYC Memo to NYC CityHall 03_30_2015.docx.docx](#)

Dom,

Hope all is well!

Attached please find a memo from Josh Mohrer and me at UberNYC to you and First Deputy Mayor Tony Shorris. I would be grateful if you and he could review and be back in touch. We are eager to work with City Hall to support the Mayor's vision in the ways outlined.

And let's get a drink on the books. It would be great to catch-up after all these years.

All the best,

Michael

--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

TO: NYC First Deputy Mayor Anthony Shorris; Dominic Williams
FR: Josh Mohrer; Michael Allegretti
CC: TLC Commissioner Meera Joshi; David Plouffe, George Capalino
DT: March 30, 2015
RE: Opportunities for Collaboration between UberNYC & City Hall

Following our March 12, 2015 meeting, we wanted to share proposed next steps for how we might work together to support Mayor de Blasio's Vision Zero pedestrian safety initiative, his goal of expanding ferry service across the five boroughs, and his effort to enhance the PlaNYC process. We look forward to your feedback.

#1 Supporting Vision Zero: Uber strongly supports Mayor Bill de Blasio's Vision Zero initiative. As an organization with thousands of driver partners on New York City roads, we want to do our part to enhance this effort and utilize our resources in creative ways to help the City continue to make progress.

Uber would therefore like to work with the Department of Transportation to:

- Organize quarterly roundtables between driver partners and City traffic officials around enforcement guidelines;
- Explore ways to gather anecdotal information that we receive from riders and driver partners about traffic and pedestrian danger zones that they see during pick-ups, drop-offs and rides, and provide such information to City traffic officials to help guide future safety enhancements; and
- Produce and disseminate rider and driver messaging about how best to safely make a connection (don't stand in the street, place the pin in the right directional location, etc.).

We would be grateful for an introduction by your office to the appropriate DOT official to start the process.

Additionally, Uber would like to include a PSA from Mayor de Blasio in our mandatory safety video, shown to all incoming driver partners, highlighting the importance of pedestrian safety on the roads.

We would be grateful for your assistance in securing the Mayor's agreement and arranging this filming.

#2 Supporting Expansion of NYC Ferry Service: Many of New York City's existing and proposed ferry stops are far away from subways, bus stops and other public transit. Uber's average 3-4 minute pickup time makes it a good resource for ensuring New Yorkers can easily use expanded ferry service for their daily transportation needs.

Uber would therefore like to work with the Economic Development Corporation to:

- Offer a promotional discounts for ferry commuters;
- Proactively inform driver partners of opportunities for pick-ups near ferry landings; and
- Advertise on ferries to inform passengers that Uber rides are readily available to help them seamlessly complete their commutes.

We had already reached-out to Kyle Kimball to discuss working together, but given his imminent departure, we would be grateful for an introduction by your office to the appropriate EDC official to start the process.

#3 Supporting PlaNYC: Uber is having a direct, positive impact on the way thousands of New Yorkers move around the city everyday, and can therefore be a meaningful resource for the PlaNYC initiative.

Uber would therefore like to inform the PlaNYC process through a written submission:

We would be grateful for an introduction by your office to the appropriate PlaNYC official to start the process, recognizing that time is of the essence.

From: [Matt Wing](#)
To: [Norvell, Wiley](#); [Walzak, Phil](#)
Subject: Video of cop and uber driver-partner
Date: Tuesday, March 31, 2015 7:18:52 AM

Hey Phil and Wiley

I am getting a bunch of calls from press over this video of a cop using inflammatory language and seeming to mistreat one of our Uber driver partners.

Wanted to give you a heads up that we will likely be giving a written comment later this morning in response. I will pass it on once it's done.

Feel free to call me if you want to discuss [REDACTED]

Matt

Sent from my iPhone

From: [Matthew Wing](#)
To: [Norvell, Wiley](#); [Walzak, Phil](#)
Subject: Re: Video of cop and uber driver-partner
Date: Tuesday, March 31, 2015 10:00:12 AM

FYI below is the comment we are providing in response to inquiries. We will not be pushing this with any press or providing any interviews etc.

So you know so far I have gotten inquiries from the Daily News, WCBS, DNA Info and Huffington Post. Again feel free to call me with any concerns [REDACTED]

Comment:

"We are disheartened by this officer's behavior and appreciate the NYPD investigating the incident. We have reached out to the driver to provide any support he needs."

On Tue, Mar 31, 2015 at 7:19 AM, Matt Wing <matt.wing@uber.com> wrote:

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Feel free to call me if you want to discuss [REDACTED]

Matt

Sent from my iPhone

From: [Matthew Wing](#)
To: [Norvell, Wiley](#); [Walzak, Phil](#)
Subject: Re: Video of cop and uber driver-partner
Date: Tuesday, March 31, 2015 11:47:49 AM

FYI - we have slightly modified our statement as some more facts have come in. Again I am only giving this in response to inquiries. Also an FYI several TVs have tried to get in touch with the driver for interviews through us but we are not giving out his info to media out of respect for his privacy. He has not told us that he plans to do any interviews on his own, but since he is an independent contractor we can't dictate how he handles press.

Updated comment:

"The behavior in the video is wrong and unacceptable and we appreciate the NYPD investigating the incident. We are in touch with our driver-partner who was subjected to this terrible experience and will continue to provide any support he needs."

On Tue, Mar 31, 2015 at 10:00 AM, Matthew Wing <wing@uber.com> wrote:

FYI below is the comment we are providing in response to inquiries. We will not be pushing this with any press or providing any interviews etc.

So you know so far I have gotten inquiries from the Daily News, WCBS, DNA Info and Huffington Post. Again feel free to call me with any concerns [REDACTED]

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Feel free to call me if you want to discuss [REDACTED]

Matt

Sent from my iPhone

From: [Matthew Wing](#)
To: [Norvell Wiley](#)
Subject: Fwd: PRESS INQUIRY: Uber + TLC Licenses for Gothamist
Date: Saturday, May 02, 2015 5:48:14 PM

Hey Wiley,

Sorry to bother you on a Saturday, but I wanted to flag the inquiry I got below. Putting aside the questionable decision to pitch an alleged sexual assault to score political points on FHV rules, you might want to tell Allan Fromberg that we advised the rider involved in this incident to report the driver to the TLC and 311. She told us that she has in fact filed a complaint with the TLC so any delay with the license is on their end.

Of course I know this stuff isn't coming from you, but it would be nice if giving a heads up wasn't a one way street from me to you. Happy to discuss a way to try and figure that out in the future. I would really like to avoid escalating this conflict in general, but to be frank my folks are pretty livid that the TLC would push a story about sexual assault especially since we did what the new rules would require.

Thanks
-Matt

Begin forwarded message:

Hi Matt,

We were contacted by the TLC re: this week's alleged Uber passenger assault, and told that the Commission can't pull the driver's license unless a passenger reports an assault through 311, thanks to a rule that doesn't require Uber to alert the TLC after a complaint is made. Does Uber have a comment on this?

Thanks.

Rebecca

--

Rebecca Fishbein
www.gothamist.com
rebecca@gothamist.com
[212-796-4200 x 7031](tel:212-796-4200)
twitter.com/bfishbfish

From: [Norvell, Wiley](#)
To: [Matthew Wing](#)
Subject: Re: PRESS INQUIRY: Uber + TLC Licenses for Gothamist
Date: Saturday, May 02, 2015 6:19:20 PM

I'll talk to Dom and we will figure out a modus vivendi. Sorry—wasn't aware of this.

From: Matt Wing <matt.wing@uber.com>
Date: Saturday, May 2, 2015 at 5:49 PM
To: Wiley Norvell <wnorvell@cityhall.nyc.gov>
Subject: Fwd: PRESS INQUIRY: Uber + TLC Licenses for Gothamist

Hey Wiley,

Sorry to bother you on a Saturday, but I wanted to flag the inquiry I got below. Putting aside the questionable decision to pitch an alleged sexual assault to score political points on FHV rules, you might want to tell Allan Fromberg that we advised the rider involved in this incident to report the driver to the TLC and 311. She told us that she has in fact filed a complaint with the TLC so any delay with the license is on their end.

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--

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www.gothamist.com

rebecca@gothamist.com

[212-796-4200 x 7031](tel:212-796-4200)

twitter.com/bfishbfish

From: [Matthew Wing](#)
To: [Norvell, Wiley](#)
Subject: Re: PRESS INQUIRY: Uber + TLC Licenses for Gothamist
Date: Saturday, May 02, 2015 6:21:03 PM

Thanks - really appreciate it. Happy to chat or do whatever I can on my end too.

On Sat, May 2, 2015 at 6:19 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:
I'll talk to Dom and we will figure out a modus vivendi. Sorry—wasn't aware of this.

From: Matt Wing <matt.wing@uber.com>
Date: Saturday, May 2, 2015 at 5:49 PM
To: Wiley Norvell <wnorvell@cityhall.nyc.gov>
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twitter.com/bfishbfish

From: [Matthew Wing](mailto:Matthew.Wing)
To: [Norvell Willey](mailto:Norvell.Willey)
Subject: Fwd: Polly Trottenberg
Date: Thursday, May 07, 2015 5:29:43 PM

I am assuming that this heads up is thanks to you - I really appreciate it.

Congrats on the budget today - I am sorry if I caused you any stress in the lead up, should have kept my mouth shut and let you deal with bigger issues.

Hope you get some rest.

----- Forwarded message -----
From: **Matthew Wing** <wing@uber.com>
Date: Thu, May 7, 2015 at 5:29 PM
Subject: Re: Polly Trottenberg
To: "Gastel, Scott" <SGastel@dot.nyc.gov>
Cc: "Tsang, Bonny" <htsang@dot.nyc.gov>

Got it.

Thanks again for giving us the heads up and passing on - we really appreciate it. I doubt we will say anything in response beyond pointing to POOL and our other efforts to reduce congestion, but obviously I will let you know if we do weigh in.

I am hopeful we can meet in the near future and start discussing these issues and more importantly find ways we can potentially collaborate. Personally I am a huge fan of the Commissioner and would love it if we could work together on ways we can help with vision zero and other priorities for you guys.

On Thu, May 7, 2015 at 5:10 PM, Gastel, Scott <SGastel@dot.nyc.gov> wrote:

Here is what she said

"Potentially now we think Uber is starting to play a role in more traffic."

She also said to Kate Hinds after that a lot of this is speculative but something we are looking at as there is an increase in congestion in mid-town there are more UBER drivers and your own data leans heavily toward trips being in Manhattan. We'd seen this <http://blog.uber.com/nyc-4-year-anniversary-05-04-2015>

Dana Rubinstein also followed up and was there today.

From: Matthew Wing [mailto:wing@uber.com]
Sent: Thursday, May 07, 2015 12:39 PM
To: Gastel, Scott
Cc: Tsang, Bonny
Subject: Re: Polly Trottenberg

Hi Scott,

Really appreciate the heads up - if you could send the tape along when you get a minute that would be great.

Just saw the tweet - I know Michael Allegritti has been in touch with Juan Martinez from DOT, but I think we would love to discuss more the traffic impact of Uber and ways we can productively work with DOT to address any issues, including focusing on our uberPOOL option which has the goal of taking 1 million cars off NYC streets.

On Thu, May 7, 2015 at 12:35 PM, Gastel, Scott <SGastel@dot.nyc.gov> wrote:

I just want to give you a heads up she made a comment in regards to Uber and traffic. You may have heard. Kate Hinds and a few other have tweeted on if from the Trans Hudson event at One world trade. Happy to discuss and will send comments off tape in a few.

Scott Gastel

DOT Press Secretary
[REDACTED]

.....
This message and any attachments are solely for the individual(s) named above and others who have been specifically authorized to receive such and may contain information which is confidential, privileged or exempt from disclosure under applicable law. If you are not the intended recipient, any disclosure, copying, use or distribution of the information included in this message and any attachments is strictly prohibited. If you have received this communication in error, please notify us by reply e-mail and immediately and permanently delete this message and any attachments. Thank you.

NYC – Department of Transportation
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.....
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Thank you.

NYC – Department of Transportation
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From: [Singleton, Jessica](#)
To: ["ed@uber.com"](#)
Subject: quick call?
Date: Thursday, May 28, 2015 9:53:11 AM

Hi Ed – Am sure you're busy this morning but wondering if you have time for a quick call?

Let me know!

Thanks,
Jessie

—
Jessica Singleton
Digital Director @nycgov
@jessay286

From: [Josh Mohrer](#)
To: [Singleton, Jessica](#)
Cc: [Edward Casabian](#)
Subject: Re: quick call?
Date: Thursday, May 28, 2015 10:18:13 AM

with correct email address this time.

On Thursday, May 28, 2015, Josh Mohrer <josh@uber.com> wrote:
Hey Jessie,

What's your number, I can give you a call in the next couple of hours.

Josh

----- Forwarded message -----

From: **Singleton, Jessica** <JSingleton@cityhall.nyc.gov>
Date: Thursday, May 28, 2015
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To: "ed@uber.com" <ed@uber.com>

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Let me know!

Thanks,

Jessie

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Jessica Singleton

Digital Director @nycgov

@jessay286

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| Edward Casabian

Senior Marketing Manager, New York

e: ed@uber.com | p: 617 697 8586 w: www.uber.com/nyc



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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

From: [Singleton, Jessica](#)
To: "Josh Mohrer"
Cc: [Edward Casabian](#)
Subject: RE: quick call?
Date: Thursday, May 28, 2015 10:21:30 AM

Yep, what times work for you? [REDACTED] or [REDACTED]

From: Josh Mohrer [mailto:josh@uber.com]
Sent: Thursday, May 28, 2015 10:20 AM
To: Singleton, Jessica
Cc: Edward Casabian
Subject: Re: quick call?

with correct email address this time.

On Thursday, May 28, 2015, Josh Mohrer <josh@uber.com> wrote:
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What's your number, I can give you a call in the next couple of hours.

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To: "ed@uber.com" <ed@uber.com>

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Jessica Singleton
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Edward Casabian

Senior Marketing Manager, New York

e: ed@uber.com | p: 617 697 8586 w: www.uber.com/nyc



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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

From: [Josh Mohrer](#)
To: [Singleton, Jessica](#); [Michael Allegretti](#)
Cc: [Edward Casabian](#)
Subject: Re: quick call?
Date: Thursday, May 28, 2015 3:42:07 PM

Hi Jessie,

The hearing went very long, sorry for the delay in getting back to you. Michael Allegretti from our team gave you a call on both numbers but got voicemail - you can reach him back directly at [REDACTED]

J

On Thu, May 28, 2015 at 10:21 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Yep, what times work for you? [REDACTED] or [REDACTED]

From: Josh Mohrer [mailto:josh@uber.com]
Sent: Thursday, May 28, 2015 10:20 AM
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Date: Thursday, May 28, 2015
Subject: quick call?
To: "ed@uber.com" <ed@uber.com>

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Jessica Singleton

Digital Director @nycgov

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Edward Casabian

Senior Marketing Manager, New York

e: ed@uber.com | p: [617 697 8586](tel:6176978586) w: www.uber.com/nyc



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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

From: [Michael Allegretti](#)
To: [Josh Mohrer](#)
Cc: [Singleton, Jessica](#); [Edward Casabian](#)
Subject: Re: quick call?
Date: Thursday, May 28, 2015 3:48:33 PM

Look forward to speaking with you Jessie...

On Thu, May 28, 2015 at 3:43 PM, Josh Mohrer <josh@uber.com> wrote:
Hi Jessie,

The hearing went very long, sorry for the delay in getting back to you. Michael Allegretti from our team gave you a call on both numbers but got voicemail - you can reach him back directly at [REDACTED]

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Yep, what times work for you? [REDACTED] or [REDACTED].

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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Singleton, Jessica](#)
To: [Michael Allegretti](#)
Cc: [Josh Mohrer](#); [Edward Casabian](#)
Subject: Re: quick call?
Date: Thursday, May 28, 2015 4:04:29 PM

Calling you back in 20!

On May 28, 2015, at 15:48, Michael Allegretti <allegretti@uber.com> wrote:

Look forward to speaking with you Jessie...

On Thu, May 28, 2015 at 3:43 PM, Josh Mohrer <josh@uber.com> wrote:

Hi Jessie,

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Jessica Singleton

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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Singleton, Jessica](#)
To: [Michael Allegretti](#)
Cc: [Josh Mohrer](#); [Edward Casabian](#)
Subject: Re: quick call?
Date: Thursday, May 28, 2015 4:18:35 PM

Just left you a vm.

On May 28, 2015, at 15:48, Michael Allegretti <allegretti@uber.com> wrote:

Look forward to speaking with you Jessie...

On Thu, May 28, 2015 at 3:43 PM, Josh Mohrer <josh@uber.com> wrote:

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Jessica Singleton

Digital Director @nycgov

@jessay286

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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Singleton, Jessica](#)
To: [Michael Allegretti](#)
Cc: [Josh Mohrer](#); [Edward Casabian](#)
Subject: RE: quick call?
Date: Thursday, May 28, 2015 8:24:55 PM

Great to talk to you, Michael. Let's have you all to City Hall next week. Any days in particular good / bad?

In meantime, really would like to clarify the misunderstanding around the modifications... feel free to give me a ring tonight/tomorrow to check in about the question we discussed on the phone today.

Eager to have you here and appreciate your time today.

Thanks all,
Jessie

From: Singleton, Jessica
Sent: Thursday, May 28, 2015 4:19 PM
To: Michael Allegretti
Cc: Josh Mohrer; Edward Casabian
Subject: Re: quick call?

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On May 28, 2015, at 15:48, Michael Allegretti <allegretti@uber.com> wrote:

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On Thu, May 28, 2015 at 3:43 PM, Josh Mohrer <josh@uber.com> wrote:
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On Thu, May 28, 2015 at 10:21 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

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From: Josh Mohrer [mailto:josh@uber.com]
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Subject: quick call?

To: "ed@uber.com" <ed@uber.com>

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Jessica Singleton
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Josh Mohrer | Uber NYC

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Josh Mohrer](#)
To: [Singleton, Jessica](#)
Cc: [Michael Allegretti](#); [Edward Casabian](#)
Subject: Re: quick call?
Date: Thursday, May 28, 2015 8:41:19 PM

Michael and I compared schedules earlier and Monday would be best. Is that possible for you?

On Thursday, May 28, 2015, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Great to talk to you, Michael. Let's have you all to City Hall next week. Any days in particular good / bad?

In meantime, really would like to clarify the misunderstanding around the modifications... feel free to give me a ring tonight/tomorrow to check in about the question we discussed on the phone today.

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From: Singleton, Jessica
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To: Michael Allegretti
Cc: Josh Mohrer; Edward Casabian
Subject: Re: quick call?

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From: Josh Mohrer [mailto:josh@uber.com]
Sent: Thursday, May 28, 2015 10:20 AM
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Jessica Singleton

Digital Director @nycgov

@jessay286

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Edward Casabian

Senior Marketing Manager, New York

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Josh Mohrer | Uber NYC

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 |
allegretti@uber.com

--

Josh Mohrer | Uber NYC

From: [Singleton, Jessica](#)
To: [Josh Mohrer](#)
Cc: [Michael Allegretti](#); [Edward Casabian](#)
Subject: Re: quick call?
Date: Thursday, May 28, 2015 9:01:49 PM

Yep. 2:30 or later but let me get a more specific answer from a few colleagues. Assuming afternoon works?

On May 28, 2015, at 20:41, Josh Mohrer <josh@uber.com> wrote:

Michael and I compared schedules earlier and Monday would be best. Is that possible for you?

On Thursday, May 28, 2015, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

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allegretti@uber.com

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Josh Mohrer | Uber NYC

From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Cc: [Josh Mohrer](#); [Edward Casabian](#)
Subject: Re: quick call?
Date: Thursday, May 28, 2015 9:18:15 PM

Yes.

And I really appreciated our call today Jessie. We are moving in a good direction and I look forward to sitting down on Monday. Many thanks, Michael

On May 28, 2015, at 9:01 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Yep. 2:30 or later but let me get a more specific answer from a few colleagues. Assuming afternoon works?

On May 28, 2015, at 20:41, Josh Mohrer <josh@uber.com> wrote:

Michael and I compared schedules earlier and Monday would be best. Is that possible for you?

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our team gave you a call on both numbers but
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On Thu, May 28, 2015 at 10:21 AM, Singleton,
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[REDACTED]

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Sent: Thursday, May 28, 2015 10:20 AM
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next couple of hours.

Josh

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Subject: quick call?
To: "ed@uber.com" <ed@uber.com>

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Jessica Singleton

Digital Director @nycgov

@jessay286

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o:
646.927.0574 | allegretti@uber.com

--

Josh Mohrer | Uber NYC

From: [Edward Casabian](#)
To: [Singleton, Jessica](#)
Subject: Re: quick call?
Date: Thursday, May 28, 2015 9:59:41 PM

Glad you were able to get in touch with our team! Hope to see you soon.

Ed

On Thu, May 28, 2015 at 9:53 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Hi Ed – Am sure you're busy this morning but wondering if you have time for a quick call?

Let me know!

Thanks,

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Jessica Singleton

Digital Director @nycgov

@jessay286

--



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Senior Marketing Manager, New York

e: ed@uber.com | p: 617 697 8586 w: www.uber.com/nyc



From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Cc: [Josh Mohrer](#)
Subject: Re: quick call?
Date: Friday, May 29, 2015 9:55:49 AM

- Ed to BCC

Jessie, to keep our conversation moving forward as you try to set-up a meeting between our two sides on Monday, I would love for you and Josh to chat today about the tech review issue. I would join too. My schedule is wide open, so I will work around both of your schedules.

Michael

On Thu, May 28, 2015 at 9:01 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Yep. 2:30 or later but let me get a more specific answer from a few colleagues. Assuming afternoon works?

On May 28, 2015, at 20:41, Josh Mohrer <josh@uber.com> wrote:

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What's your number, I can give you a call in the next couple of hours.

Josh

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From: **Singleton, Jessica** <JSingleton@cityhall.nyc.gov>

Date: Thursday, May 28, 2015

Subject: quick call?

To: "ed@uber.com" <ed@uber.com>

Hi Ed – Am sure you're busy this morning but wondering if you have time for a quick call?

Let me know!

Thanks,

Jessie

—

Jessica Singleton

Digital Director @nycgov

@jessay286

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Edward Casabian

Senior Marketing Manager, New York

e: ed@uber.com | p: [617 697 8586](tel:6176978586) w: www.uber.com/nyc



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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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michael allegretti | public policy @ uber technologies | c: [917.270.5167](tel:917.270.5167) | o: [646.927.0574](tel:646.927.0574) | allegretti@uber.com

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Josh Mohrer | Uber NYC

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Singleton, Jessica](#)
To: "Michael Allegretti"
Cc: [Josh Mohrer](#)
Subject: RE: quick call?
Date: Friday, May 29, 2015 9:57:28 AM

Likewise. Can we do 11 AM?

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Friday, May 29, 2015 9:57 AM
To: Singleton, Jessica
Cc: Josh Mohrer
Subject: Re: quick call?

- Ed to BCC

Jessie, to keep our conversation moving forward as you try to set-up a meeting between our two sides on Monday, I would love for you and Josh to chat today about the tech review issue. I would join too. My schedule is wide open, so I will work around both of your schedules.

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Eager to have you here and appreciate your time today.

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Josh Mohrer | Uber NYC

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Cc: [Josh Mohrer](#)
Subject: Re: quick call?
Date: Friday, May 29, 2015 10:11:48 AM

Literally, I can do anytime AFTER 11:30...

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Subject: Re: quick call?
Date: Friday, May 29, 2015 10:15:11 AM

I can do 1130

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Josh Mohrer | Uber NYC

From: [Singleton, Jessica](#)
To: "Josh Mohrer"; [Michael Allegratti](#)
Subject: RE: quick call?
Date: Friday, May 29, 2015 10:36:33 AM

Great. Im at [REDACTED]

From: Josh Mohrer [mailto:josh@uber.com]
Sent: Friday, May 29, 2015 10:17 AM
To: Michael Allegratti
Cc: Singleton, Jessica
Subject: Re: quick call?

I can do 1130

On Fri, May 29, 2015 at 10:13 AM, Michael Allegratti <allegratti@uber.com> wrote:
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Josh Mohrer | Uber NYC

From: [Josh Mohrer](#)
To: [Singleton, Jessica](#)
Subject: Re: quick call?
Date: Friday, May 29, 2015 11:22:27 AM

I'll be calling you shortly -- so that you have it handy, here is the section that talks about app approval:

(i) Modification of FHV Dispatch Application. Any modification to the FHV Dispatch Application after the Commission has issued a License for such FHV Dispatch Application that would materially alter any of the following: (1) functionality, performance characteristics, security measures, or technical environment of the FHV Dispatch Application or related services; (2) interfaces to the Software, Hardware, network, or other FHV Dispatch Application components; (3) the manner in which the FHV Dispatch Application or related services are provided. The addition or modification of a component allowing payment through the FHV Dispatch Application constitutes a Modification. A Modification of FHV Dispatch Application does not include: (4) fixes and/or maintenance patches necessary to conform the FHV Dispatch Application or any of its components or related services to the requirements set forth in §77-20 of these Rules; (5) security patches to the extent such fixes or patches are necessary in the FHV Dispatch Application Provider's good faith judgment to maintain the continuity of the FHV Dispatch Application or related services or to correct an event or occurrence that would, if uncorrected, substantially prevent, hinder or delay proper operation of the FHV Dispatch Application or related services; and (6) modifications to the user interfaces that do not materially alter the FHV Dispatch Application's functionality or the manner in which FHV Dispatch Application services are provided.

On Fri, May 29, 2015 at 10:36 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

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From: Josh Mohrer [mailto:josh@uber.com]
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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

From: [Singleton, Jessica](#)
To: "Josh Mohrer"
Subject: RE: quick call?
Date: Friday, May 29, 2015 11:23:17 AM

Thanks. I've had this in front of me for a while! Just wondering if you have your marked up version with suggested language (unless that is what is below..)

From: Josh Mohrer [mailto:josh@uber.com]
Sent: Friday, May 29, 2015 11:24 AM
To: Singleton, Jessica
Subject: Re: quick call?

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In meantime, really would like to clarify the misunderstanding around the modifications... feel free to give me a ring tonight/tomorrow to check in about the question we discussed on the phone today.

Eager to have you here and appreciate your time today.

Thanks all,
Jessie

From: Singleton, Jessica
Sent: Thursday, May 28, 2015 4:19 PM
To: Michael Allegretti
Cc: Josh Mohrer; Edward Casabian
Subject: Re: quick call?

Just left you a vm.

On May 28, 2015, at 15:48, Michael Allegretti <allegretti@uber.com> wrote:

Look forward to speaking with you Jessie...

On Thu, May 28, 2015 at 3:43 PM, Josh Mohrer <josh@uber.com> wrote:
Hi Jessie,

The hearing went very long, sorry for the delay in getting back to you. Michael Allegretti from our team gave you a call on both numbers but got voicemail - you can reach him back directly at [REDACTED]

J

On Thu, May 28, 2015 at 10:21 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:
Yep, what times work for you? [REDACTED] or [REDACTED].

From: Josh Mohrer [<mailto:josh@uber.com>]
Sent: Thursday, May 28, 2015 10:20 AM
To: Singleton, Jessica
Cc: Edward Casabian
Subject: Re: quick call?

with correct email address this time.

On Thursday, May 28, 2015, Josh Mohrer <josh@uber.com> wrote:
Hey Jessie,

What's your number, I can give you a call in the next couple of hours.

Josh

----- Forwarded message -----

From: Singleton, Jessica <JSingleton@cityhall.nyc.gov>
Date: Thursday, May 28, 2015
Subject: quick call?
To: "ed@uber.com" <ed@uber.com>

Hi Ed – Am sure you're busy this morning but wondering if you have time for a quick call?

Let me know!

Thanks,
Jessie

Jessica Singleton
Digital Director @nycgov
@jessay286

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Edward Casabian

Senior Marketing Manager, New York

e: ed@uber.com | p: [617 697 8586](tel:6176978586) w: www.uber.com/nyc



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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

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michael allegretti | public policy @ uber technologies | c: [917.270.5167](tel:917.270.5167) | o: [646.927.0574](tel:646.927.0574) | allegretti@uber.com

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Josh Mohrer | Uber NYC

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michael allegretti | public policy @ uber technologies | c: [917.270.5167](tel:917.270.5167) | o: [646.927.0574](tel:646.927.0574) | allegretti@uber.com

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Josh Mohrer | Uber NYC

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Josh Mohrer | Uber NYC

■

From: [Michael Allegretti](#)
To: [Williams, Dominic](#); [Singleton, Jessica](#)
Cc: [Josh Mohrer](#); [Krishna Juvvadi](#)
Subject: Thank You + Next Steps
Date: Tuesday, June 02, 2015 3:27:18 PM

Dom/Jessie,

Happy we sat down yesterday and I appreciate your willingness to help guide this process to the right conclusion.

As discussed, we look forward to seeing draft language well in advance of June 18 and will wait to hear from you or TLC with such language.

Also, I trust we underscored why review of our user interface is akin to review of our software. The notion that the front end and back end are somehow different just doesn't hold-up. Absent the TLC approving scripts for livery shops, it creates a double standard, but perhaps more importantly, it creates a startling precedent in the eyes of the tech community. Enforce the rules through bases.

Finally, we are watching the various lawsuits brought by taxi, black car shops, and now credit unions against the city and want you to know that we are here to assist from behind the scenes, however might be helpful, without waiving privilege for either side. We are in touch with the TLC on this matter, but I wanted to flag for you as well.

I am confident that we can start to move forward on a more sound and collaborative footing.

My best,

Michael

--

michael.allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Singleton, Jessica](#)
To: "[Michael Allegretti](#)"; [Williams, Dominic](#)
Cc: [Josh Mohrer](#); [Krishna Juvvadi](#)
Subject: RE: Thank You + Next Steps
Date: Tuesday, June 02, 2015 5:15:45 PM

Hi Michael, Josh, Krishna --

Thanks for making the time yesterday. Very helpful conversation.

More soon. Feel free to ping in the meantime: [REDACTED] or [REDACTED]

Jessie

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Tuesday, June 02, 2015 3:27 PM
To: Williams, Dominic; Singleton, Jessica
Cc: Josh Mohrer; Krishna Juvvadi
Subject: Thank You + Next Steps

Dom/Jessie,

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My best,

Michael

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Cc: [Williams, Dominic](#); [Josh Mohrer](#); [Krishna Juvvadi](#)
Subject: Re: Thank You + Next Steps
Date: Monday, June 08, 2015 5:31:36 PM

Jessie/Dom - hope you are both well. Wanted to touch base going into this week and see if you had any new details to pass along. We are eager to see a draft of the new proposed rules well in advance of June 22, and per our discussion, are hopeful that you can help ensure we get that opportunity. Many thanks! Michael

On Tue, Jun 2, 2015 at 5:15 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Hi Michael, Josh, Krishna --

Thanks for making the time yesterday. Very helpful conversation.

More soon. Feel free to ping in the meantime: [REDACTED], or [REDACTED]

Jessie

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Tuesday, June 02, 2015 3:27 PM
To: Williams, Dominic; Singleton, Jessica
Cc: Josh Mohrer; Krishna Juvvadi
Subject: Thank You + Next Steps

Dom/Jessie,

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My best,

Michael

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--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Singleton, Jessica](#)
To: [Michael Allegretti](#)
Cc: [Williams, Dominic](#); [Josh Mohrer](#); [Krishna Juvvadi](#)
Subject: Re: Thank You + Next Steps
Date: Wednesday, June 10, 2015 9:45:06 AM

Thanks for checking in. I'll get back to you directly about this soon. My understanding is that you all are in touch with Commissioner Joshi, also.

Thanks guys,
Jessie

On Jun 8, 2015, at 17:31, Michael Allegretti <allegretti@uber.com> wrote:

Jessie/Dom - hope you are both well. Wanted to touch base going into this week and see if you had any new details to pass along. We are eager to see a draft of the new proposed rules well in advance of June 22, and per our discussion, are hopeful that you can help ensure we get that opportunity. Many thanks! Michael

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Hi Michael, Josh, Krishna --

Thanks for making the time yesterday. Very helpful conversation.

More soon. Feel free to ping in the meantime: [REDACTED] or [REDACTED]

Jessie

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Tuesday, June 02, 2015 3:27 PM
To: Williams, Dominic; Singleton, Jessica
Cc: Josh Mohrer; Krishna Juvvadi
Subject: Thank You + Next Steps

Dom/Jessie,

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My best,

Michael

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From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Cc: [Williams, Dominic](#); [Josh Mohrer](#); [Krishna Juvvadi](#)
Subject: Re: Thank You + Next Steps
Date: Wednesday, June 10, 2015 10:53:34 AM

Many thanks Jessie, and yes, I am also in regular contact with Meera as well. Am just trying to keep both lines of communication open and focused as we move into the final stages of this process. Appreciate anything you can do. My best, Michael

On Wed, Jun 10, 2015 at 9:45 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Thanks for checking in. I'll get back to you directly about this soon. My understanding is that you all are in touch with Commissioner Joshi, also.

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More soon. Feel free to ping in the meantime: [REDACTED] or [REDACTED]

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To: Williams, Dominic; Singleton, Jessica
Cc: Josh Mohrer; Krishna Juvvadi
Subject: Thank You + Next Steps

Dom/Jessie,

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Michael

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From: [Singleton, Jessica](#)
To: "Michael Allegretti"
Cc: [Williams, Dominic](#); [Josh Mohrer](#); [Krishna Juvvadi](#)
Subject: RE: Thank You + Next Steps
Date: Thursday, June 11, 2015 3:54:10 PM

Hi all -- wondering if you have a few minutes to check in this afternoon?

Thanks!
Jessie

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Wednesday, June 10, 2015 10:53 AM
To: Singleton, Jessica
Cc: Williams, Dominic; Josh Mohrer; Krishna Juvvadi
Subject: Re: Thank You + Next Steps

Many thanks Jessie, and yes, I am also in regular contact with Meera as well. Am just trying to keep both lines of communication open and focused as we move into the final stages of this process. Appreciate anything you can do. My best, Michael

On Wed, Jun 10, 2015 at 9:45 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:
Thanks for checking in. I'll get back to you directly about this soon. My understanding is that you all are in touch with Commissioner Joshi, also.

Thanks guys,
Jessie

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Jessie/Dom - hope you are both well. Wanted to touch base going into this week and see if you had any new details to pass along. We are eager to see a draft of the new proposed rules well in advance of June 22, and per our discussion, are hopeful that you can help ensure we get that opportunity. Many thanks! Michael

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Thanks for making the time yesterday. Very helpful conversation.

More soon. Feel free to ping in the meantime: [REDACTED] or [REDACTED]

Jessie

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Tuesday, June 02, 2015 3:27 PM

To: Williams, Dominic; Singleton, Jessica
Cc: Josh Mohrer; Krishna Juvvadi
Subject: Thank You + Next Steps

Dom/Jessie,

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I am confident that we can start to move forward on a more sound and collaborative footing.

My best,

Michael

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From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Cc: [Williams, Dominic](#); [Josh Mohrer](#); [Krishna Juvvadi](#)
Subject: Re: Thank You + Next Steps
Date: Thursday, June 11, 2015 6:11:32 PM

Good to speak with you Jessie. Will be back in touch soon regarding deeper collaboration. Many thanks! Michael

On Jun 11, 2015, at 3:54 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Hi all -- wondering if you have a few minutes to check in this afternoon?

Thanks!

Jessie

From: Michael Allegretti [<mailto:allegretti@uber.com>]
Sent: Wednesday, June 10, 2015 10:53 AM
To: Singleton, Jessica
Cc: Williams, Dominic; Josh Mohrer; Krishna Juvvadi
Subject: Re: Thank You + Next Steps

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To: Williams, Dominic; Singleton, Jessica

Cc: Josh Mohrer; Krishna Juvvadi

Subject: Thank You + Next Steps

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Michael

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From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Cc: [Matthew Wing](#)
Subject: Call w/ Uber
Date: Tuesday, June 16, 2015 3:29:58 PM

Jessie, per our conversation, Matt and I are available to chat with TLC an CH press. We will both make ourselves available this afternoon as suits their schedules. But in the meantime, anything you can to expedite us seeing these things will help inform our ability to craft a statement. Thanks! Michael

--

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From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Cc: [Matthew Wing](#)
Subject: Re: Call w/ Uber
Date: Tuesday, June 16, 2015 4:36:24 PM

Ok.

On Tue, Jun 16, 2015 at 4:33 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Thanks guys. I'll get back to you soon with a few times for the call.

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Tuesday, June 16, 2015 3:30 PM
To: Singleton, Jessica
Cc: Matthew Wing
Subject: Call w/ Uber

Jessie, per our conversation, Matt and I are available to chat with TLC an CH press. We will both make ourselves available this afternoon as suits their schedules. But in the meantime, anything you can to to expedite us seeing these things will help inform our ability to craft a statement. Thanks! Michael

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From: [Singleton, Jessica](#)
To: "Michael Allegretti"
Cc: [Matthew Wing](#); [Norvell, Wiley](#); [Allan J. Fromberg](#)
Subject: RE: Call w/ Uber
Date: Tuesday, June 16, 2015 5:26:00 PM

How about 5:45?

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Tuesday, June 16, 2015 4:36 PM
To: Singleton, Jessica
Cc: Matthew Wing
Subject: Re: Call w/ Uber

Ok.

On Tue, Jun 16, 2015 at 4:33 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:
Thanks guys. I'll get back to you soon with a few times for the call.

From: Michael Allegretti [mailto:allegretti@uber.com]
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From: [Matthew Wing](#)
To: [Singleton, Jessica](#)
Cc: [Michael Allegretti](#); [Norvell, Wiley](#); [Allan J. Fromberg](#)
Subject: Re: Call w/ Uber
Date: Tuesday, June 16, 2015 5:33:02 PM

That works for us. Do you need a call in number?

On Tue, Jun 16, 2015 at 5:25 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

How about 5:45?

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Tuesday, June 16, 2015 4:36 PM
To: Singleton, Jessica
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Ok.

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From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Cc: [Matthew Wing](#); [Norvell, Wiley](#); [Allan J. Fromberg](#)
Subject: Re: Call w/ Uber
Date: Tuesday, June 16, 2015 5:34:06 PM

We can do it. Let's use this number: [REDACTED] (PIN [REDACTED])

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How about 5:45?

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From: [Matthew Wing](#)
To: [Norvell, Wiley](#); [Singleton, Jessica](#); [Allan J. Fromberg](#)
Cc: [Michael Allegretti](#)
Subject: Uber statement on TLC rules - confidential.
Date: Wednesday, June 17, 2015 4:17:20 PM

Hey folks,

We have had some press reachout on the rules being posted so we plan to provide the following statement in the next 30 minutes to those who asked and then blast wide a bit later. Please do not provide this to media until after we have sent it ourselves - I will loop back with this group when that has happened.

Any concerns/thoughts etc feel free to let me know or if you want to discuss you can reach me at [REDACTED]

Thanks again for everything on this and we look forward to continuing to work together.
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"Uber is proud to support the Taxi and Limousine Commission's revised rules which allow tech innovation to continue making New York City's transportation system more progressive for all riders and drivers. We thank Mayor Bill de Blasio and Commissioner Meera Joshi for making this a collaborative process and working across the entire industry to ensure that the needs of drivers and riders come first. Uber also thanks the many New Yorkers, our driver-partners and members of the tech community who helped make this possible."

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Cc: [Singleton, Jessica](#); [Allan J. Fromberg](#); [Michael Allegretti](#)
Subject: Re: Uber statement on TLC rules - confidential.
Date: Wednesday, June 17, 2015 4:27:51 PM

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We want to proffer a suggestion or to here. Back to you shortly.

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To: [Matthew Wing](#)
Cc: [Norvell, Wiley](#); [Allan J. Fromberg](#); [Michael Allegretti](#)
Subject: Re: Uber statement on TLC rules - confidential.
Date: Wednesday, June 17, 2015 4:39:53 PM

Thanks, Matt, for letting us offer a suggestion. A few tweaks to your proposal below:

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To: [Singleton, Jessica](#)
Cc: [Norvell, Wiley](#); [Allan J. Fromberg](#); [Michael Allegretti](#)
Subject: Re: Uber statement on TLC rules - confidential.
Date: Wednesday, June 17, 2015 4:49:35 PM

Of course.

Your version mostly works for us. I changed one word in the first sentence and added the last line back in but tried to tone it down. I get the concern on spiking the ball as Wiley put it, but we do need to have some gesture of thanking the folks who helped us. I plan to provide the reporter who asked within the next 10 minutes, so if there are still major concerns let me know before then.

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To: [Norvell, Wiley](#)
Cc: [Singleton, Jessica](#); [Allan J. Fromberg](#); [Michael Allegretti](#)
Subject: Re: Uber statement on TLC rules - confidential.
Date: Wednesday, June 17, 2015 4:55:47 PM

Great! Thanks for the speedy reply and review. Glad we were able to come together on this one. Will keep you posted on future communications as we discussed.

On Wed, Jun 17, 2015 at 4:54 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Thanks MW, we are all good here.

From: Matthew Wing [mailto:wing@uber.com]
Sent: Wednesday, June 17, 2015 4:46 PM
To: Singleton, Jessica
Cc: Norvell, Wiley; Allan J. Fromberg; Michael Allegretti
Subject: Re: Uber statement on TLC rules - confidential.

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From: [Gann, Georgia](#)
To: ["kellyn@uber.com"](mailto:kellyn@uber.com)
Subject: Georgia Gann
Date: Sunday, June 21, 2015 4:45:38 PM

Nice to meet you. I'll follow up with more on City CarShare and John.

Georgia B. Gann
Senior Legislative Advisor
Transportation and Infrastructure Specialist
New York City Office of Federal Affairs
1301 Pennsylvania Ave NW, Suite 350
Tel. (202) 624-5912
Cell. (347) 497-1740
ggann@cityhall.nyc.gov

From: [Matthew Wing](#)
To: [Norvell, Wiley](#); [Singleton, Jessica](#); [Allan J. Fromberg](#)
Cc: [Michael Allegretti](#)
Subject: Uber rider email
Date: Monday, June 22, 2015 10:12:46 AM

Hi all,

As we discussed, below is the draft email we plan to send to our riders. It is basically a longer version of the statement we did last week as well as a prompt for folks to tweet a thank you to the Mayor and the TLC.

We plan to send this as soon as the rules pass. Please feel free to send me any concerns/thoughts before then.

Thanks
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[TWEET IT]

LINKED TWEET: "Thank you @Billdeblasio and @nyctaxi for passing progressive rules for NYC's transportation system."

Thank you,

Team Uber NYC

From: [Singleton, Jessica](#)
To: ["Matthew Wing"](#); [Norvell, Wiley](#); [Allan J. Fromberg](#)
Cc: [Michael Allegretti](#)
Subject: RE: Uber rider email
Date: Monday, June 22, 2015 10:58:51 AM

Thanks, Matt. Will get back to you in 5 minutes with a few suggestions.

From: Matthew Wing [mailto:wing@uber.com]
Sent: Monday, June 22, 2015 10:12 AM
To: Norvell, Wiley; Singleton, Jessica; Allan J. Fromberg
Cc: Michael Allegretti
Subject: Uber rider email

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Thank you,

Team Uber NYC

From: [Matthew Wing](#)
To: [Singleton, Jessica](#)
Cc: [Norvell, Wiley](#); [Allan J. Fromberg](#); [Michael Allegratti](#)
Subject: Re: Uber rider email
Date: Monday, June 22, 2015 10:59:52 AM

Got it. Thanks

On Mon, Jun 22, 2015 at 10:58 AM, Singleton, Jessica
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Thanks, Matt. Will get back to you in 5 minutes with a few suggestions.

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Thank you,

Team Uber NYC

From: [Singleton, Jessica](#)
To: "[Matthew Wing](#)"
Cc: [Norvell, Wiley](#); [Allan J. Fromberg](#); [Michael Allegretti](#)
Subject: RE: Uber rider email
Date: Monday, June 22, 2015 11:14:25 AM

Here's my take:

We are happy to inform you that today the NYC Taxi and Limousine Commission (TLC) passed revised rules which ensure that drivers and passengers are protected as tech innovation continues.

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[TWEET IT]

LINKED TWEET: Thank you @Billdeblasio and @nyctaxi for passing rules that protect riders, drivers, and innovation in NYC.

Thank you,

Team Uber NYC

From: Matthew Wing [mailto:wing@uber.com]
Sent: Monday, June 22, 2015 10:59 AM
To: Singleton, Jessica
Cc: Norvell, Wiley; Allan J. Fromberg; Michael Allegretti
Subject: Re: Uber rider email

Got it. Thanks

On Mon, Jun 22, 2015 at 10:58 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

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From: [Matthew Wing](#)
To: [Singleton, Jessica](#)
Cc: [Norvell, Wiley](#); [Allan J. Fromberg](#); [Michael Allegetti](#)
Subject: Re: Uber rider email
Date: Monday, June 22, 2015 11:21:08 AM

Thanks. We can do all your changes to the text but we do need to put in some acknowledgement to our riders on this email about their actions. I put that line back in but took out the words "original rules" so that its literally just saying they made their voices heard at the hearing. Does that work?

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To: Singleton, Jessica
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To: [Singleton, Jessica](#)
Cc: [Norvell, Wiley](#); [Allan J. Fromberg](#); [Michael Allegretti](#)
Subject: Re: Uber rider email
Date: Monday, June 22, 2015 11:36:13 AM

We discussed some more and agreed to just go with your version.

Thanks again for everything.

On Mon, Jun 22, 2015 at 11:20 AM, Matthew Wing <wing@uber.com> wrote:

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Subject: RE: Uber rider email
Date: Monday, June 22, 2015 11:36:45 AM

Great, thanks all.

From: Matthew Wing [mailto:wing@uber.com]
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Hi all,

As we discussed, below is the draft email we plan to send to our riders. It is basically a longer version of the statement we did last week as well as a prompt for folks to tweet a thank you to the Mayor and the TLC.

We plan to send this as soon as the rules pass. Please feel free to send me any concerns/thoughts before then.

Thanks

Matt



We are happy to inform you that today the NYC Taxi and Limousine Commission (TLC) passed revised rules which allow tech innovation to continue making NYC's transportation system more progressive for all New Yorkers.

During the public hearing on the original rules last month hundreds of riders and drivers made their voices heard on twitter and in person.

Mayor Bill de Blasio and TLC Commissioner Meera Joshi worked to make this a collaborative process across the industry so that the final result met the needs of drivers and riders. Please take a moment

to thank them for keeping NYC moving forward!

[TWEET IT]

LINKED TWEET: "Thank you @Billde Blasio and @nyctaxi for passing progressive rules for NYC's transportation system."

Thank you,

Team Uber NYC

From: [Matthew Wing](#)
To: [Norvell, Wiley](#)
Subject: Re: Conference call with City Council on Bill to limit growth of Uber
Date: Tuesday, June 23, 2015 2:21:46 PM

Got the email.

On Tue, Jun 23, 2015 at 2:08 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Matt,

Here's an outline of what we are sharing with press. Calling you shortly.

-WN

From: Fromberg, Allan (TLC) [<mailto:frombera@tlc.nyc.gov>]
Sent: Tuesday, June 23, 2015 1:52 PM
To: 'wing@uber.com'
Cc: Norvell, Wiley
Subject: Re: Conference call with City Council on Bill to limit growth of Uber

It is true.....the council is proposing to limit the number of FHV licenses we can issue due to the explosive growth in the number of vehicles in the industry. The pause will only exist for the time it takes to complete a multi-agency study (DOT/DEP/TLC), or until August 31, 2016, whichever comes first.

Needless to say, this is about vehicles, air, quality of life and street congestion, not companies.

Will share more details asap.

From: Matthew Wing [<mailto:wing@uber.com>]
Sent: Tuesday, June 23, 2015 01:45 PM
To: Fromberg, Allan (TLC)
Subject: Conference call with City Council on Bill to limit growth of Uber

Hi Allan,

I just got several calls from reporters claiming the TLC is participating in a press conference call with members of the City Council to discuss a bill to cap the

number of new register vehicles in an attempt to limit Uber's growth.

Since we had not heard anything like this from you guys I wanted to find out if this was true before we started to weigh in. Needless to say I was hopeful that after our recent back and forth this would be the kind of thing you might consider giving us a heads up.

Either way hope to hear from you

Thanks

Matt

From: [Josh Mohrer](#)
To: [Singleton, Jessica](#)
Subject: Re: FHV Growth Limitation Bills Presentation
Date: Wednesday, June 24, 2015 1:08:27 PM

Now work?

On Wed, Jun 24, 2015 at 1:00 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Thank you for the note, Josh. Let me know if you want to schedule a call.

From: Josh Mohrer [mailto:josh@uber.com]
Sent: Tuesday, June 23, 2015 5:59 PM
To: Singleton, Jessica
Subject: Fwd: FHV Growth Limitation Bills Presentation

Jessie, you guys are getting played by the taxi industry. 2.7 million cars enter NYC every day, but its my <1% of those that are causing the problem? It's the cars that New Yorkers are sharing vs. the private cars? Your boss lowered the speed limit but its Uber that's making the average speed go down in the city?

I realize this isn't your doing, but I hope you realize what this is actually about.

--

Josh Mohrer | Uber NYC

From: [Paul Picinich](#)
To: [de Blasio, Bill](#)
Subject: Please Don't Take Away Our Uber and Our Jobs
Date: Monday, June 29, 2015 5:55:19 PM

Dear Mayor de Blasio and Members of the City Council Transportation Committee:

The bill being debated on Tuesday morning to stop thousands of new drivers from joining the Uber platform would destroy 10,000 job opportunities for New Yorkers in just one year and result in longer wait times, higher prices and less reliable service for riders.

City Hall is rightly concerned about congestion in Manhattan, but any examination of the facts makes clear Uber is a solution, not the problem. Uber associated drivers make up less than 1 percent of the over 2.7 million cars coming into New York City everyday. Services like uberPOOL can actually help solve congestion through carpooling solutions.

Please side with New Yorkers - not the taxi industry who proposed the same idea just 3 months ago. Do not support this taxi-backed proposal.

Paul Picinich
10016

From: [Chad Dobbs](#)
To: [de Blasio, Bill](#)
Subject: Uber
Date: Monday, June 29, 2015 5:55:43 PM

Dear Mayor de Blasio and Members of the City Council Transportation Committee:

The bill being debated on Tuesday morning to stop thousands of new drivers from joining the Uber platform would destroy 10,000 job opportunities for New Yorkers in just one year and result in longer wait times, higher prices and less reliable service for riders. City Hall is rightly concerned about congestion in Manhattan, but any examination of the facts makes clear Uber is a solution, not the problem. Uber associated drivers make up less than 1 percent of the over 2.7 million cars coming into New York City everyday. Services like uberPOOL can actually help solve congestion through carpooling solutions. Please side with New Yorkers - not the taxi industry who proposed the same idea just 3 months ago. Do not support this taxi-backed proposal.

Chad Dobbs
10003

From: [Norvell, Wiley](#)
To: [Matthew Wing](#)
Subject: Ashton Kutcher
Date: Monday, June 29, 2015 10:08:35 PM

Didn't see that one coming! :)

From: [Matthew Wing](#)
To: [Norvell, Wiley](#)
Subject: Re: Ashton Kutcher
Date: Monday, June 29, 2015 10:14:09 PM

I am sure that will have a big effect on you guys. In related news Dude Where's My Uber is coming to NYC theaters on July 23rd.

On Mon, Jun 29, 2015 at 10:08 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

| Didn't see that one coming! :)

From: [Josh Mohrer](#)
To: [First Deputy Mayor](#)
Subject: An open reply to City Hall
Date: Sunday, July 19, 2015 10:00:59 AM

Dear First Deputy Mayor Shorris,

Many thousands of Uber riders have complained to City Hall about Mayor de Blasio's plans to cap the number of for-hire vehicle licenses in New York. Your response to those constituents made for interesting reading.

Despite past claims that the proposed cap is designed to deal with congestion, the word appears just once in your entire email. That's probably because you understand that "the main reason traffic is slowing down is that the city's economy is improving and its population is growing" (New York Times editorial, July 17th 2015).

Looking at the facts, it is clear that Uber is responsible for a relatively small percentage of cars on the road. 2.7 millions cars and trucks enter New York City every day over toll-free bridges — by comparison, Uber has a little less than 26,000 vehicles on its platform in the entire city (only about 6,000 of which are being driven in any given hour).

The "problem" is economic growth, not Uber — and the solution is better public transportation, as well as innovative new services like uberPOOL, where two riders share the same car. By the way, Uber encourages the use of mass transit (especially in the outer boroughs) by providing a "last mile" link to the subway. Given the weakness of your congestion arguments (arguments which were dreamt up by the taxi industry), you now appear to be changing tack in an effort to justify curbs on Uber, no matter what.

So let me address head-on some of your assertions about safety and driver welfare. In terms of driver-partners, we have opened up opportunities for tens of thousands of people across the U.S., opportunities your proposed cap would close.

Flexibility: In a recent study, 87% of driver-partners said a major reason for using Uber was to "be my own boss and set my own schedule." In fact, 65% changed the number of hours they worked by more than 25% from one week to the next.
Earnings: A typical uberX driver in New York City takes home the lion's share of each fare after Uber's fee is deducted. Some of this income is, of course, used to cover the price of gas and vehicle maintenance, but the rest is profit for the driver-partner. This is very different from the taxi model, where drivers must pay more than a hundred dollars just to start their shift.

And when it comes to safety, technology enables us to put this front and center before, during and after the ride in ways that others cannot. For example:

Before the ride: When a driver-partner accepts a request, a rider typically sees his or her first name, photo, license plate number and a picture of the vehicle. Riders can also check whether others have had a good experience with them.

During the ride: Riders can easily share ride details, including the specific route and estimated time of arrival, with friends or family. Uber uses GPS to keep a record of where a driver goes during the ride, creating accountability and a strong incentive

for good behavior.

After the ride: Riders and drivers rate each other and provide feedback. Our safety team, which is working 24 hours a day, reviews this information and investigates any issues.

It is also important to remember that every single Uber driver-partner is licensed by the NYC Taxi & Limousine Commission, and drives a car with TLC plates. The city's oversight of Uber follows a regulatory framework that has served New York City over the last 30 years.

Finally, your claim that “no-one is ending Uber as you know it” is simply untrue. With 25,000 New York City residents taking their first ride each week, the number of driver-partners needs to increase rapidly or Uber will no longer be the service people know and love. Pick-up times will rise quickly and the share of pick-ups that happen outside Manhattan, currently more than 35% — as opposed to 6% among taxis — will decline as an artificially-limited number of drivers chase demand where it is most densely concentrated (in the wealthiest areas). This will mean a return to the days of taxi, when only midtown or lower Manhattanites on sunny days had ready access to for-hire transportation. In addition, even if temporary, the cap would cripple ride-pooling services like uberPOOL and Lyft Line, which need lots of riders and drivers going in the same direction to work effectively.

As we said when we met at city hall last week, Uber wants to engage in a real debate about many of these issues — from expanding our accessibility options, to providing added revenue for mass transit. But that requires you to see beyond the interests of the taxi industry, whose proposed cap has nothing to do with the facts about congestion (or safety or workers' rights or whatever else you choose to add to the list), and everything to do with past campaign contributions.

Josh Mohrer
General Manager, Uber New York

--

Josh Mohrer | Uber NYC

From: [Josh Mohrer, Uber NYC](#)
To: [de Blasio, Bill](#)
Subject: A response to the Mayor's office
Date: Sunday, July 19, 2015 10:02:06 AM



Test,

As General Manager of Uber in New York City, I want to thank you personally for standing up against the Mayor's plan to restrict Uber.

You probably received (or will soon receive) an email back from the Mayor's office. Their response is factually inaccurate and confirms what we've said all along: this plan has nothing to do with congestion and everything to do with limiting competition for the taxi donors that support City Hall.

I've written a detailed response to the Deputy Mayor's email, which I encourage you to read and share with others.

[See my response here](#)

This is an issue that unites New Yorkers of all stripes. [The New York Times](#), [The New York Post](#), and [The New York Daily News](#) have each editorialized against the Mayor's proposal, questioning the flawed arguments and dubious political motives behind this legislation.

While these endorsements are heartening, the fight is far from over. City Council is expected to vote on the bill this Thursday, and so I'm asking you and all supporters of Uber in New York to [contact your city council member's office](#) directly.

Let them know that by voting against this bill, they'll be standing alongside the hundreds of thousands of New Yorkers

who rely on Uber every single day.

Thank you again for your support—we'll keep you updated.

Josh Mohrer

General Manager, Uber NYC

Uber Technologies Inc.
1455 Market Street San Francisco, CA 94103

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[View Online](#)

[Unsubscribe](#)

From: [Shorris, Anthony](#)
To: [Michael Allegretti](#)
Subject: Re: Let me know if you want to speak this evening...
Date: Tuesday, July 21, 2015 9:59:26 PM

Michael -

Stuck on some other stuff this evening but will give you a call in the morning early.

- Tony

Anthony E. Shorris
First Deputy Mayor
City of New York
City Hall
New York, NY 10007
212-788-3191

> On Jul 21, 2015, at 8:04 PM, Michael Allegretti <allegretti@uber.com> wrote:
>
> [REDACTED]
>

From: [Michael Allegretti](#)
To: [Wolfe, Emma](#)
Cc: [Ramon Martinez](#)
Subject: Re: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:07:10 PM

Agree on all points except "maintain growth rate / no flooding of zone." This was not agreed to by the group and was also not stated at the end when we reviewed everything. Provided this is removed, we are all on the same page and can move forward collaboratively in good faith. My best, Michael

On Wed, Jul 22, 2015 at 3:59 PM, Wolfe, Emma <EWolfe@cityhall.nyc.gov> wrote:

Mike thanks for today. We agreed to the following and we are all productively coordinating on public statements - just want to have this all in one place for the 3 of us on this chain.

- 4 mo study ending by Nov 30
- Comprehensive review that Uber + industry participate in including review of consumer, driver, revenue etc issues as well as tlc/wait specific issues
- Sharing of data (transfer zip code level + clean room review of breadcrumbs, unless there's a counter-offer that all 3 parties agree to)
- Cap legislation is off the table during this review period
- Maintain growth rate / no flooding of zone
- Full de-escalation of public campaign activities to allow for collaborative and productive working dynamic

Don't hesitate to reach out, and we'll all be in touch on next steps.

Thanks,
Emma

--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Martinez, Ramon](#)
To: ["Michael Allegretti"](#); [Wolfe, Emma](#)
Subject: RE: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:08:56 PM

We specifically spoke at this number of times
Never pulled off the table
Do not make this an issue now
And admin agreed to look at TLC application flow

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Wednesday, July 22, 2015 4:07 PM
To: Wolfe, Emma
Cc: Martinez, Ramon
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From: [Martinez, Ramon](#)
To: ["Michael Allegretti"](#); [Wolfe, Emma](#)
Subject: RE: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:11:18 PM

Michael needed to know if u are not in agreement ASAP
this was specifically discussed
do not need to go back to square one here

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Wednesday, July 22, 2015 4:07 PM
To: Wolfe, Emma
Cc: Martinez, Ramon
Subject: Re: Wrapping up / next steps

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From: [Michael Allegretti](#)
To: [Martinez, Ramon](#)
Cc: [Wolfe, Emma](#)
Subject: Re: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:18:59 PM

On the phone w/ Emma

On Jul 22, 2015, at 4:15 PM, Martinez, Ramon <RMartinez@council.nyc.gov> wrote:

Mr allegetti
Need to know now
Ny ti,mes has on twitter no vote
I haven't called members yet and my phone ruinging off the hook
Is there a deal or not?

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From: [Martinez, Ramon](#)
To: ["Michael Allegetti"](#)
Cc: [Wolfe, Emma](#)
Subject: RE: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:22:14 PM

I need a fkn answer
My members are freakin

From: Michael Allegetti [<mailto:allegretti@uber.com>]
Sent: Wednesday, July 22, 2015 4:19 PM
To: Martinez, Ramon
Cc: Wolfe, Emma
Subject: Re: Wrapping up / next steps

On the phone w/ Emma

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From: [Michael Allegretti](#)
To: [Martinez, Ramon](#)
Cc: [Wolfe, Emma](#)
Subject: Re: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:23:27 PM

Spirit of our agreement on growth is that we will continue to grow our business to meet demand, but will not do things to intentionally expand supply in an effort to simply flood the market. In turn, the City will not be looking to call out fluctuations in supply and will raise concerns proactively.

On Wed, Jul 22, 2015 at 4:11 PM, Martinez, Ramon <RMartinez@council.nyc.gov> wrote:

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this was specifically discussed

do not need to go back to square one here

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From: [Michael Allegretti](#)
To: [Wolfe, Emma](#)
Cc: [Martinez, Ramon](#)
Subject: Re: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:29:59 PM

Ok. Off we go. I asked my lobbyists to let you do what you need to do Ramon...

On Wed, Jul 22, 2015 at 4:27 PM, Wolfe, Emma <EWolfe@cityhall.nyc.gov> wrote:

Ok

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Sent: Wednesday, July 22, 2015 4:23 PM
To: Martinez, Ramon
Cc: Wolfe, Emma
Subject: Re: Wrapping up / next steps

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Wolfe, Emma](#)
To: "allegretti@uber.com"; [Joshi, Meera \(TLC\)](#); [Martinez, Ramon \(RMartinez@council.nyc.gov\)](mailto:RMartinez@council.nyc.gov)
Cc: [Schnake Mahl, Gabriel](#)
Subject: data mtg later this week - looping
Date: Monday, July 27, 2015 6:19:19 PM

Hi all – everyone should loop the key folks for this discussion and Gabriel cc'd here can help herd cats to get a meeting on the calendar.

Thanks,
Emma

From: [Joshi, Meera \(TLC\)](#)
To: [Wolfe, Emma](#); "[allegretti@uber.com](#)"; "[RMartinez@council.nyc.gov](#)"
Cc: [Schnake Mahl, Gabriel](#); [Payne, Shaniqua \(TLC\)](#); [Moore, Elaine \(TLC\)](#)
Subject: Re: data mtg later this week - looping
Date: Monday, July 27, 2015 6:23:24 PM

Adding shaniqua and elaine to schedule for TLC

From: Wolfe, Emma [mailto:EWolfe@cityhall.nyc.gov]
Sent: Monday, July 27, 2015 06:19 PM
To: 'allegretti@uber.com' <allegretti@uber.com>; Joshi, Meera (TLC); Martinez, Ramon (RMartinez@council.nyc.gov) <RMartinez@council.nyc.gov>
Cc: Schnake Mahl, Gabriel <GSchnakeMahl@cityhall.nyc.gov>
Subject: data mtg later this week - looping

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Emma

From: [Martinez, Ramon](#)
To: [Wolfe, Emma](#)
Cc: allegretti@uber.com; [Joshi, Meera \(TLC\)](#); [Schnake Mahl, Gabriel](#); [Gewolb, Matt](#); [Taylor, Kelly](#)
Subject: Re: data mtg later this week - looping
Date: Monday, July 27, 2015 6:29:14 PM

Added matt and kelly

Sent from my iPhone

On Jul 27, 2015, at 6:19 PM, Wolfe, Emma <EWolfe@cityhall.nyc.gov> wrote:

Hi all – everyone should loop the key folks for this discussion and Gabriel cc'd here can help herd cats to get a meeting on the calendar.

Thanks,

Emma

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From: [Michael Allegretti](#)
To: [Martinez, Ramon](#)
Cc: [Wolfe, Emma](#); [Joshi, Meera \(TLC\)](#); [Schnake Mahl, Gabriel](#); [Gewolb, Matt](#); [Taylor, Kelly](#); [Josh Mohrer](#); [Andrew Salzberg](#); [Greg McGurdy](#); [Jonathan Hall](#)
Subject: Re: data mtg later this week - looping
Date: Monday, July 27, 2015 6:52:34 PM

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Standing by.

Michael

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From: [Schnake Mahl, Gabriel](#)
To: ["Michael Allegretti"](#); [Martinez, Ramon](#)
Cc: [Wolfe, Emma](#); [Joshi, Meera \(TLC\)](#); [Gewolb, Matt](#); [Taylor, Kelly](#); [Josh Mohrer](#); [Andrew Salzberg](#); [Greg McCurdy](#); [Jonathan Hall](#)
Subject: RE: data mtg later this week - looping
Date: Tuesday, July 28, 2015 10:48:05 AM

Emma and Meera are available for a call or meeting this Thursday from 11:30AM-1:30PM. We can also look at Friday from 10:30AM – 1PM, though Thursday is preferred.

Please chime in with what will work on your end.

Thank you.

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Monday, July 27, 2015 6:52 PM
To: Martinez, Ramon
Cc: Wolfe, Emma; Joshi, Meera (TLC); Schnake Mahl, Gabriel; Gewolb, Matt; Taylor, Kelly; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall
Subject: Re: data mtg later this week - looping

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From: [Michael Allegretti](#)
To: [Schnake Mahl, Gabriel](#)
Cc: [Martinez, Ramon](#); [Wolfe, Emma](#); [Joshi, Meera \(TLC\)](#); [Gewolb, Matt](#); [Taylor, Kelly](#); [Josh Mohrer](#); [Andrew Salzberg](#); [Greg McCurdy](#); [Jonathan Hall](#)
Subject: Re: data mtg later this week - looping
Date: Tuesday, July 28, 2015 10:51:53 AM

I am available on Thursday during the 11:30a-1:30p window. Others?

On Tue, Jul 28, 2015 at 10:47 AM, Schnake Mahl, Gabriel
<GSchnakeMahl@cityhall.nyc.gov> wrote:

Emma and Meera are available for a call or meeting this Thursday from 11:30AM-1:30PM. We can also look at Friday from 10:30AM – 1PM, though Thursday is preferred.

Please chime in with what will work on your end.

Thank you.

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Monday, July 27, 2015 6:52 PM
To: Martinez, Ramon
Cc: Wolfe, Emma; Joshi, Meera (TLC); Schnake Mahl, Gabriel; Gewolb, Matt; Taylor, Kelly; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall
Subject: Re: data mtg later this week - looping

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Added matt and kelly

Sent from my iPhone

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From: [Taylor, Kelly](#)
To: ["Michael Allegretti"](#); [Schnake Mahl, Gabriel](#)
Cc: [Martinez, Ramon](#); [Wolfe, Emma](#); [Joshi, Meera \(TLC\)](#); [Gewolb, Matt](#); [Josh Mohrer](#); [Andrew Salzberg](#); [Greg McCurdy](#); [Jonathan Hall](#)
Subject: RE: data mtg later this week - looping
Date: Tuesday, July 28, 2015 10:55:11 AM

Council is free 11:30-12:30 on Thursday. After 11 on Friday.

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Tuesday, July 28, 2015 10:52 AM
To: Schnake Mahl, Gabriel
Cc: Martinez, Ramon; Wolfe, Emma; Joshi, Meera (TLC); Gewolb, Matt; Taylor, Kelly; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall
Subject: Re: data mtg later this week - looping

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Please chime in with what will work on your end.
Thank you.

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Monday, July 27, 2015 6:52 PM
To: Martinez, Ramon
Cc: Wolfe, Emma; Joshi, Meera (TLC); Schnake Mahl, Gabriel; Gewolb, Matt; Taylor, Kelly; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall
Subject: Re: data mtg later this week - looping

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From: [Martinez, Ramon](#)
To: [Schnake Mahl, Gabriel](#); "Michael Allegretti"
Cc: [Wolfe, Emma](#); [Joshi, Meera \(TLC\)](#); [Gewolb, Matt](#); [Taylor, Kelly](#); [Josh Mohrer](#); [Andrew Salzberg](#); [Greg McCurdy](#); [Jonathan Hall](#)
Subject: RE: data mtg later this week - looping
Date: Tuesday, July 28, 2015 10:55:14 AM

Council will be avail thurs

From: Schnake Mahl, Gabriel [<mailto:GSchnakeMahl@cityhall.nyc.gov>]
Sent: Tuesday, July 28, 2015 10:48 AM
To: 'Michael Allegretti'; Martinez, Ramon
Cc: Wolfe, Emma; Joshi, Meera (TLC); Gewolb, Matt; Taylor, Kelly; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall
Subject: RE: data mtg later this week - looping

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From: [Schnake Mahl, Gabriel](#)
To: ["Taylor, Kelly"; "Michael Allegretti"](#)
Cc: [Martinez, Ramon](#); [Wolfe, Emma](#); [Joshi, Meera \(TLC\)](#); [Gewolb, Matt](#); [Josh Mohrer](#); [Andrew Salzberg](#); [Greg McCurdy](#); [Jonathan Hall](#)
Subject: RE: data mtg later this week - looping
Date: Tuesday, July 28, 2015 11:07:28 AM

Thanks all for quick responses.

Let's lock 11:30 AM on Thursday in the Governor's Room at City Hall.

We can set up a conference line to call in the SF Uber team.

From: Taylor, Kelly [mailto:KTaylor@council.nyc.gov]
Sent: Tuesday, July 28, 2015 10:55 AM
To: 'Michael Allegretti'; Schnake Mahl, Gabriel
Cc: Martinez, Ramon; Wolfe, Emma; Joshi, Meera (TLC); Gewolb, Matt; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall
Subject: RE: data mtg later this week - looping

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From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Tuesday, July 28, 2015 10:52 AM
To: Schnake Mahl, Gabriel
Cc: Martinez, Ramon; Wolfe, Emma; Joshi, Meera (TLC); Gewolb, Matt; Taylor, Kelly; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall
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Sent: Monday, July 27, 2015 6:52 PM
To: Martinez, Ramon
Cc: Wolfe, Emma; Joshi, Meera (TLC); Schnake Mahl, Gabriel; Gewolb, Matt; Taylor, Kelly; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall
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From: [Michael Allegretti](#)
To: [Schnake Mahl, Gabriel](#)
Cc: [Taylor, Kelly](#); [Martinez, Ramon](#); [Wolfe, Emma](#); [Joshi, Meera \(TLC\)](#); [Gewolb, Matt](#); [Josh Mohrer](#); [Andrew Salzberg](#); [Greg McCurdy](#); [Jonathan Hall](#)
Subject: Re: data mtg later this week - looping
Date: Tuesday, July 28, 2015 11:36:36 AM

Great. Once you have the phone number, please ping it over. See you all on Thursday at 11:30 at City Hall...

On Tue, Jul 28, 2015 at 11:07 AM, Schnake Mahl, Gabriel <GSchnakeMahl@cityhall.nyc.gov> wrote:

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Sent: Tuesday, July 28, 2015 10:55 AM
To: 'Michael Allegretti'; Schnake Mahl, Gabriel
Cc: Martinez, Ramon; Wolfe, Emma; Joshi, Meera (TLC); Gewolb, Matt; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall
Subject: RE: data mtg later this week - looping

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To: Schnake Mahl, Gabriel
Cc: Martinez, Ramon; Wolfe, Emma; Joshi, Meera (TLC); Gewolb, Matt; Taylor, Kelly; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall
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From: Michael Allegretti [mailto:allegretti@uber.com]

Sent: Monday, July 27, 2015 6:52 PM

To: Martinez, Ramon

Cc: Wolfe, Emma; Joshi, Meera (TLC); Schnake Mahl, Gabriel; Gewolb, Matt; Taylor, Kelly; Josh Mohrer; Andrew Salzberg; Greg McCurdy; Jonathan Hall

Subject: Re: data mtg later this week - looping

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From: [Michael Allegretti](#)
To: [Wes Emma](#)
Subject: Per my voicemail/text...
Date: Tuesday, July 28, 2015 12:35:45 PM

...hoping that we can discuss this ASAP. Thanks, Michael

Date: Tue, Jul 28, 2015 at 11:42 AM
Subject: MEDIA ALERT: United Spinal to Protest NO UBER Wheelchair-Accessible Taxi Service

Media Alert

United Spinal Association &
Taxis For All Campaign in a Roll-In
to Protest NO UBER
Wheelchair-Accessible Taxi Service

When: Thursday, July 30, 12PM (until about 1:15)
Where: Uber's Manhattan office
636 W. 28th St. (between 11th Ave. & 12 Ave).
Who: Taxis For All Campaign, United Spinal Assoc., Disabled In Action & other groups.

Contacts:

Ahvi Spindell for United Spinal Media Relations
Ahvi@SpindellMediaRelations.com, 917-744-1230
@AhviSpin

Joe Rappaport at jgrappaport@rocketmail.com or [646-284-1078](tel:646-284-1078) for the Taxis For All Campaign

Uber says it's revolutionizing the taxi business, but what it's really doing is engaging in old-style discrimination.

Uber has NOT ONE wheelchair-accessible taxi, even though it has more than 19,000 vehicles in New York City.*

It's 25 years since the ADA became law, but for Uber it's like it's the 1980s. We're telling Uber: Stop discriminating against our community in New York City and nationwide.

* UberWAV is not a provider of accessible taxi services. It merely forwards your request for an accessible taxi to non-Uber companies.

If you would rather not receive future communications from United Spinal Association, please go to
<https://optout.na.cision.com/en/exhK6ZVQCQQAjdZNiuHx6TrXGmoZxie29WksUuhSgKopunYexEkKaMmLS8N2D4z7jepMDm1M1rnpGGhe5K8hMoupB1ZsSpiJG9uyd45aVJJeSjZxS7jpta26SGfHPn8riWN>

United Spinal Association, 120-34 Queens Blvd., Suite 330, Kew Gardens, 11415 NY, USA

K-4-1517492-52483287-2-69-AV1-DDEEAD93

From: [Michael Allegretti](#)
To: [Wolfe, Emma](#)
Cc: [Josh Mohrer](#)
Subject: More Tweets
Date: Wednesday, July 29, 2015 9:10:33 AM
Attachments: [image1.png](#)

Emma, hate to start the day with this, but on the eve of us sitting down to talk data sharing, Karen's at it again. This, coupled with the disability folks protest tomorrow at our office, and the statements made by the Mayor in the wake of our agreement, are really leaving a bad taste over here. I know that you are the one person at CH who can help make this stop, so I am reaching out again. We'll be there tomorrow, but I know it would help keep tensions at a distance and ensure a better working relationship if you could do something now to rein this in. It helps no one. Many thanks, Michael



 Michael Barbaro retweeted



Karen Hinton
@KarenHinton



In case you missed this interesting read on [#Uber](#) and income inequality:
bloomberg.com/news/articles/...

7/29/15, 6:54 AM

1 RETWEET 1 FAVORITE



Reply to Karen Hinton, Michael Barbaro



Home



Notifications



Messages



Me

From: [Michael Allegretti](#)
To: [Martinez, Ramon](#)
Cc: [Wolfe, Emma](#); [Joshi, Meera \(TLC\)](#); [Schnake Mahl, Gabriel](#); [Gewolb, Matt](#); [Taylor, Kelly](#)
Subject: Re: data mtg later this week - looping
Date: Wednesday, July 29, 2015 1:41:50 PM

Do we have a dial-in set for the meeting?

On Jul 27, 2015, at 6:29 PM, Martinez, Ramon <RMartinez@council.nyc.gov> wrote:

Added matt and kelly

Sent from my iPhone

On Jul 27, 2015, at 6:19 PM, Wolfe, Emma <EWolfe@cityhall.nyc.gov> wrote:

Hi all – everyone should loop the key folks for this discussion and Gabriel cc'd here can help herd cats to get a meeting on the calendar.
Thanks,
Emma

CONFIDENTIALITY NOTICE: This e-mail message is intended only for the person or entity to which it is addressed and may contain CONFIDENTIAL or PRIVILEGED material. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. If you are the intended recipient but do not wish to receive communications through this medium, please so advise the sender immediately.

From: [Schnake Mahl, Gabriel](#)
To: ["Michael Allegretti"](#); [Martinez, Ramon](#)
Cc: [Wolfe, Emma](#); [Joshi, Meera \(TLC\)](#); [Gewolb, Matt](#); [Taylor, Kelly](#)
Subject: RE: data mtg later this week - looping
Date: Wednesday, July 29, 2015 1:43:49 PM

Dial in: ([REDACTED])

Meeting ID: [REDACTED]

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Wednesday, July 29, 2015 1:42 PM
To: Martinez, Ramon
Cc: Wolfe, Emma; Joshi, Meera (TLC); Schnake Mahl, Gabriel; Gewolb, Matt; Taylor, Kelly
Subject: Re: data mtg later this week - looping

Do we have a dial-in set for the meeting?

On Jul 27, 2015, at 6:29 PM, Martinez, Ramon <RMartinez@council.nyc.gov> wrote:

Added matt and kelly

Sent from my iPhone

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From: [Michael Allegretti](#)
To: [Schnake Mahl, Gabriel](#)
Cc: [Martinez, Ramon](#); [Wolfe, Emma](#); [Joshi, Meera \(TLC\)](#); [Gewolb, Matt](#); [Taylor, Kelly](#)
Subject: Re: data mtg later this week - looping
Date: Wednesday, July 29, 2015 1:46:53 PM

Thank you.

On Jul 29, 2015, at 1:43 PM, Schnake Mahl, Gabriel
<GSchnakeMahl@cityhall.nyc.gov> wrote:

Dial in: ([REDACTED])
Meeting ID: [REDACTED]

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Sent: Wednesday, July 29, 2015 1:42 PM
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From: [Schnake Mahl, Gabriel](#)
To: ["josh@uber.com"](mailto:josh@uber.com)
Subject: Call with Emma Wolfe and Ramon Martinez this afternoon
Date: Wednesday, August 19, 2015 1:43:31 PM

Mr. Mohrer –

Are you available for a call this afternoon after 3:30PM with Emma Wolfe (Mayor's Office) and Ramon Martinez (City Council CoS)? Please let me know your availability and best # to reach you.

Thank you,
-Gabriel

From: [Josh Mohrer](#)
To: [Schnake Mahl, Gabriel](#)
Subject: Re: Call with Emma Wolfe and Ramon Martinez this afternoon
Date: Wednesday, August 19, 2015 7:42:23 PM

I think Emma and I just had this call, but not sure. Sorry for the very slow reply.

J

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-Gabriel

--

Josh Mohrer | Uber NYC

From: [Schnake Mahl, Gabriel](#)
To: "josh@uber.com"
Subject: Re: Call with Emma Wolfe and Ramon Martinez this afternoon
Date: Wednesday, August 19, 2015 7:49:56 PM

Thanks, Josh. Let me check and see if they're good to go. Will circle back.

From: Josh Mohrer [mailto:josh@uber.com]
Sent: Wednesday, August 19, 2015 07:42 PM
To: Schnake Mahl, Gabriel
Subject: Re: Call with Emma Wolfe and Ramon Martinez this afternoon

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Josh Mohrer | Uber NYC

From: [Singleton, Jessica](#)
To: [Michael Allegretti \(allegretti@uber.com\)](mailto:allegretti@uber.com)
Subject: have 2 seconds?
Date: Thursday, August 20, 2015 10:41:06 AM

About to send you an invite and want to give you some context!

—
Jessica Singleton
Chief Digital Officer @nycgov
@jessay286

From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Subject: Re: have 2 seconds?
Date: Thursday, August 20, 2015 2:35:12 PM

Hey Jess! I'm in Europe thru Sunday. Can we chat on Monday or is the invite for between now and then? Hope all is well...

On Aug 20, 2015, at 4:41 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

About to send you an invite and want to give you some context!

—
Jessica Singleton
Chief Digital Officer @nycgov
@jessay286

From: [Singleton, Jessica](#)
Cc: [Joseph Kurien, Sarah](#)
Bcc: "[Daniel@ridewithvia.com](#)"; "[joseph@lyft.com](#)"; "[dave@lyft.com](#)"; "[ron.srebro@gettaxi.com](#)"; "[ryan@socialbicycles.com](#)"; "[justinginsburgh@motivateco.com](#)"; "[brian@dash.by](#)"; "[jeremy@teamhevo.com](#)"; "[sarah.bacon@bandwagon.io](#)"; "[partners@citymaps.com](#)"; "[florent@placemeter.com](#)"; "[paigef@google.com](#)"; "[newyork@car2go.com](#)"; "[gus@spinlister.com](#)"; "[alex.torres@moovitapp.com](#)"; "[christian.noske@bmwna.com](#)"; "[Joseph.Kopser@ridescoutapp.com](#)"; "[john.farmer@microsoft.com](#)"; "[wfloyd@google.com](#)"; "[drew.lesicko@teamaol.com](#)"; "[kevin@gilt.com](#)"; "[tullyot@a16z.com](#)"; "[fred@usv.com](#)"; "[liba@tumblr.com](#)"; "[ryder@shepashare.com](#)"; "[msimas@pnyc.org](#)"; "[rbarone@RPA.ORG](#)"; "[smk308@nyu.edu](#)"; "[anthony@bitsandatoms.net](#)"; "[jbowles@nycfuture.org](#)"; "[anthony@engine.is](#)"; "[julie@engine.is](#)"; "[jhensley@abny.org](#)"; "[allegretti@uber.com](#)"; "[eric.goldwyn@gmail.com](#)"; "[asundara@stern.nyu.edu](#)"; "[js@justin-singer.org](#)"; "[eds2@columbia.edu](#)"; "[jose.gomez-ibanez@Harvard.Edu](#)"; [Velani, Sonam](#); [Sidis, Joshua](#)
Subject: Invitation: Technology Advisory Group
Date: Friday, August 21, 2015 9:55:12 AM

The City of New York is embarking on study of the taxicab and For-Hire-Vehicle (FHV) transportation industry. The study's goals are two-fold: 1. Understand the sources of traffic and congestion in Manhattan's Central Business District; and 2. Review the City's current FHV policy framework through the lenses of consumer, workforce, and environmental protections, as well as accessibility and infrastructure.

To assist with our efforts, I invite you to join the Technology Advisory Group (TAG). Bringing together leaders from academic institutions, transportation industries, and New York City's innovation ecosystem, the TAG will provide key insights and help us arrive at recommendations to support our city's taxicab and FHV industry and create a more efficient transportation landscape for New Yorkers.

The goal of the TAG is to encourage outside-the-box thinking, leverage your data and other assets to improve our understanding of the challenges facing the taxicab and FHV industry, open the door for new opportunities that wouldn't be possible under the current regulatory framework, and explore strategies for improving the ways we move goods and people around the city.

The first TAG meeting is at City Hall on Tuesday, September 1st at 1 pm. Please RSVP to Sarah Joseph-Kurien: SJKurien@cityhall.nyc.gov.

We're grateful for your time and energy representing technology's potential to improve urban transportation. Technology is part of the solution to New York City's many challenges – like congestion, safety, accessibility – and we are eager to address these issues with you as our partners.

Regards,
Jessie

Jessica Singleton
Chief Digital Officer @nycgov
[@jessay286](#)

From: [Singleton, Jessica](#)
To: "Michael Allegretti"
Subject: RE: have 2 seconds?
Date: Friday, August 21, 2015 9:56:08 AM

OH man! I hope you're having a fabulous trip. I just got back and am totally in withdrawal.

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Happy travels!

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Thursday, August 20, 2015 2:35 PM
To: Singleton, Jessica
Subject: Re: have 2 seconds?

Hey Jess! I'm in Europe thru Sunday. Can we chat on Monday or is the invite for between now and then? Hope all is well...

On Aug 20, 2015, at 4:41 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

About to send you an invite and want to give you some context!

Jessica Singleton
Chief Digital Officer @nycgov
[@jessay286](#)

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: New Yorker: Uber Isn't Causing New York City's Traffic Slowdown
Date: Friday, August 21, 2015 12:40:34 PM

ICYMI:

A great article in the New Yorker with data supporting the statement that Uber isn't causing NYC's traffic slowdown.

Read more below or at <http://www.newyorker.com/tech/elements/uber-isnt-causing-new-york-citys-traffic-slowdown>

--

Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com

AUGUST 14, 2015

Uber Isn't Causing New York City's Traffic Slowdown

BY BEN WELLINGTON

Earlier this month, New York's Taxi and Limousine Commission released data on every cab ride taken in the past year and a half.

In a squabble with Uber last month, Mayor Bill de Blasio claimed that the ride-sharing company's growing fleet of cars was choking New York City's roadways and impeding traffic. He proposed—and then abandoned, after it proved extraordinarily unpopular—a cap on the company's expansion.

Uber countered by blaming the slowdown on lower speed limits, more bike lanes, and more pedestrian plazas. City Hall has agreed to undertake a four-month traffic study, but in the meantime, can New Yorkers measure how much speeds have actually changed?

Earlier this month, something new and exciting happened: the Taxi and Limousine Commission (T.L.C.) released data on every cab ride taken in the past year and a half. Besides being a big step forward for the city's Open Data initiative, the release may help answer our question, since taxis are good proxies for the rest of the New York's vehicles. Using the distance travelled and the time taken for each trip, plus some

elementary physics, we can compute the average speed of traffic.

I took the new data, appended it to five years' worth of prior data and out came a six-year view of the taxi fleet's performance. Then, for each day, I plotted average speed, accounting only for trips between 0.1 miles and fourteen miles, to avoid really long highway jaunts.



The resulting graph is a little hard to interpret. The sharp peaks and valleys are due to weekends being generally less trafficky than weekdays. (There is an especially large spike during Hurricane Irene, presumably because the roads were empty.) The top three fastest days, on average, were Christmas, the Fourth of July, and New Year's Day. As many New Yorkers already knew, major holidays are one of the few good times to drive. But what does this chart tell us about the over-all speed of cabs over time? Not much. To fix that, I made the smoother graph below, which also represents average daily speed. The difference here, though, is that we're looking at a rolling average: each data point takes the prior year into account, which has the effect of filtering out the day-to-day extremes.



The plot shows an unexpected trend: speeds were actually improving between 2011 and mid-2013. What caused them to deteriorate? Uber has claimed that the city's lowering of the speed limit, from thirty miles per hour to twenty-five, is a major cause of increased traffic, so I've added a dotted line over November, 2014, the month the change took effect. It's hard to know how much the new limit played a role in changes to traffic flow, but there certainly was plenty of slowing down going on before it was introduced. The first three months of 2013 saw an average speed of 13.8 miles per hour, whereas the first three of 2014 saw an average of 12.9 miles per hour, a nearly seven per cent decrease in one year. As for Uber's claim about bike lanes, those have been expanding for a long time. Three hundred and sixty-six miles were added in the seven years before the slowdown began, even as average traffic speed increased.

What about de Blasio's claim that Uber is to blame? In 2014, the rate of for-hire vehicles being added to

What about de Blasio's claim that Uber is to blame? In 2014, the rate of for-hire vehicles being added to our streets almost doubled, to around eleven thousand two

hundred and fifty per year, so we would expect to see traffic speed suffering particularly in the past year or so. The graph below plots how quickly that speed was changing each day. (Nerds will know this as the average slope.)



When the line is above zero, taxi speeds over the previous year have risen; when it is below zero, they have declined. At the start of 2013, cabs were getting faster by about 0.0015 miles per hour per day. By mid-2014, they were getting slower by about 0.0013 miles per hour per day—or about one mile per hour every two years. In other words, every day, cabs were getting slower less quickly than they had the previous day, even as Uber was expanding its fleet. This is the opposite of what we would expect if for-hire vehicles were the main force behind falling traffic speeds.

So what can we say? Well, first, raw data is important. Second, traffic is an incredibly complicated thing, and the people who argue about it are prone to overstating their cases.

From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Subject: Re: have 2 seconds?
Date: Wednesday, August 26, 2015 11:32:21 AM

Jessie,

Apologies for the delayed reply and thanks again for reaching out on this one. A few quick questions regarding the TAG...

First, who else is being invited to participate and will the final group of members be made public?

Second, are we going to be asked to endorse the report individually as members? And separately, is the overall TAG going to be asked to endorse the findings, and if so, can that only happen unanimously?

Third, what is going to be the process for collecting feedback, and will we be required to submit any sort of information to this body? Related to this, is there any expectation that we would be asked to supply any data beyond what we are already going to be supplying to the TLC through our data agreements, which are currently being agreed-upon.

Thanks for letting me know...

My best,

Michael

On Fri, Aug 21, 2015 at 9:56 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

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Sent: Thursday, August 20, 2015 2:35 PM
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About to send you an invite and want to give you some context!

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Jessica Singleton

Chief Digital Officer @nycgov

@jessay286

--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Subject: Re: have 2 seconds?
Date: Thursday, August 27, 2015 1:00:58 PM

J, any feedback on these questions? Many thanks, M

On Aug 26, 2015, at 11:31 AM, Michael Allegretti <allegretti@uber.com> wrote:

Jessie,

Apologies for the delayed reply and thanks again for reaching out on this one. A few quick questions regarding the TAG...

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Chief Digital Officer @nycgov

@jessay286

--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Singleton, Jessica](#)
To: "Michael Allegretti"
Subject: RE: have 2 seconds?
Date: Thursday, August 27, 2015 1:12:15 PM

Yes! So sorry for delay, and thank you for following up.

I'll share a full list of RSVPs with you, and the entire group, when I send a note out with the agenda tomorrow.

Rest of my answers below in red!

Thanks, Michael.

Jessie

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Thursday, August 27, 2015 1:01 PM
To: Singleton, Jessica
Subject: Re: have 2 seconds?

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Jessie,

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First, who else is being invited to participate **YES WILL SHARE LIST OF RSVPS** and will the final group of members be made public? **YES, for sure**

Second, are we going to be asked to endorse the report individually as members? **NO** And separately, is the overall TAG going to be asked to endorse the findings **NO**, and if so, can that only happen unanimously? **N/A**

Third, what is going to be the process for collecting feedback **Mayor's Office of Operations will be feedback mechanism to consultants, and TAG members will have individual interviews with Operations and/or Consultants**, and will we be required to submit any sort of information to this body? **NO** Related to this, is there any expectation that we would be asked to supply any data beyond what we are already going to be supplying to the TLC through our data agreements, which are currently being agreed-upon **NOT at all**.

Thanks for letting me know...

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@jessay286

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Subject: Re: have 2 seconds?
Date: Thursday, August 27, 2015 4:42:55 PM

Thanks for the feedback Jess. You can include me in the group. Thanks, Michael

On Thu, Aug 27, 2015 at 1:12 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Yes! So sorry for delay, and thank you for following up.

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--

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From: [Michael Allegretti](#)
To: [Joseph Kurien, Sarah](#)
Cc: [Singleton, Jessica](#)
Subject: Re: Invitation: Technology Advisory Group
Date: Thursday, August 27, 2015 4:47:52 PM

Joseph, I will attend. Thanks! Michael

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The City of New York is embarking on study of the taxicab and For-Hire-Vehicle (FHV) transportation industry. The study's goals are two-fold: 1. Understand the sources of traffic and congestion in Manhattan's Central Business District; and 2. Review the City's current FHV policy framework through the lenses of consumer, workforce, and environmental protections, as well as accessibility and infrastructure.

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Singleton, Jessica](#)
To: [Michael Allegretti](#)
Subject: Re: have 2 seconds?
Date: Thursday, August 27, 2015 6:49:53 PM

Glad to hear it.

On Aug 27, 2015, at 16:42, Michael Allegretti <allegretti@uber.com> wrote:

Thanks for the feedback Jess. You can include me in the group. Thanks,
Michael

On Thu, Aug 27, 2015 at 1:12 PM, Singleton, Jessica
<JSingleton@cityhall.nyc.gov> wrote:

Yes! So sorry for delay, and thank you for following up.

I'll share a full list of RSVPs with you, and the entire group, when I send a note out
with the agenda tomorrow.

Rest of my answers below in red!

Thanks, Michael.

Jessie

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Thursday, August 27, 2015 1:01 PM
To: Singleton, Jessica
Subject: Re: have 2 seconds?

J, any feedback on these questions? Many thanks, M

On Aug 26, 2015, at 11:31 AM, Michael Allegretti
<allegretti@uber.com> wrote:

Jessie,

Apologies for the delayed reply and thanks again for reaching out on this one. A few quick questions regarding the TAG...

First, who else is being invited to participate **YES WILL SHARE LIST OF RSVPS** and will the final group of members be made public? **YES, for sure**

Second, are we going to be asked to endorse the report individually as members? **NO** And separately, is the overall TAG going to be asked to endorse the findings **NO**, and if so, can that only happen unanimously? **N/A**

Third, what is going to be the process for collecting feedback **Mayor's Office of Operations will be feedback mechanism to consultants, and TAG members will have individual interviews with Operations and/or Consultants**, and will we be required to submit any sort of information to this body? **NO** Related to this, is there any expectation that we would be asked to supply any data beyond what we are already going to be supplying to the TLC through our data agreements, which are currently being agreed-upon **NOT at all**.

Thanks for letting me know...

My best,

Michael

On Fri, Aug 21, 2015 at 9:56 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

OH man! I hope you're having a fabulous trip. I just got back and am totally in withdrawal.

This is not something for you to spend one second more of your vacation thinking about but I am going to host a few meetings with tech transportation leaders between now and the end of the study. My goal is to keep tech folks up to speed about the study's progress and create mechanism for their feedback to the consultants. I'm sure the structure will evolve into smaller groups and interviews but we are going to have an initial group meeting to explain all of this and get a first round of feedback from folks next Thursday. So, I'm going to send the invitation out this morning and wanted to make sure you knew what it meant when you got it.

Happy travels!

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Thursday, August 20, 2015 2:35 PM
To: Singleton, Jessica
Subject: Re: have 2 seconds?

Hey Jess! I'm in Europe thru Sunday. Can we chat on Monday or is the invite for between now and then? Hope all is well...

On Aug 20, 2015, at 4:41 PM, Singleton, Jessica
<JSingleton@cityhall.nyc.gov> wrote:

About to send you an invite and want to give you some context!

Jessica Singleton
Chief Digital Officer @nycgov
@jessay286

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Schnake Mahl, Gabriel](#)
To: [Josh Mohrer \(josh@uber.com\)](#); [Michael Allegretti \(allegretti@uber.com\)](#)
Subject: Call on Monday
Date: Friday, August 28, 2015 5:49:07 PM

Josh and Michael,

Are you available on Monday afternoon around 2:30PM for call with Emma, Meera and Ramon?
Let me know if there is someone in your office I can work with to get on schedule.

Thanks and have a good weekend.
-Gabriel

From: [Michael Allegretti](#)
To: [Schnake Mahl, Gabriel](#)
Cc: [Josh Mohrer \(josh@uber.com\)](mailto:josh@uber.com)
Subject: Re: Call on Monday
Date: Friday, August 28, 2015 6:16:12 PM

Gabriel, can you provide some background on the purpose of the call? Would like to make sure that Josh and I are the appropriate people for the conversation before we lock in. Thanks, Michael

On Aug 28, 2015, at 5:49 PM, Schnake Mahl, Gabriel
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From: [Schnake Mahl, Gabriel](#)
To: "Michael Allegretti"
Cc: [Josh Mohrer \(josh@uber.com\)](mailto:josh@uber.com)
Subject: RE: Call on Monday
Date: Friday, August 28, 2015 6:35:16 PM

yes of course – they would like to discuss data sharing and what can be taken out of the clean room

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Friday, August 28, 2015 6:16 PM
To: Schnake Mahl, Gabriel
Cc: Josh Mohrer (josh@uber.com)
Subject: Re: Call on Monday

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-Gabriel

From: [Michael Allegretti](#)
To: [Schnake Mahl, Gabriel](#)
Cc: [Josh Mohrer \(josh@uber.com\)](mailto:josh@uber.com)
Subject: Re: Call on Monday
Date: Friday, August 28, 2015 7:29:31 PM

Got it. Josh and I can make it, but if there was anyway to do the call at 2pm, I would be most grateful. I have to be home to stay with my baby starting at 3pm sharp. We'll have some of our data folks on call as well. Please send around a call-in number. Many thanks! Michael

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To: Schnake Mahl, Gabriel
Cc: Josh Mohrer (josh@uber.com)
Subject: Re: Call on Monday

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-Gabriel

From: [Schnake Mahl, Gabriel](#)
To: ["allegretti@uber.com"](#)
Cc: ["josh@uber.com"](#)
Subject: Re: Call on Monday
Date: Friday, August 28, 2015 8:58:14 PM

Thanks, Michael. Should be able to do 2pm. Will send call in # tomorrow am. Thanks much.

From: Michael Allegretti [<mailto:allegretti@uber.com>]
Sent: Friday, August 28, 2015 07:29 PM
To: Schnake Mahl, Gabriel
Cc: Josh Mohrer (josh@uber.com) <josh@uber.com>
Subject: Re: Call on Monday

Got it. Josh and I can make it, but if there was anyway to do the call at 2pm, I would be most grateful. I have to be home to stay with my baby starting at 3pm sharp. We'll have some of our data folks on call as well. Please send around a call-in number. Many thanks! Michael

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Thanks and have a good weekend.

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From: [Michael Allegretti](mailto:Michael.Allegretti@uber.com)
To: [Schnake Mahl, Gabriel](mailto:Schnake.Mahl@cityhall.nyc.gov)
Cc: josh@uber.com
Subject: Re: Call on Monday
Date: Monday, August 31, 2015 9:53:23 AM

Greg, do you have a dial-in number for the 2pm call? Thanks, Michael

On Fri, Aug 28, 2015 at 8:58 PM, Schnake Mahl, Gabriel
<GSchnakeMahl@cityhall.nyc.gov> wrote:

Thanks, Michael. Should be able to do 2pm. Will send call in # tomorrow am. Thanks much.

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From: [Schnake Mahl, Gabriel](mailto:SchnakeMahl.Gabriel)
To: ["allegretti@uber.com"](mailto:allegretti@uber.com)
Cc: ["josh@uber.com"](mailto:josh@uber.com)
Subject: Re: Call on Monday
Date: Monday, August 31, 2015 9:54:26 AM

I will circulate.

From: Michael Allegretti [<mailto:allegretti@uber.com>]
Sent: Monday, August 31, 2015 09:52 AM
To: Schnake Mahl, Gabriel
Cc: josh@uber.com <josh@uber.com>
Subject: Re: Call on Monday

Greg, do you have a dial-in number for the 2pm call? Thanks, Michael

On Fri, Aug 28, 2015 at 8:58 PM, Schnake Mahl, Gabriel
<GSchnakeMahl@cityhall.nyc.gov> wrote:

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From: Michael Allegretti [<mailto:allegretti@uber.com>]
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Cc: Josh Mohrer (josh@uber.com) <josh@uber.com>
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From: [Michael Allegretti](mailto:Michael.Allegretti)
To: [Schnake Mahl, Gabriel](mailto:Schnake.Mahl.Gabriel)
Cc: josh@uber.com
Subject: Re: Call on Monday
Date: Monday, August 31, 2015 9:55:56 AM

Gabriel, so sorry that I mistakenly addressed you as a Greg. I still have weekend brain. Apologies! Michael

On Mon, Aug 31, 2015 at 9:54 AM, Schnake Mahl, Gabriel
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To: Schnake Mahl, Gabriel
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From: [Schnake Mahl, Gabriel](mailto:SchnakeMahl.Gabriel@uber.com)
To: ["allegretti@uber.com"](mailto:allegretti@uber.com)
Cc: ["josh@uber.com"](mailto:josh@uber.com)
Subject: Re: Call on Monday
Date: Monday, August 31, 2015 9:57:11 AM

Ha no worries!

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Monday, August 31, 2015 09:55 AM
To: Schnake Mahl, Gabriel
Cc: josh@uber.com <josh@uber.com>
Subject: Re: Call on Monday

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From: [Schnake Mahl, Gabriel](#)
To: "Michael Allegretti"
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Subject: RE: Call on Monday
Date: Monday, August 31, 2015 10:27:12 AM

Will need to be at 2:15PM – will try to keep quick and understand if you need to jump off early.
Thanks.

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From: [Michael Allegretti](#)
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Subject: Re: Call on Monday
Date: Monday, August 31, 2015 10:44:06 AM

Ok. Thanks!

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From: [Michael Allegretti](#)
To: [Singleton, Jessica](#)
Subject: Tomorrow
Date: Monday, August 31, 2015 1:03:23 PM

Hi Jessie, just wondering when you would be sending around the participant list and agenda for tomorrow's TAG meeting? Many thanks! Michael

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: Study: Uber Reduces Drunk Driving Deaths
Date: Monday, August 31, 2015 1:43:59 PM

ICYMI:

Professors at Temple University conducted a study that found that Uber's operations in California decreased the cases of drinking and driving fatalities in the state.

"The study found that UberX, the company's economy driving service, resulted in drinking and driving fatalities decreasing by between 3.6 percent and 5.6 percent in cities in California where it is offered within the first three months of the launch of the service."

Read more below or at <http://www.techtimes.com/articles/74319/20150806/uber-lowers-number-of-deaths-due-to-drinking-and-driving-in-california-study.htm>

--
Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com

Uber Lowers Number Of Deaths Due To Drinking And Driving In California: Study

By Aaron Mamiit, Tech Times

Uber's operations in California have decreased the cases of drinking and driving fatalities in the state, according to a new study.

The research, which was conducted by business professors Brad Greenwood and Sunil Wattal from Temple University, analyzed sets of data collected from the years 2009 to 2014.

Greenwood and Wattal will be presenting the [study](#) in Vancouver next week at the Academy of Management conference, just as municipalities in Canada are looking to keep Uber from expanding their services into their cities.

The study [found](#) that UberX, the company's economy driving service, resulted in drinking and driving fatalities decreasing by between 3.6 percent and 5.6 percent in cities in California where it is offered within the first three months of the launch of the service.

Greenwood and Wattal believe that the lower price of UberX and the easy access to its services, compared with regular taxi cabs, is giving people that have been out drinking with a better option to get home.

The fares paid by customers using the services of UberX are [cheaper](#) by about 20 percent to 30 percent compared to the fares of taxi cabs, leading drunk people to call for an UberX ride instead of taking a cab or driving home by themselves. In addition, calling for an UberX ride is more convenient than hailing a taxi cab, as users will only have to input their location and destination on a smartphone app to request for the service.

The study also found that the rate of drinking and driving fatalities in the weekends remained the same, possibly because the rates of UberX are higher during these days. The number of deaths also did not change when UberBlack, the more expensive version of the service, is introduced into a city.

Among the notes of the study is that over 13,000 fatalities happen in the United States annually due to drinking and driving incidents. If the results of the study hold true for the rest of the country, it would translate to 500 lives being saved per year due to UberX's services.

The study is released just as Vancouver is currently evaluating whether the city's "vehicle for hire" bylaw may eventually include Uber's services, as 27,000 people signed a petition to allow the ride service into the city.

Uber, as it has experienced in a long list of locations worldwide, is facing pushback from the government and taxi companies in Vancouver.

From: [Schnake Mahl, Gabriel](#)
To: "Michael Allegretti"
Cc: josh@uber.com
Subject: RE: Call on Monday
Date: Monday, August 31, 2015 2:06:44 PM

we are running a few mins behind – should have folks on at 220PM. ty for flexibility.

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Monday, August 31, 2015 10:44 AM
To: Schnake Mahl, Gabriel
Cc: josh@uber.com
Subject: Re: Call on Monday

Ok. Thanks!

On Mon, Aug 31, 2015 at 10:27 AM, Schnake Mahl, Gabriel
<GSchnakeMahl@cityhall.nyc.gov> wrote:


Will need to be at 2:15PM – will try to keep quick and understand if you need to jump off early.
Thanks.

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Monday, August 31, 2015 9:56 AM
To: Schnake Mahl, Gabriel
Cc: josh@uber.com
Subject: Re: Call on Monday

Gabriel, so sorry that I mistaken addressed you as a Greg. I still have weekend brain.
Apologies! Michael

On Mon, Aug 31, 2015 at 9:54 AM, Schnake Mahl, Gabriel
<GSchnakeMahl@cityhall.nyc.gov> wrote:
I will circulate.

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Monday, August 31, 2015 09:52 AM
To: Schnake Mahl, Gabriel
Cc: josh@uber.com <josh@uber.com>
Subject: Re: Call on Monday

Greg, do you have a dial-in number for the 2pm call? Thanks, Michael

On Fri, Aug 28, 2015 at 8:58 PM, Schnake Mahl, Gabriel
<GSchnakeMahl@cityhall.nyc.gov> wrote:
Thanks, Michael. Should be able to do 2pm. Will send call in # tomorrow am. Thanks much.

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Friday, August 28, 2015 07:29 PM
To: Schnake Mahl, Gabriel
Cc: Josh Mohrer (josh@uber.com) <josh@uber.com>
Subject: Re: Call on Monday

Got it. Josh and I can make it, but if there was anyway to do the call at 2pm, I would be most grateful. I have to be home to stay with my baby starting at 3pm sharp. We'll have some of our data folks on call as well. Please send around a call-in number. Many thanks! Michael

On Aug 28, 2015, at 6:35 PM, Schnake Mahl, Gabriel <GSchnakeMahl@cityhall.nyc.gov> wrote:

yes of course – they would like to discuss data sharing and what can be taken out of the clean room

From: Michael Allegretti [<mailto:allegretti@uber.com>]
Sent: Friday, August 28, 2015 6:16 PM
To: Schnake Mahl, Gabriel
Cc: Josh Mohrer (josh@uber.com)
Subject: Re: Call on Monday

Gabriel, can you provide some background on the purpose of the call? Would like to make sure that Josh and I are the appropriate people for the conversation before we lock in. Thanks, Michael

On Aug 28, 2015, at 5:49 PM, Schnake Mahl, Gabriel <GSchnakeMahl@cityhall.nyc.gov> wrote:

Josh and Michael,

Are you available on Monday afternoon around 2:30PM for call with Emma, Meera and Ramon?
Let me know if there is someone in your office I can work with to get on schedule.

Thanks and have a good weekend.
-Gabriel

--

michael allegretti | public policy @ uber technologies | c: [917.270.5167](tel:917.270.5167) | o: [646.927.0574](tel:646.927.0574) | allegretti@uber.com

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From: [Singleton, Jessica](#)
To: "Michael Allegretti"
Subject: RE: Tomorrow
Date: Tuesday, September 01, 2015 11:48:59 AM

Yes, and apologies, this got away from me yesterday.

Attendees:

Via

Motivate

Dash Labs

Bandwagon

City Maps

Placemeter

Union Square Ventures

Partnership for NYC

Regional Planning Association

NYU Rudin Center

Engine

BMW iVentures

Verifone

Uber

Columbia University, urban planning

NYU Stern

Agenda is simple, hopefully discussion will drive most of this:

1. Status Update re study
2. Data
3. Discussion on market projections and regulatory environment, framework
4. Explanation of comment period, next steps

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Monday, August 31, 2015 1:02 PM
To: Singleton, Jessica
Subject: Tomorrow

Hi Jessie, just wondering when you would be sending around the participant list and agenda for tomorrow's TAG meeting? Many thanks! Michael

--

michael allegretti | public policy @ uber technologies | c: [REDACTED] | o: [REDACTED] | allegretti@uber.com

From: [Joseph Kurien, Sarah](#)
To: [Singleton, Jessica](#)
Bcc: [brian@dash.by](#); [alex@bandwagon.io](#); [sarah.bacon@bandwagon.io](#); [aaron@citymaps.com](#);
[florent@placemeter.com](#); [fred@usv.com](#); [dfeinberg@pfnyc.org](#); [rbarone@RPA.ORG](#); [smk308@nyu.edu](#);
[anthony@engine.is](#); [julie@engine.is](#); [Christian.Noske@bmwna.com](#); [Duane_D1@VERIFONE.com](#);
[mepley@goarro.com](#); [allegretti@uber.com](#); [REDACTED]; [eds2@columbia.edu](#);
[asundara@stern.nyu.edu](#); [justinginsburgh@motivateco.com](#); [Daniel@ridewithvia.com](#); [joseph@lyft.com](#);
[dave@lyft.com](#); [ron.srebro@gettaxi.com](#); [ryan@socialbicycles.com](#); [Sidis, Joshua](#)
Subject: Re: Committee of the Whole
Date: Tuesday, September 01, 2015 12:20:03 PM

Looking forward to seeing you all at Cityhall today! When you get to the police desk, let them know that you will be meeting with Jessica Singleton in the Committee of the Whole, and they should be able to direct you.

Thanks,
Sarah

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: NYPost: How Uber is reducing inequality
Date: Friday, September 04, 2015 5:33:39 PM

ICYMI: A new Manhattan Institute study shows that ride-sharing services like Uber serve outer-borough and lower-income neighborhoods better than taxis.

Read more below or at

<http://nypost.com/2015/09/03/how-uber-is-reducing-inequality/>

--

Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com

How Uber is reducing inequality

By Post Editorial Board

September 3, 2015 | 8:28pm

Modal

Trigger



Photo: Getty Images

Look out, Mayor de Blasio: You've declared war on a company that's reducing inequality across the city.

The mayor's still plotting his next move against Uber, after the City Council shot him down last time.

Meanwhile, a new Manhattan Institute study shows that the ridesharing service has been a boon to outer-borough and lower-income neighborhoods.

Every New Yorker knows yellow cabs overwhelmingly go where the big money is — the airports and Manhattan south of Harlem. The study by Jared Meyer, an MI fellow, proves Uber is different.

Meyer looked at 2014 use of UberX, the cheapest, most popular Uber option. He found that:

Twenty-two percent of UberX pickups were outside the prime-cash zone (“core” Manhattan plus the airports) vs. just 6 percent of yellow-cab pickups.

Uber is serving lower-income neighborhoods. In zip codes outside the yellow-cab core areas, four of UberX’s top 10 pickup zones have average household income below the “prime Manhattan” median.

And that lower-income service is growing: Of the 10 fastest-growing zip codes in UberX pickups, six had average incomes below the city median.

Uber’s clientele is diverse: Its 29 top pickup areas outside the “prime” zone range from heavily white Park Slope to Crown Heights and Harlem, both more than 75 percent black.

Bottom line: Uber is providing more opportunities and better service to communities the mayor’s yellow-cab donors just don’t cover. That’s progress — and de Blasio should stop trying to stand in its way.

From: [Singleton Jessica](#)
Cc: [Joseph Kurien Sarah](#)
Bcc: [brian@dash.by](#); [alex@bandwagon.io](#); [sarah.bacon@bandwagon.io](#); [aaron@citymaps.com](#); [florent@placemeter.com](#); [fred@usv.com](#); [dfeinberg@pfny.com](#); [rbarone@RPA.ORG](#); [smk308@nyu.edu](#); [anthony@engine.is](#); [julle@engine.is](#); [Christian.Noske@bmwna.com](#); [Duane_D1@VERIFONE.com](#); [allegretti@uber.com](#); [eric.goldwyn@gmail.com](#); [eds2@columbia.edu](#); [asundara@stern.nyu.edu](#); [Kevin Ryan](#); [Velani Sonam](#); [Sids Joshua](#); [Alex Lavoie](#); [jamyn@dash.by](#)
Subject: TAG: Thank you and follow up
Date: Friday, September 04, 2015 5:40:21 PM

Dear all,

Thank you for joining us this week for the first meeting of the Technology Advisory Group. We convened a large group to kick off the TAG so that you could meet each other and to ensure integrity in our ask for data and ideas. Moving forward, we will meet in smaller sub-groups and tailor the conversation to your specific interests.

To follow up:

- **Smaller Group Discussions:** Could you please reply with ideas about either people or subjects you'd like to engage more substantively in discussion? I will build groups from there and work to schedule these meetings with our consultants so that we are feeding insights from these conversations directly into our process.

- **Written Submissions:** Open submissions for any thoughts you'd like to ensure are included in the consultant's analysis through [September 11th](#).

- **Data:** We remain very interested in any data you can provide. Here is the list I mentioned:

- | | |
|--------------------------|---------------------|
| location | i. Drop off |
| duration and distance | ii. Trip |
| behavior while cruising | iii. Driver |
| 1. Time | |
| 2. Distance | |
| pricing | iv. Variable |
| choice | v. Consumer |
| coverage | vi. Last mile |
| economics | vii. Driver |
| ownership decline | viii. Driver choice |
| | ix. Car |
| – fleet and geo-coverage | x. Accessibility |

Thank you again for your time and energy. I wish you all a long and relaxing holiday weekend!

Warmly,
Jessie

Jessica Singleton
Chief Digital Officer @nycgov
@jessay286

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: Uber Partnership Increases Mobility Options For Senior Citizens
Date: Wednesday, September 09, 2015 12:19:06 PM

ICYMI:

Last week, Uber announced a 6-month pilot program in Gainesville, FL to provide reliable and affordable transportation options to senior citizens.

The partnership is aimed at giving senior citizens "freedom in motion" to maintain their independence. It is a collaborative effort between Uber, Elder Care of Alachua County along with the city of Gainesville, and Gainesville Chamber of Commerce.

Read more below or at

<http://www.wcjb.com/local-news/2015/09/uber-program-seniors-unveiled>

--

Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com

Uber program for seniors unveiled

Published September 2nd, 2015

GAINESVILLE, Fla-- "The crowd today was just amazing."

It was standing room only at the Senior Recreation Center in Gainesville. Seniors and city leaders gathering around. One city commissioner even taking a seat on the floor for the unveiling of a project a year in the making.

"We've moved from talk to implementation of a real plan and in the next few weeks, we'll begin really enrolling people and moving them from point A to point B which is really exciting," said Anthony Clarizio with Elder Care of Alachua County.

Elder Care of Alachua County along with the city of Gainesville, and Gainesville Chamber of Commerce teamed up with the popular smartphone app, Uber.

A partnership aimed at giving senior citizens some "freedom in motion".

"We want seniors to maintain their independence and we just needed to figure out a way with Uber to make that happen. And I think we've done it with "Freedom in Motion"," said Uber Operations Manager, Tony Spadafino.

"We want to help them get to and from the grocery store, to and from any kind of store that they need, in order to get the things that they need in order to maintain their lifestyle," said Clarizio.

The 6-month pilot program was officially announced at the event.

Serving seniors who live in the 400 building and Turkey Creek Forest neighborhoods. With funds from the city helping them get around town for a small co-pay of \$0 to \$5.

Sam Ulbing says he's excited to get started.

"The city is all spread out. You wanna go to Walmart, or you wanna go to a restaurant, you're gonna have to drive. And this will allow people to get out instead of sitting in their house," said Ulbing.

Elder Care will even be offering classes making sure seniors know how to navigate the app. Helping them get out the door and on the road.

"Once you learn how to use the smart phone, the Uber app will be a piece of cake," said Ulbing.

"We've got some business partners already in place that are gonna provide us some loaner phones. The loaner phones will have the Uber app on it. It'll have 9-1-1," said Clarizio.

Though the pilot program is starting small, Mayor Ed Braddy hopes it will soon take off.

"I think our potential is limited only by our imagination," said Braddy.

And as for Ulbing, he already has an idea of where he would take his first Uber ride.

"I'd go to a restaurant so I can have that second drink and know that I don't have to drive home," joked Ulbing.

A responsible senior citizen who now has even more options to get around town.

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: Governors Championing Better Mobility and Innovation
Date: Friday, September 11, 2015 10:56:27 AM
Attachments: [image.png](#)

ICYMI:

Governors from coast to coast are championing better mobility in their states and sharing their support for innovative technologies that increase transportation options! Below are a few recent highlights:

- [McCrory says ride-share law 'encourages competition, innovation'](#)

Last week, North Carolina Governor Pat McCrory signed a bill into law to regulate ride-share services in North Carolina. McCrory said the bill *"encourages competition, innovation and opens the door to individual entrepreneurship while helping North Carolinians connect with businesses, education, concerts, sporting events and each other."*



- [Gov. Scott backs state law for Uber, Lyft](#)

Yesterday, Florida Governor Rick Scott publicly stated that he will support statewide legislation in the upcoming session that will welcome cell phone app companies like Uber, saying that *"we should be very supportive of innovation companies like Uber and Lyft."*

- [Governor Doug Ducey Announces New Partnership for Uber.](#)

[University of Arizona](#)

In August, Arizona Governor Doug Ducey announced a new partnership between the University of Arizona and Uber, stating that "*all Arizonans stand to benefit from embracing new technologies – especially when it means new jobs, new economic development, new research opportunities and increased public safety and transportation options for our state.*"

--

Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com



Governor Pat McCrory
@GovOfficeNC



+ Follow

.@Uber, @lyft and other transportation network companies help residents supplement their income and explore entrepreneurship. #InnovateNC

RETWEETS

5

FAVORITES

9



8:40 AM - 4 Sep 2015

From: [Josh Mohrer](#)
To: [Wolfe, Emma](#)
Subject: Re: My two pennies
Date: Thursday, September 24, 2015 9:22:09 AM

Sorry I never wrote back - i know you've been chatting with Mike so I figured best let him reply. Sorry for the confusion or trouble the congestion note may have caused.

Disappointed to read this:

"I do believe it's nice to check with the authorities first before just establishing a major new economic endeavor. Let's face it, a lot of collateral damage has occurred with things like Airbnb and Uber because there wasn't first, 'How do we work this out?'"

Please let Mayor de Blasio know that we worked with the TLC to ensure our legality before we entered NYC. We are not AirBNB. There is nothing legally ambiguous about what we do. The first meetings with the TLC happened in 2011 and we've followed the law pretty closely since then. I've been fingerprinted at the TLC dozens of times to get the various licenses we hold.

I am not saying this because we plan to issue a statement or make any press move hitting him for his comments. I don't think the mayor is being intentionally dishonest, but I do think its critical for him to have all the facts, which he clearly does not. I'd love to work together to change that.

No one here wants a "round two" but if our leader is confused about very basic facts about our legality, we're not moving in the right direction.

J

On Wed, Sep 16, 2015 at 9:55 AM, Wolfe, Emma <EWolfe@cityhall.nyc.gov> wrote:
Put breaks on report that will only serve to escalate and rather than isolating us will enjoin more allies and isolate you guys more. I don't think smart. Would like to discuss if you can. It's way more escalation than off topic q and a answers and that sorta thing.

--

Josh Mohrer | Uber NYC

From: [Williams, Dominic](#)
To: [Michael Allegretti](#)
Subject: FW: Crain's Op-Ed
Date: Thursday, September 24, 2015 2:59:58 PM

IGNORING THE REST OF THIS OP-ED FOR A SECOND, CAN YOU CHECK MY FACTS? IS MY RECOLLECTION CORRECT THAT THERE IS CURRENTLY AN UBER PRODUCT THAT DOES OFFER BINDING FARE QUOTE? WHICH ONE?

"Fare quotation. Consumers have the right to know how much a trip will cost before stepping into a vehicle, and should have the ability to compare prices. Uber does not provide a binding fare quote, and when surge pricing is thrown into its formula to calculate the cost of the trip, people often don't know how much they are actually paying."

September 23, 2015

Another chance to check Uber's growth

The city's study of the fast-evolving for-hire vehicle industry should pave the way for fairer competition.

By Avik Kabessa

<http://www.crainsnewyork.com/article/20150923/OPINION/150919861/another-chance-to-check-ubers-growth>

Fare quotation. Consumers have the right to know how much a trip will cost before stepping into a vehicle, and should have the ability to compare prices. Uber does not provide a binding fare quote, and when surge pricing is thrown into its formula to calculate the cost of the trip, people often don't know how much they are actually paying.

From: [Michael Allegretti](#)
To: [Williams, Dominic](#)
Subject: Re: FW: Crain's Op-Ed
Date: Thursday, September 24, 2015 3:12:49 PM

Every Uber trip has a fare estimate and our fares are calculated on time and distance.

Since we run black car bases (verses livery bases like Avik) we are not required to have a binding fare quote.

With that in mind, our uberPOOL product DOES have a completely binding quote. This product requires the user to input the destination.

On Thu, Sep 24, 2015 at 2:59 PM, Williams, Dominic <DWilliams@cityhall.nyc.gov> wrote:

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--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Williams, Dominic](#)
To: [Michael Allegretti](#)
Subject: Re: Crain's Op-Ed
Date: Thursday, September 24, 2015 3:15:17 PM

K – must have been uberpool I was thinking about. I definitely remember something that gave a set price. Thanks.

From: Michael Allegretti <allegretti@uber.com>
Date: Thursday, September 24, 2015 at 3:12 PM
To: Dominic Williams <dwilliams@cityhall.nyc.gov>
Subject: Re: FW: Crain's Op-Ed

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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Michael Allegretti](#)
To: [Williams, Dominic](#)
Subject: Re: Crain's Op-Ed
Date: Thursday, September 24, 2015 3:24:49 PM

Yup. It is POOL.

On Sep 24, 2015, at 3:15 PM, Williams, Dominic <DWilliams@cityhall.nyc.gov> wrote:

K – must have been uberpool I was thinking about. I definitely remember something that gave a set price. Thanks.

From: Michael Allegretti <allegretti@uber.com>
Date: Thursday, September 24, 2015 at 3:12 PM
To: Dominic Williams <dwilliams@cityhall.nyc.gov>
Subject: Re: FW: Crain's Op-Ed

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--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: Wall Street Journal: Florida Agency Reverses Uber Ruling
Date: Friday, October 02, 2015 6:15:52 PM

ICYMI: The Florida Department of Revenue says driver-partner is an independent contractor, not an employee.

Read more below, or at

<http://www.wsj.com/articles/florida-agency-reverses-uber-ruling-1443649261>

--

Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com

Florida Agency Reverses Uber Ruling

Department of Revenue says driver was independent contractor, not employee

By **LAUREN WEBER**

Sept. 30, 2015 5:41 p.m. ET

The Florida agency that in May determined an Uber Technologies Inc. driver was an employee for the purposes of collecting unemployment benefits, reversed its decision Wednesday upon appeal by Uber.

Darren McGillis drove for Uber from October 2014 until his account was deactivated in April 2015. He applied for unemployment benefits that month, and Florida's Department of Revenue accepted the request, determining that Mr. McGillis was an employee, not an independent contractor. An independent contractor wouldn't receive unemployment benefits.

Uber protested that decision, and the parties held a telephone hearing on Aug. 17.

In a nine-page decision issued Wednesday, the Department of Revenue said "there are some aspects of the relationship that show traditional indicia of employment," but said they don't add up to the level of control necessary to establish an employment relationship.

Uber's labor model, which relies on classifying drivers as contractors instead of employees, has been challenged in multiple states. The ride-sharing company currently faces a class-action lawsuit in California that will put the

question in front of a jury.

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: Almost every economist agrees: Uber makes us better off - Telegraph
Date: Friday, October 09, 2015 12:45:39 PM

ICYMI: Economists agree that innovative companies like Uber create competition, generating new economic opportunities and creative solutions to consumer issues.

Read more below, or at

<http://www.telegraph.co.uk/technology/uber/11902310/Almost-every-economist-agrees-Uber-makes-us-better-off.html>

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Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com

Almost every economist agrees: Uber makes us better off

The kind of competition provided by Uber and Lyft makes life better for London

By Peter Spence, Economics Correspondent

Much of economics is controversial. Asked to give their take on any given issue, you can expect two economists to put forward at least three different arguments.

But on the issue of competition, there is an unusual level of harmony. That is why, when asked on the question of whether services like Uber makes us better off, top economists agree.

For example, all 40 influential economists polled by the Chicago Booth School of Business thought they benefited consumers. In the words of Christopher Udry, a professor of economics at Yale: "This is a situation in which the simple economics are very persuasive."

"Competition on quality and price helps consumers," said Stanford professor Darrell Duffie. "We also have some evidence from revealed preference," he said, referring to the willingness of consumers to pay for Uber trips.

Specifically, the economists were asked whether they agreed that "letting car services

such as Uber or Lyft compete with taxi firms on equal footing regarding genuine safety and insurance requirements, but without restrictions on prices or routes, raises consumer welfare”.

The vast majority of the proposals put forward by Transport for London(TfL) do not put Uber on an “equal footing regarding genuine safety and insurance requirements”. If they were implemented, customers would not be able to see available cars on Uber’s app, and drivers would not be allowed to work for more than one operator.

And some of the proposed rules could put the safety of Londoners at risk. While an Uber passenger has a complete record of their driver, their name plate, picture, and a record of their trip, a journey with a traditional cab is completely anonymous.

One of the most controversial proposals put forward by TfL - to require passengers to wait at least five minutes after booking before getting into an Uber car - would mean that people needing to get home instead have to wait on the side of the road.

Disruption pays off

As in many cities, traditional taxi services have remained expensive because their number is regulated. In some, like New York, cabs are strictly regulated, only legal if the driver has access to a “medallion” allowing them to work. These have fetched prices of more than \$1m.

In London, it is the infamous “Knowledge” test that keeps the supply of black cabs low. It can take two to four years to pass, even before the financial costs are counted.

Once justified on the grounds that cab drivers should know the capital's roads well, the arrival of new technology has largely rendered such requirements redundant.

Applications to take the test are now at their lowest levels in two decades, yet it remains a substantial barrier to new drivers.

Thankfully, while politicians and regulators have yet to tear down the obstacles to raising car supply, private companies have stepped in. The company is able to offer cheaper rides as it can readily hire new drivers.

As economist Alex Tabarrok said, "Uber skirted the law and went to consumers directly about whether they wanted transportation innovation".

"Consumers around the world responded with a resounding Yes to the Uber-referendum so regulators and rent-seekers who want to control Uber now must also fight Uber-consumers."

Competition creates

With Uber and services like it, you get a combination of both convenience and low cost.

But Uber has come up with solutions to many other car hire problems too. Its surge pricing scheme, which sees its fares increase as drivers become scarce, has been praised by economists.

And it has made mainstream the kind of car hailing technology now used by much of the industry, allowing would be passengers to flag a ride from great distances.

Driver ratings also ensure that poor quality drivers and badly behaving customers are not able to free-ride off the good behaviour of others. Uber has even managed to come up with ways to reunite passengers with the things they leave behind in cars, such as wallets and keys.

These advantages are not irrelevant. As a result of them, Uber is valued highly by investors, who believe it offers something worth buying into.

The terms of Uber's latest funding round are not known, but recent cash raising suggest that the company could be worth nearly \$51bn (£34bn) depending on the conditions attached to the funding.

What about the cabbies?

Of course it's regrettable that for those who have invested the time and money it takes to become a licensed black cab driver, some are facing job losses.

No industry is completely insulated from this process of "creative destruction", where newer technologies replace old. And it's not entirely regrettable that it does.

Otherwise we would have many people working in unproductive industries that have long gone out of fashion.

Standing in the way of that was the aim of the Luddites, who in the 19th century took to smashing up mechanised weaving machines, having found that the cheaper machinery could easily perform a task they had taken years to learn.

Choosing not to embrace new technology might protect existing jobs, but it ignores all the new ones that could be created, and means that we would have to miss out on so many of the developments that make us richer.

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: Uber teams up with Amber Alert to help bring missing kids home
Date: Thursday, October 15, 2015 3:10:18 PM

ICYMI: Uber and NCMEC - the National Center for Missing & Exploited Children -- have partnered to broadcast AMBER Alerts to drivers nationwide.

This is a natural partnership for Uber. Combined with our reach -- we cover over 70% of the US population -- and the fact that the first three hours are the most critical when trying to locate a missing child, disseminating the word via the Uber platform is a quick and broad way to summon the attention of thousands of eyes to help bring missing kids home.

Read more below, or at

<http://www.today.com/parents/ubers-amber-alert-partnership-aims-bring-more-missing-children-home-t49921>

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Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com

Uber's Amber Alert partnership aims to 'bring more missing children home safely'

Uber announced early Wednesday morning that time-sensitive and geographically specific Amber Alerts would be sent to its drivers.

The app-driven car-service company has teamed up with the National Center for Missing & Exploited Children to implement the initiative in more than 180 American cities — potentially reaching about 75 percent of the country's population. A pilot program, launched a few months ago in Colorado, led to the nationwide expansion, according to a press release issued Wednesday.

Robert Hoever, a director of special programs in NCMEC's Missing Children Division, described the partnership as an "incredible asset" in a statement. "[We] are proud to team up with Uber to increase the reach of the Amber Alert program and help bring more missing children home safely," he was credited as saying.

Uber is the latest transportation group to join law-enforcement agencies, broadcasters and

wireless carriers in the effort to track down abducted children. Since the first Amber Alert was issued in 1996, 772 children have been recovered specifically because of these notifications, according to the press release.

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: Uber Partnership Boosts Economic Empowerment
Date: Tuesday, October 27, 2015 5:34:33 PM
Attachments: [Screen Shot 2015-10-27 at 2.02.08 PM.png](#)

ICYMI: A partnership between Uber and Chicago's Urban League is providing flexible economic opportunities to 5k new driver partners in the Chicago area since June (and counting!). Check out the clip below:

[NBC Chicago: Uber recruits 5K new drivers on south & west sides](#)



NBC Chicago: Uber recruits 5K new drivers on south & west sides

Pictured: A driver partner receives hugs and support after speaking to the Urban League about how Uber allows her to make a living as a single mother of two.

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Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com



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CC ⚙️ 📺 🔍

NBC Chicago: Uber recruits 5K new drivers on south & west sides

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: Veteran's Day: Joining Forces to Assist Veterans Experiencing Homelessness
Date: Wednesday, November 11, 2015 7:07:10 PM
Attachments: [image.png](#)

ICYMI: Over the coming year, Uber will contribute an estimated 10,000 rides — a value of \$125,000 — across five veterans organizations affiliated with the U.S. Department of Labor's Homeless Veterans' Reintegration Program to provide on-demand transportation to jobs, interviews, and other employment events.

Read more below, or at http://www.huffingtonpost.com/entry/uber-lyft-free-rides-veterans-day_56420e82e4b0307f2caef32f?sq5jnhfr

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Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com

Uber And Lyft Offer Homeless Vets Free Rides To Job Interviews

Giving military members more green lights, fewer stop signs.

Two major transportation companies are getting in the same lane to help veterans in need.

Uber and Lyft are joining forces with the American government this Veteran's Day to provide free rides to former military members, according to a statement on the White House blog. The complimentary service, part of the White House's Joining Forces initiative which seeks to end veteran homelessness, aims to help veterans who are trying to find work by providing transportation to job interviews and other employment events.

The U.S. Department of Housing and Urban Development estimates that there are nearly 50,000 homeless veterans living in the United States. Job placement and training is a top priority for eliminating this issue, but access to employment events can be difficult due to limited transportation.

"We have heard time and time again that transportation to and from work and job interviews is often a significant hurdle for homeless veterans trying to find work," Col. Nicole Malachowski, executive director of Joining Forces, said in the statement. "If a

veteran is working a night shift or employed in a remote area of a city, public transportation is not always a viable option and there is limited funding available for alternative transportation.”



To help address this problem, over the next year Uber will work with organizations affiliated with the U.S. Department of Labor’s Homeless Veterans’ Reintegration Program to offer an estimated 10,000 free rides to veterans in need, according to a statement from Uber. On Nov. 11, Veteran’s Day, the company will also give patrons a chance to support the initiative, with a feature on the mobile app that allows riders to donate \$5 toward the program. Once selected, the standard vehicle icons will be swapped with little car icons decorated with the American flag.

"This initiative by Uber will have a major impact in helping our nation’s veterans get to where they deserve to be ... employed," Baylee Crone, executive director of the National Coalition for Homeless Veterans, said in a statement.

While Lyft has not designated a set number of free rides, a spokesperson from the company told The Huffington Post, "We're donating thousands of rides and are proud to join the White House's effort to help serve our nation's veterans. Accessing transportation shouldn't stand in the way of a veteran reentering the workforce."



From: [Schnake Mahl, Gabriel](#)
To: [Josh Gold \(jgold@uber.com\)](#); ["Michael Allegretti"](#); [Matthew Wing](#)
Cc: [Wolfe, Emma](#)
Subject: tomorrow
Date: Thursday, November 19, 2015 7:03:05 PM

Hey guys-

Sorry to do this but going to need to reschedule tomorrow's meeting. Still getting final ducks in a row here, though definitely understand the tight timeframe we are working under. EW happy to check in by phone tomorrow if would like.

Thanks in advance for flexibility.

-Gabe

From: [Michael Allegretti](#)
To: [Schnake Mahl, Gabriel](#)
Cc: [Josh Gold \(jgold@uber.com\)](#); [Matthew Wing](#); [Wolfe, Emma](#); [Josh Mohrer](#)
Subject: Re: tomorrow
Date: Thursday, November 19, 2015 8:53:34 PM

+Josh M

Thanks for letting us know. We would still like to touch base tomorrow by phone, so we will give a call at noon, when we had been scheduled. Best, Michael

On Nov 19, 2015, at 7:03 PM, Schnake Mahl, Gabriel
<GSchnakeMahl@cityhall.nyc.gov> wrote:

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Thanks in advance for flexibility.

-Gabe

From: [Wolfe, Emma](#)
To: [Michael Allegretti](#); [Schnake Mahl, Gabriel](#)
Cc: [Josh Gold \(jgold@uber.com\)](#); [Matthew Wing](#); [Josh Mohrer](#)
Subject: Re: tomorrow
Date: Thursday, November 19, 2015 10:04:30 PM

Very good

And apologies guys

Btw - Josh - kudos on your profile

From: Michael Allegretti
Sent: Thursday, November 19, 2015 8:53 PM
To: Schnake Mahl, Gabriel
Cc: Josh Gold (jgold@uber.com); Matthew Wing; Wolfe, Emma; Josh Mohrer
Subject: Re: tomorrow

+Josh M

Thanks for letting us know. We would still like to touch base tomorrow by phone, so we will give a call at noon, when we had been scheduled. Best, Michael

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Thanks in advance for flexibility.

-Gabe

From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: Safety: Uber Announces Safety Advisory Board
Date: Tuesday, December 01, 2015 2:27:59 PM

ICYMI: Last week, Uber announced the creation of a six-member safety advisory board. We are excited to collaborate with board members as we continue working to secure and advance the safety of drivers, passengers, and the public.

Read more below, or at

<http://www.bizjournals.com/sanfrancisco/blog/techflash/2015/11/uber-safety-advisory-board-joe-sullivan.html>

--

Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com

Uber hails top safety honchos for new advisory board

Following a year of high-profile controversies around everything from background checks to worker classification, Uber Technologies announced today the formation of a safety advisory board intended to "help reduce risk and increase safety for riders, drivers and the public," the company said.

Led by Joe Sullivan, Uber's chief security officer, the company presented six initial advisors representing a range of public sector, academic and advocacy experience.

Sullivan, who oversees a group of 70 safety and security professionals, joined Uber in May after security stints at Facebook, PayPal, eBay and as a prosecutor with the U.S. Department of Justice.

The new advisory board includes John Barton (former executive director at the Texas Department of Transportation), Margaret Richardson (former chief of staff to Eric Holder, who until recently served as U.S. Attorney General), and Ed Davis, former commissioner of the Boston Police.

Davis, who regulated the taxi industry as commissioner in Boston, added that he was drawn to Uber's "concern for its customers."

While avoiding discussion of specific incidents, Sullivan contended that the company's advances in technology and logistics could eliminate safety problems.

"I firmly believe most can be prevented through hard work, innovation, and new technology," he said.

As part of safety initiatives, the company has previously highlighted programs like SafetyNet, a system for alerting emergency contacts of your trip's status, and nationwide Amber Alerts delivered to its drivers.

Uber's trust and safety issues are as far-reaching as its global footprint, however: Uber operates in 67 countries, each with its own set of conditions and regulatory environments.

Depending on the municipality, safety concerns can range from "road conditions to the level of training and experience of drivers," said Sullivan.

The advisory board – which also includes Jessica Eaglin of Indiana University, Cindy Southworth of the National Network to End Domestic Violence, and Rob Chesnut, general counsel at Chegg – are all Americans, but will work on developing a "tool kit of programs" customized to conditions across the globe.

Sullivan added that the board would meet in person next week and on an ongoing quarterly basis. It wasn't made immediately clear, however, whom the board would report to within the company and in what context.

"I can't say for certain how that dynamic will play out over time," said Sullivan. "It's my expectation that they will give us honest direct feedback."

From: [Josh Mohrer](#)
To: [Wolfe, Emma](#); [Williams, Dominic](#)
Cc: [Matthew Wing](#); [Josh Gold](#)
Subject: Fwd: Vision Zero Driver Outreach
Date: Sunday, December 13, 2015 9:20:36 PM

FYI - TLC approached us about doing a large scale event to promote Vision Zero. Happy to discuss doing this as part of our next steps and building a long term partnership going forward.

Dom, you may recall that David Plouffe and I came to City Hall in March to meet with you and Tony and offered something just like this.

J

----- Forwarded message -----

From: **Josh Mohrer** <josh@uber.com>
Date: Sun, Dec 13, 2015 at 9:06 PM
Subject: Re: Vision Zero Driver Outreach
To: "Genser, Emily (TLC)" <GenserE@tlc.nyc.gov>
Cc: "Rausen, Joanne (TLC)" <Rausenj@tlc.nyc.gov>, "Wright, Kala (TLC)" <wrightk1@tlc.nyc.gov>, "Roth, Jeffrey (TLC)" <RothJ@tlc.nyc.gov>

Hey Emily,

We're definitely interested in doing something. Given that its 30,000 people, I think its going to require a bit more than one day and we'd probably need a third party location that has larger capacity. But we're certainly open to this.

We actually approached City Hall early this year with some ideas on working together, including deeper integration on Vision Zero. We never heard back on that, and we're currently waiting for them to conclude their larger review of Uber/FHVs so I think its best for us to hold off on this for now.

Lets reconnect in the new year when City Hall has decided on the next steps.

Josh

On Tue, Dec 8, 2015 at 1:53 PM, Genser, Emily (TLC) <GenserE@tlc.nyc.gov> wrote:

Good afternoon Josh,

My name is Emily Genser, and I work with Jo Rausen in the NYC TLC's Policy and External Affairs Department. I am reaching out today because TLC is interested in setting up a day of outreach to discuss Vision Zero and safe driving with your drivers.

Since the launch of Vision Zero in NYC, members of the TLC External Affairs team have been visiting TLC-licensed bases and garages to discuss Vision Zero and safe driving with TLC-licensed drivers in communities throughout the city. During these

visits, the External Affairs team gives a presentation about Vision Zero traffic safety and distribute informational materials. After the presentation, drivers are provided the opportunity ask questions about Vision Zero and participate in the dialogue surrounding traffic safety in New York City, as well as add their names to the Safe Driver Pledge to indicate their commitment to safe driving and ask about Vision Zero.

Due to the large number of drivers that work with your bases, I envision hosting several presentations over the course of a day so as to allow drivers to participate in a Vision Zero presentation at a time that is convenient for them. Is there a person on your team that might help to coordinate this day of outreach?

Many thanks,

Emily

Emily Genser
Senior Analyst

NYC Taxi & Limousine Commission

33 Beaver Street, 22nd Floor, New York, NY 10004

[\(212\)676-1204](tel:(212)676-1204) phone

[\(212\)676-1101](tel:(212)676-1101) fax

gensere@tlc.nyc.gov

www.nyc.gov/tlc

Unauthorized disclosure of legally privileged or otherwise confidential information is prohibited by law. If you have received this e-mail in error, please notify the sender immediately and delete all records of this e-mail.

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Josh Mohrer | Uber NYC

From: [Norvell, Wiley](#)
To: [Matthew Wing](#)
Cc: [Kadushin, Peter](#); [Walzak, Phil](#)
Subject: Re: statement re: report and proposals
Date: Friday, January 15, 2016 10:26:00 AM

Phil and Peter will be handling in my absence!

Sent from my BlackBerry 10 smartphone.

From: Matthew Wing
Sent: Friday, January 15, 2016 10:23 AM
To: Norvell, Wiley
Subject: statement re: report and proposals

Hello!

Wanted to drop you a quick note on planning for today. After you guys release everything we are planning to put out a supportive statement commending the Mayor and Council for a thoughtful process and saying that while we are still reviewing the full report, we support many of the recommendations and proposals - assuming the final content is what Josh Gold was briefed on.

If there is any specific direction you want us to go in or things to avoid, happy to coordinate with you on it. And obviously until something is officially put out we are not saying anything to the press on or off record.

Let me know any thoughts/concerns - am around if you want to chat by phone as well.

-Matt



From: [Matthew Wing](#)
To: [Kadushin, Peter](#); [Walzak, Phil](#)
Subject: Re: statement re: report and proposals
Date: Friday, January 15, 2016 12:41:35 PM

Moving Wiley to BCC since hes out.

Hey Peter and Phil,

Per our convo, below is the statement we are giving to press who ask for comment.

Thanks
Matt

“We appreciate the thoughtful process Mayor de Blasio and his administration have engaged in over the last several months to improve the commercial car industry. We also want to thank Speaker Melissa Mark-Viverito and the City Council for working with stakeholders throughout this process. We are supportive of several of the proposals presented today, especially efforts to empower drivers by giving them more freedom to partner with companies across the industry. We will be reviewing the policy ideas and hope to work with the de Blasio administration and the City Council on implementing many of them.”

On Fri, Jan 15, 2016 at 10:25 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Phil and Peter will be handling in my absence!

Sent from my BlackBerry 10 smartphone.

From: Matthew Wing
Sent: Friday, January 15, 2016 10:23 AM
To: Norvell, Wiley
Subject: statement re: report and proposals

Hello!

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-Matt


From: stakeholder@uber.com on behalf of [Maui Cheska Orozco](#)
To: [Maui Cheska Orozco](#)
Subject: ICYMI: The Today Show: Ride-sharing driving down alcohol-related deaths
Date: Wednesday, January 20, 2016 1:59:29 PM
Attachments: [Screen Shot 2016-01-19 at 11.25.30 AM.png](#)
[image.png](#)

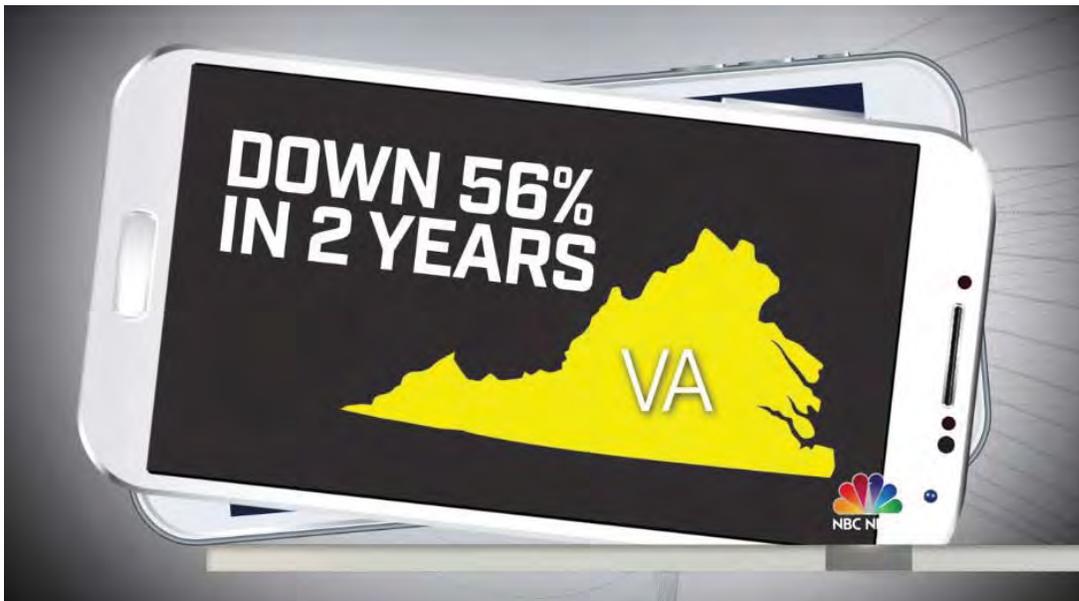
ICYMI: The Today Show reported Tuesday that ride-sharing companies like Uber are driving down alcohol-related deaths across the country. Watch the full story at <http://www.today.com/video/are-uber-and-lyft-making-drunk-driving-obsolete-604250691609>.

A survey conducted by Mothers Against Drunk Driving found that **78%** of people said they and their friends are less likely to drive impaired with ride-sharing now available.



New statistics show that alcohol-related deaths are down 25% in Nevada in 2015 alone, and down **56%** in Virginia over the past two years. Virginia DMV Commissioner Richard Holcomb [described himself](#) as "ecstatic" over these results, adding:

"Other states are saying the same thing, that they are seeing a remarkable decrease because people are just pulling out that iPhone, hitting the app, getting in a car, and getting home safely instead of taking the risk of driving."



See [here](#) for more information on Uber's role in reducing DUIs and empowering people to make safe choices after a night out.

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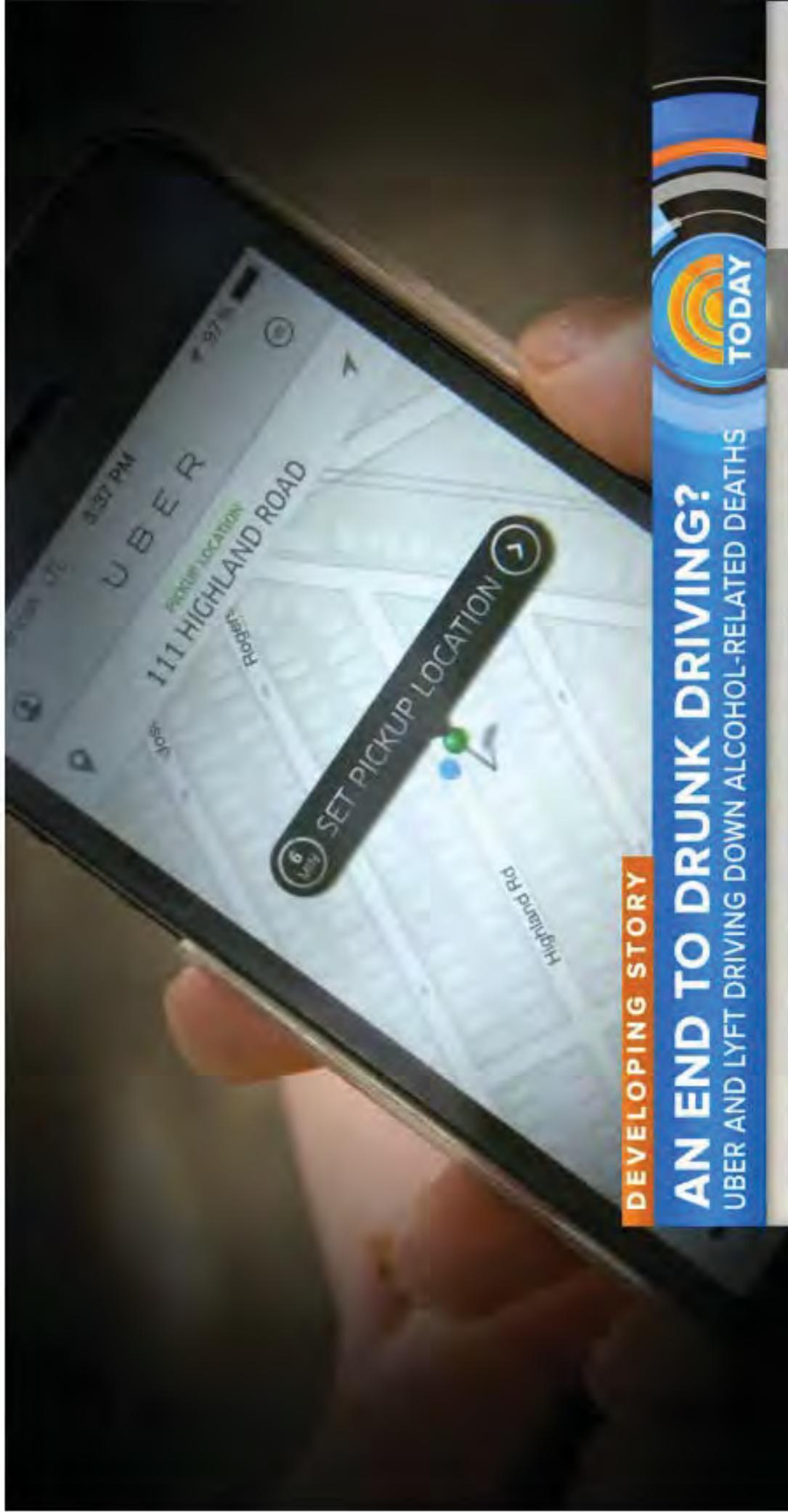
Maui Orozco
Uber, Public Policy
mauicheska.orozco@uber.com



**DOWN 56%
IN 2 YEARS**

VA





DEVELOPING STORY

AN END TO DRUNK DRIVING?

UBER AND LYFT DRIVING DOWN ALCOHOL-RELATED DEATHS



From: [Uber](#)
To: [Chintalacheruvu, Rakesh \(Consultant\)](#)
Subject: With Visa, it doesn't have to be fantasy
Date: Monday, February 01, 2016 11:36:12 PM



SAVE \$20 ON YOUR NEXT RIDE PLUS GET A CHANCE TO WIN*

Don't go hungry on game day. Shop by Sunday 2/7 at any US grocery store and get a statement credit of up to \$20 on your next ride. Just pay for both with any eligible Visa credit card.

If you shop by Wednesday 2/3, you'll also be entered for a chance to win two tickets to Super Bowl 50 and a trip to The Big Game courtesy of Visa!* No purchase necessary to enter or win sweepstakes. See below for details on entry and rules.



ACCEPT

Open your Uber app and tap "Accept" to link your eligible Visa credit card(s).



SWIPE

Use any linked card to make a grocery purchase between 2/1 and 2/7.



SAVE UP TO \$20

Get a statement credit of up to \$20 next time you Uber using an eligible Visa.

CAN'T FIND YOUR OFFER?



We've got you covered. Your offers are saved in the notifications section of your app.



Uber Technologies Inc.
1455 Market Street San Francisco, CA 94103

[Get Help](#) [View Online](#) [Unsubscribe](#)

***NO PURCHASE OR OBLIGATION NECESSARY TO ENTER OR WIN SWEEPSTAKES. NON-PURCHASE ENTRIES AND PURCHASE ENTRIES HAVE AN EQUAL CHANCE OF WINNING.** Open only to legal residents of the 50 U. S. and D.C., age 18 or older as of 2/01/16. Begins at 12:00:00 AM Pacific Time ("PT") on 2/01/16, and ends at 11:59:59 PM PT on 2/03/16 ("Promotional Period"). TO ENTER: 1) Automatic Entry: Existing users of the Uber app as of the start of the Promotional Period who receive an offer about making a grocery purchase during Super Bowl week with a Visa credit card via an email or in-app mobile message are eligible to enter the Sweepstakes via automatic entry. In order to participate in the Sweepstakes, you must click the "Accept" button that appears in the notification for the offer within the app. Once you have clicked "Accept", you must add an eligible Visa® credit card to your Uber account to link it to the offer (if you do not already have one in your account). Then visit a participating grocery store ("Qualifying Merchant") and make a purchase using the same Visa credit card as the payment method that is linked to your Uber account during the Promotional Period to receive an entry in the Sweepstakes. See the terms and conditions of the offer in your Uber app to identify Qualifying Merchants. Other restrictions and exclusions may apply. Automatic entry must be made by 11:59:59 PM PT on 2/03/16. 2) To enter via email without purchase or obligation: You may enter the Sweepstakes by sending an email including your name, address, city, state, ZIP code, and daytime and evening telephone numbers (including area code) and email address to: VisaSB50viaUber@tenthwave.com . Include the words "Visa Super Bowl 50" in the Subject line. Email entries must be received by 11:59:59 PM PT on 2/03/16 in order to be eligible. There is a limit of one (1) entry per person during the Promotional Period, regardless of method of entry. PRIZE: One (1) Grand Prize: One (1) winner will receive a 3-day/2-night trip for two (2) people, (winner and 1 guest) to see Super Bowl 50 in Santa Clara, CA, from 2/6/16 –2/8/16. Prize includes two (2) tickets to Super Bowl 50, round-trip coach class air transportation for two (2) people from a major U.S. gateway airport nearest the winner's home, hotel accommodations (one (1) room, double occupancy), a \$1,000 Visa gift card (for winner only), and \$4,000 cash (awarded in the form of a check to winner) that can be used towards the payment of taxes associated with the prize. Total Approximate Retail Value ("ARV") of Grand Prize: \$13,000. ODDS: Odds of winning the prize depend upon the total number of eligible entries received. Sweepstakes subject to complete Official Rules, [Click Here for Official Rules](#). Void in Puerto Rico and where prohibited. SPONSOR: Sponsor: Visa U.S.A. Inc., P.O. Box 8999, San Francisco, CA 94128-8999.

The NFL Entities (as defined in the Official Rules) will have no liability or responsibility for any claim arising in connection with participation in this Sweepstakes or any prize awarded. The NFL Entities have not offered or sponsored this Sweepstakes in any way.

From: [David Plouffe](#)
To: [Santucci, Laura](#)
Subject: Re: Our CEO
Date: Monday, November 03, 2014 6:19:09 PM

Congrats (I hope on your new, temp assignment). Should be a blast.

Let me know if we should redirect mtg request or if you can still work thru.

> On Oct 31, 2014, at 10:42 AM, Santucci, Laura <LSantucci@cityhall.nyc.gov> wrote:

>

> David,

> Will circle back ASAP.

>

>> On Oct 31, 2014, at 8:52 AM, "David Plouffe" <[REDACTED]> wrote:

>>

>>

>> Laura

>>

>> Would the Mayor and you be available on Nov 13 to meet with Travis Kalanick? We'd love to provide an update on the impact Uber is having in NYC and talk thru how to build on that. Think it would be interesting for you and he to get a fuller understanding of the growth and econ impact, among others.

>>

>> Travis is receiving an award from the Iraq and Afghanistan Vets Assn that night in NYC for our program to hire returning vets, which is going well.

>>

>> Thanks

>>

>> David

>>

From: [Chris Massey](#)
To: [K Christian Massey](#)
Subject: Moving on
Date: Thursday, March 12, 2015 1:15:18 PM

I am both sad and excited to announce that Friday, March 13th will be my last day with Lyft. When I started working with Lyft in the summer of 2013, we had launched just 7 markets and were embarking on unprecedented growth. Since then, I have been a part of the launch of over 60 markets and seen the company change the landscape of mobility options in this country.

I will miss the work, I will miss being a part of something transformative (in transportation), but most of all, I will miss my amazing colleagues.

Starting on Monday, March 16th, I will be moving over to another dynamic and fast growing technology company, [Zenefits](#) as the VP of Public Policy.

I can be reached at 202.276.1466 or cmassey@zenefits.com

Thanks!

Chris Massey
Director, Government Relations
202.276.1466



What if your phone replaced your car and you met a new friend every day? [Watch](#)

From: [Michael Allegretti](#)
To: [Williams, Dominic](#)
Cc: [Josh Mohrer](#)
Subject: f/u from UberNYC re Collaboration w/ City Hall
Date: Monday, March 30, 2015 10:49:32 AM
Attachments: [UberNYC Memo to NYC CityHall 03_30_2015.docx.docx](#)

Dom,

Hope all is well!

Attached please find a memo from Josh Mohrer and me at UberNYC to you and First Deputy Mayor Tony Shorris. I would be grateful if you and he could review and be back in touch. We are eager to work with City Hall to support the Mayor's vision in the ways outlined.

And let's get a drink on the books. It would be great to catch-up after all these years.

All the best,

Michael

--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

TO: NYC First Deputy Mayor Anthony Shorris; Dominic Williams
FR: Josh Mohrer; Michael Allegretti
CC: TLC Commissioner Meera Joshi; David Plouffe, George Capalino
DT: March 30, 2015
RE: Opportunities for Collaboration between UberNYC & City Hall

Following our March 12, 2015 meeting, we wanted to share proposed next steps for how we might work together to support Mayor de Blasio's Vision Zero pedestrian safety initiative, his goal of expanding ferry service across the five boroughs, and his effort to enhance the PlaNYC process. We look forward to your feedback.

#1 Supporting Vision Zero: Uber strongly supports Mayor Bill de Blasio's Vision Zero initiative. As an organization with thousands of driver partners on New York City roads, we want to do our part to enhance this effort and utilize our resources in creative ways to help the City continue to make progress.

Uber would therefore like to work with the Department of Transportation to:

- Organize quarterly roundtables between driver partners and City traffic officials around enforcement guidelines;
- Explore ways to gather anecdotal information that we receive from riders and driver partners about traffic and pedestrian danger zones that they see during pick-ups, drop-offs and rides, and provide such information to City traffic officials to help guide future safety enhancements; and
- Produce and disseminate rider and driver messaging about how best to safely make a connection (don't stand in the street, place the pin in the right directional location, etc.).

We would be grateful for an introduction by your office to the appropriate DOT official to start the process.

Additionally, Uber would like to include a PSA from Mayor de Blasio in our mandatory safety video, shown to all incoming driver partners, highlighting the importance of pedestrian safety on the roads.

We would be grateful for your assistance in securing the Mayor's agreement and arranging this filming.

#2 Supporting Expansion of NYC Ferry Service: Many of New York City's existing and proposed ferry stops are far away from subways, bus stops and other public transit. Uber's average 3-4 minute pickup time makes it a good resource for ensuring New Yorkers can easily use expanded ferry service for their daily transportation needs.

Uber would therefore like to work with the Economic Development Corporation to:

- Offer a promotional discounts for ferry commuters;
- Proactively inform driver partners of opportunities for pick-ups near ferry landings; and
- Advertise on ferries to inform passengers that Uber rides are readily available to help them seamlessly complete their commutes.

We had already reached-out to Kyle Kimball to discuss working together, but given his imminent departure, we would be grateful for an introduction by your office to the appropriate EDC official to start the process.

#3 Supporting PlaNYC: Uber is having a direct, positive impact on the way thousands of New Yorkers move around the city everyday, and can therefore be a meaningful resource for the PlaNYC initiative.

Uber would therefore like to inform the PlaNYC process through a written submission:

We would be grateful for an introduction by your office to the appropriate PlaNYC official to start the process, recognizing that time is of the essence.

From: [Matthew Wing](#)
To: [Norvell, Wiley](#)
Cc: [Singleton, Jessica](#); [Allan J. Fromberg](#); [Michael Allegretti](#)
Subject: Re: Uber statement on TLC rules - confidential.
Date: Wednesday, June 17, 2015 4:55:47 PM

Great! Thanks for the speedy reply and review. Glad we were able to come together on this one. Will keep you posted on future communications as we discussed.

On Wed, Jun 17, 2015 at 4:54 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Thanks MW, we are all good here.

From: Matthew Wing [mailto:wing@uber.com]
Sent: Wednesday, June 17, 2015 4:46 PM
To: Singleton, Jessica
Cc: Norvell, Wiley; Allan J. Fromberg; Michael Allegretti
Subject: Re: Uber statement on TLC rules - confidential.

Of course.

Your version mostly works for us. I changed one word in the first sentence and added the last line back in but tried to tone it down. I get the concern on spiking the ball as Wiley put it, but we do need to have some gesture of thanking the folks who helped us. I plan to provide the reporter who asked within the next 10 minutes, so if there are still major concerns let me know before then.

"Uber is proud to support the Taxi and Limousine Commission's revised rules which allow tech innovation to continue making New York City's transportation system more progressive for all riders and drivers and ensuring that drivers and passengers are protected. We thank Mayor Bill de Blasio and Commissioner Meera Joshi for making this a collaborative process, helping everyone understand the public sector's imperatives, and working across the entire industry to meet the needs of drivers and riders. Uber also thanks the many New Yorkers, our driver-partners and members of the tech community who were engaged in this process."

On Wed, Jun 17, 2015 at 4:39 PM, Singleton, Jessica
<JSingleton@cityhall.nyc.gov> wrote:

Thanks, Matt, for letting us offer a suggestion. A few tweaks to your proposal below:

"Uber is proud to support the Taxi and Limousine Commission's revised rules which allow tech innovation to continue making New York City's transportation system more progressive for all riders and drivers, while ensuring that drivers and passengers are protected. We thank Mayor Bill de Blasio and Commissioner Meera Joshi for making this a collaborative process, helping everyone understand the public sector's imperatives, and working across the entire industry to meet the needs of drivers and riders."

On Jun 17, 2015, at 16:27, Matthew Wing <wing@uber.com> wrote:

Ok send along and I will see what I can do.

On Wed, Jun 17, 2015 at 4:25 PM, Norvell, Wiley
<WNorvell@cityhall.nyc.gov> wrote:

We want to proffer a suggestion or to here. Back to you shortly.

From: Matthew Wing [mailto:wing@uber.com]
Sent: Wednesday, June 17, 2015 4:17 PM
To: Norvell, Wiley; Singleton, Jessica; Allan J. Fromberg
Cc: Michael Allegretti
Subject: Uber statement on TLC rules - confidential.

Hey folks,

We have had some press reachout on the rules being posted so we plan to provide the following statement in the next 30 minutes to those who asked and then blast wide a bit later. Please do not provide this to media until after we have sent it ourselves - I will loop back with this group when that has happened.

Any concerns/thoughts etc feel free to let me know or if you want to

discuss you can reach me at [917-601-1572](tel:917-601-1572).

Thanks again for everything on this and we look forward to continuing to work together.

Matt

“Uber is proud to support the Taxi and Limousine Commission’s revised rules which allow tech innovation to continue making New York City’s transportation system more progressive for all riders and drivers. We thank Mayor Bill de Blasio and Commissioner Meera Joshi for making this a collaborative process and working across the entire industry to ensure that the needs of drivers and riders come first. Uber also thanks the many New Yorkers, our driver-partners and members of the tech community who helped make this possible.”

From: [Singleton, Jessica](#)
To: "[Matthew Wing](#)"
Cc: [Norvell, Wiley](#); [Allan J. Fromberg](#); [Michael Allegretti](#)
Subject: RE: Uber rider email
Date: Monday, June 22, 2015 11:36:45 AM

Great, thanks all.

From: Matthew Wing [mailto:wing@uber.com]
Sent: Monday, June 22, 2015 11:36 AM
To: Singleton, Jessica
Cc: Norvell, Wiley; Allan J. Fromberg; Michael Allegretti
Subject: Re: Uber rider email

We discussed some more and agreed to just go with your version.

Thanks again for everything.

On Mon, Jun 22, 2015 at 11:20 AM, Matthew Wing <wing@uber.com> wrote:
Thanks. We can do all your changes to the text but we do need to put in some acknowledgement to our riders on this email about their actions.
I put that line back in but took out the words "original rules" so that its literally just saying they made their voices heard at the hearing. Does that work?

We are happy to inform you that today the NYC Taxi and Limousine Commission (TLC) passed revised rules which [ensure that drivers and passengers are protected as tech innovation continues](#).

During the public hearing last month hundreds of riders and drivers made their voices heard on twitter and in person.

Mayor Bill de Blasio and TLC Commissioner Meera Joshi worked to make this a collaborative process across the [transportation](#) industry. Please take a moment to thank them!

[TWEET IT]

LINKED TWEET: Thank you @Billdeblasio and @nyctaxi for passing rules that protect riders, drivers, and innovation in NYC.

Thank you,

Team Uber NYC

On Mon, Jun 22, 2015 at 11:14 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:
[Here's my take:](#)

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LINKED TWEET: Thank you @Billde Blasio and @nyctaxi for passing rules that protect riders, drivers, and innovation in NYC.

Thank you,

Team Uber NYC

From: Matthew Wing [mailto:wing@uber.com]
Sent: Monday, June 22, 2015 10:59 AM
To: Singleton, Jessica
Cc: Norvell, Wiley; Allan J. Fromberg; Michael Allegretti
Subject: Re: Uber rider email

Got it. Thanks

On Mon, Jun 22, 2015 at 10:58 AM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Thanks, Matt. Will get back to you in 5 minutes with a few suggestions.

From: Matthew Wing [mailto:wing@uber.com]
Sent: Monday, June 22, 2015 10:12 AM
To: Norvell, Wiley; Singleton, Jessica; Allan J. Fromberg
Cc: Michael Allegretti
Subject: Uber rider email

Hi all,

As we discussed, below is the draft email we plan to send to our riders. It is basically a longer version of the statement we did last week as well as a prompt for folks to tweet a thank you to the Mayor and the TLC.

We plan to send this as soon as the rules pass. Please feel free to send me any concerns/thoughts before then.

Thanks
Matt
[917-601-1572](tel:917-601-1572).

We are happy to inform you that today the NYC Taxi and Limousine Commission (TLC) passed revised rules which allow tech innovation to continue making NYC's transportation system more progressive for all New Yorkers.

During the public hearing on the original rules last month hundreds of riders and drivers made their voices heard on twitter and in person.

Mayor Bill de Blasio and TLC Commissioner Meera Joshi worked to make this a collaborative process across the industry so that the final result met the needs of drivers and riders. Please take a moment

to thank them for keeping NYC moving forward!

[TWEET IT]

LINKED TWEET: "Thank you @Billde Blasio and @nyctaxi for passing progressive rules for NYC's transportation system."

Thank you,

Team Uber NYC

From: [Matthew Wing](#)
To: [Norvell, Wiley](#)
Subject: Re: Conference call with City Council on Bill to limit growth of Uber
Date: Tuesday, June 23, 2015 2:21:46 PM

Got the email.

On Tue, Jun 23, 2015 at 2:08 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Matt,

Here's an outline of what we are sharing with press. Calling you shortly.

-WN

From: Fromberg, Allan (TLC) [<mailto:frombera@tlc.nyc.gov>]
Sent: Tuesday, June 23, 2015 1:52 PM
To: 'wing@uber.com'
Cc: Norvell, Wiley
Subject: Re: Conference call with City Council on Bill to limit growth of Uber

It is true.....the council is proposing to limit the number of FHV licenses we can issue due to the explosive growth in the number of vehicles in the industry. The pause will only exist for the time it takes to complete a multi-agency study (DOT/DEP/TLC), or until August 31, 2016, whichever comes first.

Needless to say, this is about vehicles, air, quality of life and street congestion, not companies.

Will share more details asap.

From: Matthew Wing [<mailto:wing@uber.com>]
Sent: Tuesday, June 23, 2015 01:45 PM
To: Fromberg, Allan (TLC)
Subject: Conference call with City Council on Bill to limit growth of Uber

Hi Allan,

I just got several calls from reporters claiming the TLC is participating in a press conference call with members of the City Council to discuss a bill to cap the

number of new register vehicles in an attempt to limit Uber's growth.

Since we had not heard anything like this from you guys I wanted to find out if this was true before we started to weigh in. Needless to say I was hopeful that after our recent back and forth this would be the kind of thing you might consider giving us a heads up.

Either way hope to hear from you

Thanks

Matt

From: [Josh Mohrer](#)
To: [Singleton, Jessica](#)
Subject: Re: FHV Growth Limitation Bills Presentation
Date: Wednesday, June 24, 2015 1:08:27 PM

Now work?

On Wed, Jun 24, 2015 at 1:00 PM, Singleton, Jessica <JSingleton@cityhall.nyc.gov> wrote:

Thank you for the note, Josh. Let me know if you want to schedule a call.

From: Josh Mohrer [mailto:josh@uber.com]
Sent: Tuesday, June 23, 2015 5:59 PM
To: Singleton, Jessica
Subject: Fwd: FHV Growth Limitation Bills Presentation

Jessie, you guys are getting played by the taxi industry. 2.7 million cars enter NYC every day, but its my <1% of those that are causing the problem? It's the cars that New Yorkers are sharing vs. the private cars? Your boss lowered the speed limit but its Uber that's making the average speed go down in the city?

I realize this isn't your doing, but I hope you realize what this is actually about.

--

Josh Mohrer | Uber NYC

From: [Josh Mohrer](#)
To: [First Deputy Mayor](#)
Subject: An open reply to City Hall
Date: Sunday, July 19, 2015 10:00:59 AM

Dear First Deputy Mayor Shorris,

Many thousands of Uber riders have complained to City Hall about Mayor de Blasio's plans to cap the number of for-hire vehicle licenses in New York. Your response to those constituents made for interesting reading.

Despite past claims that the proposed cap is designed to deal with congestion, the word appears just once in your entire email. That's probably because you understand that "the main reason traffic is slowing down is that the city's economy is improving and its population is growing" (New York Times editorial, July 17th 2015).

Looking at the facts, it is clear that Uber is responsible for a relatively small percentage of cars on the road. 2.7 millions cars and trucks enter New York City every day over toll-free bridges — by comparison, Uber has a little less than 26,000 vehicles on its platform in the entire city (only about 6,000 of which are being driven in any given hour).

The "problem" is economic growth, not Uber — and the solution is better public transportation, as well as innovative new services like uberPOOL, where two riders share the same car. By the way, Uber encourages the use of mass transit (especially in the outer boroughs) by providing a "last mile" link to the subway. Given the weakness of your congestion arguments (arguments which were dreamt up by the taxi industry), you now appear to be changing tack in an effort to justify curbs on Uber, no matter what.

So let me address head-on some of your assertions about safety and driver welfare. In terms of driver-partners, we have opened up opportunities for tens of thousands of people across the U.S., opportunities your proposed cap would close.

Flexibility: In a recent study, 87% of driver-partners said a major reason for using Uber was to "be my own boss and set my own schedule." In fact, 65% changed the number of hours they worked by more than 25% from one week to the next.
Earnings: A typical uberX driver in New York City takes home the lion's share of each fare after Uber's fee is deducted. Some of this income is, of course, used to cover the price of gas and vehicle maintenance, but the rest is profit for the driver-partner. This is very different from the taxi model, where drivers must pay more than a hundred dollars just to start their shift.

And when it comes to safety, technology enables us to put this front and center before, during and after the ride in ways that others cannot. For example:

Before the ride: When a driver-partner accepts a request, a rider typically sees his or her first name, photo, license plate number and a picture of the vehicle. Riders can also check whether others have had a good experience with them.

During the ride: Riders can easily share ride details, including the specific route and estimated time of arrival, with friends or family. Uber uses GPS to keep a record of where a driver goes during the ride, creating accountability and a strong incentive

for good behavior.

After the ride: Riders and drivers rate each other and provide feedback. Our safety team, which is working 24 hours a day, reviews this information and investigates any issues.

It is also important to remember that every single Uber driver-partner is licensed by the NYC Taxi & Limousine Commission, and drives a car with TLC plates. The city's oversight of Uber follows a regulatory framework that has served New York City over the last 30 years.

Finally, your claim that “no-one is ending Uber as you know it” is simply untrue. With 25,000 New York City residents taking their first ride each week, the number of driver-partners needs to increase rapidly or Uber will no longer be the service people know and love. Pick-up times will rise quickly and the share of pick-ups that happen outside Manhattan, currently more than 35% — as opposed to 6% among taxis — will decline as an artificially-limited number of drivers chase demand where it is most densely concentrated (in the wealthiest areas). This will mean a return to the days of taxi, when only midtown or lower Manhattanites on sunny days had ready access to for-hire transportation. In addition, even if temporary, the cap would cripple ride-pooling services like uberPOOL and Lyft Line, which need lots of riders and drivers going in the same direction to work effectively.

As we said when we met at city hall last week, Uber wants to engage in a real debate about many of these issues — from expanding our accessibility options, to providing added revenue for mass transit. But that requires you to see beyond the interests of the taxi industry, whose proposed cap has nothing to do with the facts about congestion (or safety or workers' rights or whatever else you choose to add to the list), and everything to do with past campaign contributions.

Josh Mohrer
General Manager, Uber New York

--

Josh Mohrer | Uber NYC

From: [Martinez, Ramon](#)
To: ["Michael Allegretti"](#); [Wolfe, Emma](#)
Subject: RE: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:08:56 PM

We specifically spoke at this number of times
Never pulled off the table
Do not make this an issue now
And admin agreed to look at TLC application flow

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Wednesday, July 22, 2015 4:07 PM
To: Wolfe, Emma
Cc: Martinez, Ramon
Subject: Re: Wrapping up / next steps

Agree on all points except "maintain growth rate / no flooding of zone." This was not agreed to by the group and was also not stated at the end when we reviewed everything. Provided this is removed, we are all on the same page and can move forward collaboratively in good faith. My best, Michael

On Wed, Jul 22, 2015 at 3:59 PM, Wolfe, Emma <EWolfe@cityhall.nyc.gov> wrote:
Mike thanks for today. We agreed to the following and we are all productively coordinating on public statements - just want to have this all in one place for the 3 of us on this chain.

- 4 mo study ending by Nov 30
- Comprehensive review that Uber + industry participate in including review of consumer, driver, revenue etc issues as well as tlc/wait specific issues
- Sharing of data (transfer zip code level + clean room review of breadcrumbs, unless there's a counter-offer that all 3 parties agree to)
- Cap legislation is off the table during this review period
- Maintain growth rate / no flooding of zone
- Full de-escalation of public campaign activities to allow for collaborative and productive working dynamic

Don't hesitate to reach out, and we'll all be in touch on next steps.

Thanks,
Emma

--

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From: [Martinez, Ramon](#)
To: ["Michael Allegretti"](#); [Wolfe, Emma](#)
Subject: RE: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:11:18 PM

Michael needed to know if u are not in agreement ASAP
this was specifically discussed
do not need to go back to square one here

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Sent: Wednesday, July 22, 2015 4:07 PM
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michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

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From: [Michael Allegretti](#)
To: [Martinez, Ramon](#)
Cc: [Wolfe, Emma](#)
Subject: Re: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:18:59 PM

On the phone w/ Emma

On Jul 22, 2015, at 4:15 PM, Martinez, Ramon <RMartinez@council.nyc.gov> wrote:

Mr allegetti
Need to know now
Ny ti,mes has on twitter no vote
I haven't called members yet and my phone ruinging off the hook
Is there a deal or not?

From: Michael Allegretti [<mailto:allegretti@uber.com>]
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From: [Martinez, Ramon](#)
To: ["Michael Allegetti"](#)
Cc: [Wolfe, Emma](#)
Subject: RE: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:22:14 PM

I need a fkn answer
My members are freakin

From: Michael Allegetti [<mailto:allegretti@uber.com>]
Sent: Wednesday, July 22, 2015 4:19 PM
To: Martinez, Ramon
Cc: Wolfe, Emma
Subject: Re: Wrapping up / next steps

On the phone w/ Emma

On Jul 22, 2015, at 4:15 PM, Martinez, Ramon <RMartinez@council.nyc.gov> wrote:

Mr allegetti
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Ny ti,mes has on twitter no vote
I haven't called members yet and my phone ruinging off the hook
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From: [Michael Allegretti](#)
To: [Martinez, Ramon](#)
Cc: [Wolfe, Emma](#)
Subject: Re: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:23:27 PM

Spirit of our agreement on growth is that we will continue to grow our business to meet demand, but will not do things to intentionally expand supply in an effort to simply flood the market. In turn, the City will not be looking to call out fluctuations in supply and will raise concerns proactively.

On Wed, Jul 22, 2015 at 4:11 PM, Martinez, Ramon <RMartinez@council.nyc.gov> wrote:

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this was specifically discussed

do not need to go back to square one here

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Mike thanks for today. We agreed to the following and we are all productively coordinating on public statements - just want to have this all in one place for the 3 of us on this chain.

- 4 mo study ending by Nov 30

- Comprehensive review that Uber + industry participate in including review of consumer, driver, revenue etc issues as well as tlc/wait specific issues

- Sharing of data (transfer zip code level + clean room review of breadcrumbs, unless

there's a counter-offer that all 3 parties agree to)

- Cap legislation is off the table during this review period
- Maintain growth rate / no flooding of zone
- Full de-escalation of public campaign activities to allow for collaborative and productive working dynamic

Don't hesitate to reach out, and we'll all be in touch on next steps.

Thanks,

Emma

--

michael allegretti | public policy @ uber technologies | c: [917.270.5167](tel:917.270.5167) | o: [646.927.0574](tel:646.927.0574) | allegretti@uber.com

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From: [Michael Allegretti](#)
To: [Wolfe, Emma](#)
Cc: [Martinez, Ramon](#)
Subject: Re: Wrapping up / next steps
Date: Wednesday, July 22, 2015 4:29:59 PM

Ok. Off we go. I asked my lobbyists to let you do what you need to do Ramon...

On Wed, Jul 22, 2015 at 4:27 PM, Wolfe, Emma <EWolfe@cityhall.nyc.gov> wrote:
Ok

From: Michael Allegretti
Sent: Wednesday, July 22, 2015 4:23 PM
To: Martinez, Ramon
Cc: Wolfe, Emma
Subject: Re: Wrapping up / next steps

Spirit of our agreement on growth is that we will continue to grow our business to meet demand, but will not do things to intentionally expand supply in an effort to simply flood the market. In turn, the City will not be looking to call out fluctuations in supply and will raise concerns proactively.

On Wed, Jul 22, 2015 at 4:11 PM, Martinez, Ramon <RMartinez@council.nyc.gov> wrote:

Michael nneed to know if u are not in agreement ASAP

this was specifically discussed

do not need to go back to square one here

From: Michael Allegretti [mailto:allegretti@uber.com]
Sent: Wednesday, July 22, 2015 4:07 PM
To: Wolfe, Emma
Cc: Martinez, Ramon
Subject: Re: Wrapping up / next steps

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Emma

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--

michael allegretti | public policy @ uber technologies | c: 917.270.5167 | o: 646.927.0574 | allegretti@uber.com

From: [Josh Mohrer](#)
To: [Wolfe, Emma](#)
Subject: Re: My two pennies
Date: Thursday, September 24, 2015 9:22:09 AM

Sorry I never wrote back - i know you've been chatting with Mike so I figured best let him reply. Sorry for the confusion or trouble the congestion note may have caused.

Disappointed to read this:

"I do believe it's nice to check with the authorities first before just establishing a major new economic endeavor. Let's face it, a lot of collateral damage has occurred with things like Airbnb and Uber because there wasn't first, 'How do we work this out?'"

Please let Mayor de Blasio know that we worked with the TLC to ensure our legality before we entered NYC. We are not AirBNB. There is nothing legally ambiguous about what we do. The first meetings with the TLC happened in 2011 and we've followed the law pretty closely since then. I've been fingerprinted at the TLC dozens of times to get the various licenses we hold.

I am not saying this because we plan to issue a statement or make any press move hitting him for his comments. I don't think the mayor is being intentionally dishonest, but I do think its critical for him to have all the facts, which he clearly does not. I'd love to work together to change that.

No one here wants a "round two" but if our leader is confused about very basic facts about our legality, we're not moving in the right direction.

J

On Wed, Sep 16, 2015 at 9:55 AM, Wolfe, Emma <EWolfe@cityhall.nyc.gov> wrote:
Put breaks on report that will only serve to escalate and rather than isolating us will enjoin more allies and isolate you guys more. I don't think smart. Would like to discuss if you can. It's way more escalation than off topic q and a answers and that sorta thing.

--

Josh Mohrer | Uber NYC

From: [Michael Allegretti](#)
To: [Williams, Dominic](#)
Subject: Re: FW: Crain's Op-Ed
Date: Thursday, September 24, 2015 3:12:49 PM

Every Uber trip has a fare estimate and our fares are calculated on time and distance.

Since we run black car bases (verses livery bases like Avik) we are not required to have a binding fare quote.

With that in mind, our uberPOOL product DOES have a completely binding quote. This product requires the user to input the destination.

On Thu, Sep 24, 2015 at 2:59 PM, Williams, Dominic <DWilliams@cityhall.nyc.gov> wrote:

IGNORING THE REST OF THIS OP-ED FOR A SECOND, CAN YOU CHECK MY FACTS? IS MY RECOLLECTION CORRECT THAT THERE IS CURRENTLY AN UBER PRODUCT THAT DOES OFFER BINDING FARE QUOTE? WHICH ONE?

"Fare quotation. Consumers have the right to know how much a trip will cost before stepping into a vehicle, and should have the ability to compare prices. Uber does not provide a binding fare quote, and when surge pricing is thrown into its formula to calculate the cost of the trip, people often don't know how much they are actually paying."

September 23, 2015

Another chance to check Uber's growth

The city's study of the fast-evolving for-hire vehicle industry should pave the way for fairer competition.

By Avik Kabessa

<http://www.crainsnewyork.com/article/20150923/OPINION/150919861/another-chance-to-check-ubers-growth>

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--

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From: [Michael Allegretti](#)
To: [Williams, Dominic](#)
Subject: Re: Crain's Op-Ed
Date: Thursday, September 24, 2015 3:24:49 PM

Yup. It is POOL.

On Sep 24, 2015, at 3:15 PM, Williams, Dominic <DWilliams@cityhall.nyc.gov> wrote:

K – must have been uberpool I was thinking about. I definitely remember something that gave a set price. Thanks.

From: Michael Allegretti <allegretti@uber.com>
Date: Thursday, September 24, 2015 at 3:12 PM
To: Dominic Williams <dwilliams@cityhall.nyc.gov>
Subject: Re: FW: Crain's Op-Ed

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--

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From: [Mandel, Benjamin](#)
To: ["jtaylor@lyft.com"](mailto:jtaylor@lyft.com)
Cc: ["emily@lyft.com"](mailto:emily@lyft.com)
Subject: DOE FOA partnership
Date: Wednesday, July 06, 2016 2:33:00 PM
Attachments: [DE-FOA-0001535 FY2016 Vehicle Technologies Multi-Topic FOA \(1\).pdf](#)

Hi Jessica,

It's quite last-minute, but I'm putting together a concept paper for the DOE FOA on vehicle technologies (area of interest 3 – alternative fuel vehicle community partner projects). So far I've secured verbal sign-on from Evercar, Con Edison, and NYC DOT, for a partnership to bring clean carshare to NYC. We would also like to enlist an environmental justice advocate to enlist their assistance in hub siting.

Since Evercar enrolls vehicles in TNC fleets, I thought one interesting use of a portion of available funds (\$3-5 mm over 2-3 years) could be to subsidize the rates on a "green" or "EV" setting in the Lyft interface so customers receive a discount for choosing a cleaner ride.

Do you have time for a quick call? I'm hoping to compile something to submit by this evening and would love your thoughts. Apologies again for the poor timing!

All the best,
Ben

BENJAMIN MANDEL | Renewable Energy Policy Advisor

NYC Mayor's Office of Sustainability
253 Broadway - 14th Floor | New York, NY 10007
[212-676-3274](tel:212-676-3274) (o) | [646-896-4687](tel:646-896-4687) (m)
bmandel@cityhall.nyc.gov | nyc.gov/sustainability | twitter.com/NYCSustainable

Department of Energy (DOE)
Office of Energy Efficiency and Renewable Energy (EERE)

“Fiscal Year (FY) 2016 Vehicle Technologies Multi-Topic Funding
Opportunity Announcement”

Funding Opportunity Announcement (FOA) Number: DE-FOA-0001535

FOA Type: Initial

CFDA Number: 81.086

FOA Issue Date:	06/06/2016
Informational Webinar:	06/15/2016
Submission Deadline for Concept Papers:	07/06/2016 8:00pm ET
Submission Deadline for Full Applications:	08/29/2016 8:00pm ET
Expected Submission Deadline for Replies to Reviewer Comments:	11/10/2016 8:00pm ET
Expected Date for EERE Selection Notifications:	01/27/2017
Expected Timeframe for Award Negotiations:	04/03/2017

- Applicants must submit a Concept Paper by 8:00pm ET the due date listed above to be eligible to submit a Full Application.
- To apply to this FOA, applicants must register with and submit application materials through EERE Exchange at <https://eere-Exchange.energy.gov>, EERE’s online application portal.
- Applicants must designate primary and backup points-of-contact in EERE Exchange with whom EERE will communicate to conduct award negotiations. If an application is selected for award negotiations, it is not a commitment to issue an award. It is imperative that the applicant/selectee be responsive during award negotiations and meet negotiation deadlines. Failure to do so may result in cancelation of further award negotiations and rescission of the Selection.

NOTE: REGISTRATION/SUBMISSION REQUIREMENTS

Registration Requirements

There are several one-time actions you must complete in order to submit an application in response to this Announcement (e.g., obtain a Dun and Bradstreet Data Universal Numbering System (DUNS) number, register with the System for Award Management (SAM), and register with EERE eXCHANGE.gov). Applicants who are not registered with SAM and Grants.gov, should allow at least 44 days to complete these requirements. It is suggested that the process be started as soon as possible.

Applicants must register through the EERE eXCHANGE.

EERE eXCHANGE website: <https://eere-exchange.energy.gov/>

Applicants must obtain a DUNS number.

DUNS website: <http://fedgov.dnb.com/webform>

Applicants must register with the SAM.

SAM website: <http://www.sam.gov/> If you had an active registration in the Central Contractor Registration (CCR), you should have an active registration in SAM. More information about SAM registration for applicants is found at:

https://www.sam.gov/sam/transcript/Quick_Guide_for_Grants_Registrations_v1.7.pdf.

Applicants must register with Grants.gov.

Grants.gov website: <http://grants.gov/>

Applicants must register with Grants.gov in order to receive automatic updates, in the event that Amendments to this FOA are posted. However, please note that applications will not be accepted through Grants.gov.

Applicants must register with FedConnect.

FedConnect website: www.fedconnect.net.

In the event that an application is selected for negotiation of award, Applicants must be registered with FedConnect to receive the award. For more information regarding registration with FedConnect review the FedConnect Ready, Set, Go! Guide at: www.fedconnect.net

Submission Requirements

All application submissions are to be made via the EERE eXCHANGE at <https://eere-exchange.energy.gov/>. To gain access to the EERE eXCHANGE system, the applicant must first register and create an account on the main EERE eXCHANGE site. This account will then allow the user to submit an application for open EERE FOAs that are currently in eXCHANGE. It is

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Problems with EERE Exchange? Email EERE- EERE-ExchangeSupport@hq.doe.gov Include FOA name and number in subject line.

recommended that each organization or business unit, whether acting as a team or a single entity, utilize one account as the appropriate contact information for each submission.

Applicants will receive an automated response when the Application is received; this will serve as a confirmation of EERE receipt. Please do not reply to the automated response. A “User Guide” for the EERE eXCHANGE can be found on the EERE website at <https://eere-Exchange.energy.gov/Manuals.aspx> after logging in to the system.

To receive notices via email regarding an FOA in eXCHANGE, such as amendments to the announcement or the posting of new questions and answers from eXCHANGE you must initiate an application submission to the FOA of interest. Please note that you must finalize your application before the specified due date and time to be considered for award.

Questions

Questions related to the use of the EERE eXCHANGE website or technical issues concerning the application submittal should be submitted to: EERE-ExchangeSupport@hq.doe.gov.

Questions related to the content of the Funding Opportunity Announcement must be submitted to DE-FOA-0001535@netl.doe.gov.

The deadline for submission of FOA related questions will be August 22, 2016 at 8:00 PM Eastern time. Any questions submitted after that deadline will NOT be addressed. Questions regarding problems encountered with the application submittal will be answered as time permits. Applicants are encouraged to review the posted questions and answers daily. **Please note that you must first select this FOA Number in order to view the questions and answers specific to this FOA.** Please be as specific as possible when asking questions to insure that questions will be adequately addressed. All questions submitted must clearly identify the Area of Interest (AOI) to insure a timely and accurate response. Failure to identify the AOI, or not being as specific as possible with a question, may result in additional time to address the question or require further correspondence for further clarification regarding the submitted questions.

All questions and answers related to the content of this FOA will be posted at <https://eere-exchange.energy.gov/Default.aspx>. DOE will try to respond to questions within 5 business days, unless a similar question and answer have already been posted on the website.

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EXECUTIVE SUMMARY

Means of Submission	Concept Papers, Full Applications, and Replies to Reviewer Comments must be submitted through EERE Exchange at https://eere-Exchange.energy.gov , EERE's online application portal. EERE will not review or consider applications submitted through other means. The Users' Guide for Applying to the Department of Energy EERE Funding Opportunity Announcements is found at https://eere-Exchange.energy.gov/Manuals.aspx .
Total Federal Amount to be Awarded	Area of Interest 1: \$7,800,000 Area of Interest 2: \$4,500,000 Area of Interest 3: \$10,000,000 Total "All Areas of Interest": \$22,300,000
Average Award Amount	EERE anticipates making awards in the approximate ranges listed below: Area of Interest 1: \$2,000,000 - \$5,000,000 Area of Interest 2: \$2,000,000 - \$4,500,000 Area of Interest 3: \$3,000,000 - \$5,000,000
Types of Funding Agreements	Cooperative Agreements
Period of Performance	Area of Interest 1: 24 to 36 months Area of Interest 2: 24 to 36 months Area of Interest 3: 36 months
Performance of Work in the United States/Eligibility	As a condition of this announcement, all applicants must propose that 100% of the direct labor cost for the project (including contractor/subrecipient labor) will be incurred in the United States.
Eligible Applicants	Individuals, Domestic Entities, Foreign Entities, Incorporated Consortia, Unincorporated Consortia, subject to the definitions in Section III.A.
Cost Share Requirements	Refer to the cost share information in Section III.B.
Submission of Multiple Applications	Applicants may submit more than one application to this FOA, provided that each application describes a unique, scientifically distinct project. All applications must be for a stand-alone project that is not dependent or contingent upon another application submitted to this or any other FOA.
Application Forms	Required forms and templates for Full Applications are available on EERE Exchange at https://eere-Exchange.energy.gov .
FOA Summary	<p>The Office of Energy Efficiency and Renewable Energy (EERE) is issuing, on behalf of the Vehicle Technologies Office (VTO), this FOA entitled "Fiscal Year (FY) 2016 Vehicle Technologies Multi-Topic Funding Opportunity Announcement".</p> <p>This FOA will include three (3) areas of interest: 1) Plug-in Electric Drive Vehicle Program, 2) Direct Injection Propane Engine and 3) Alternative Fuel Vehicle Community Partner Projects. These topics will be detailed in later sections of this FOA.</p> <p>This FOA supports DOE's strategic goal of protecting the U.S. national and economic security by reducing imports and promoting a diverse supply of reliable, affordable, and environmentally sound energy. More specifically this FOA helps to achieve, by</p>

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	<p>2020, U.S. petroleum reduction of over 2.5 billion gallons per year through voluntary adoption of alternative fuel vehicles and infrastructure.</p> <p>This goal will be achieved by reducing petroleum consumption through vehicle efficiency technologies; replacing petroleum fuels with alternative fuels, non-petroleum fuel blends, and electric drive technology vehicles; and reducing petroleum consumption through idle reduction technologies as well as through reduction in personal vehicle miles traveled or other means.</p>
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I. Funding Opportunity Description

A. Description/Background

This FOA supports the EERE 2016-2020 Strategic Plan and Implementation Framework to accelerate the development and adoption of sustainable transportation technologies. This FOA also follows Congressional recommendations provided with the 2016 Consolidated Appropriations Act, which requested continued program support for activities under Section 131 of the Energy Independence and Security Act of 2007 (EISA); direct injection propane engine research, development, and demonstration; and alternative fuel community partner projects.

The Vehicle Technologies Office (VTO) portfolio spans a broad range of technologies including advanced combustion engines and fuels, electrification, materials, and other enabling technologies. Analysis shows that VTO's combined portfolio of technologies could reduce petroleum consumption by nearly 20%, from what is currently projected for 2030 in the Annual Energy Outlook (AEO) 2012. Investing in advanced vehicle technologies, like vehicle electrification and combustion engines, will yield benefits to conventional and alternative fuel vehicles, including sufficiently long ranges, sufficiently low costs, and broad consumer appeal to result in significant market penetration potential.

Statutory Authorities for this FOA

The statutory authorities for this FOA are Public Law 102-486; the Energy Policy Act (EPAAct) of 1992, as amended by Public Law 109-58, (EPAAct 2005); and Public Law 110-140, Energy Independence and Security Act of 2007.

B. Topic Areas/Technical Areas of Interest

The FOA includes three (3) AOIs:

AOI Number	Title
1	Plug-in Electric Drive Vehicle Program
2	Direct Injection Propane Engine
3	Alternative Fuel Vehicle Community Partner Projects

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AOI 1: Plug-in Electric Drive Vehicle Program

Plug-in Electric Drive Vehicle Program – Pursuant to Section 131 of the Energy Independence and Security Act of 2007 (EISA) regarding transportation electrification projects, the objective of this area of interest is to fund research, development, and demonstration of plug-in electric vehicles (PEVs) that, once adopted by the market, will realize significant petroleum energy savings and greenhouse gas emission reductions through batteries and electric drive systems designed to use grid electricity.

AOI 1 Additional Requirements

In addition to the information provided in the narrative above specific to this area of interest, applications must also specifically address the following aspects:

- Projects funded under this AOI must involve vehicles in medium and heavy duty classes 3-7, including vehicles that can provide power for ancillary services or exportable power, and/or vehicles with connected and autonomous capabilities with an emphasis on electrification.
- Proposed projects must develop and demonstrate plug-in electric or plug-in hybrid electric vehicles that use a significant amount of grid electricity for vehicle propulsion.
- Applications must estimate the projected grid electricity use for the demonstrated vehicles using a projected market deployment scenario.
- Projects must include three phases (Phase 1 and Phase 2 combined must not exceed two years):
 - Phase 1: Component development (batteries and/or electric drive system)
 - Phase 2: Powertrain integration into vehicle(s)
 - Phase 3: Vehicle demonstration for at least one year in length but must not exceed two years.
- Applications must identify data to be collected and analyzed in order to evaluate the performance, cost, and usage characteristics of the vehicles.
- In accordance with EISA Section 131 (b)(3)(A)(II), teaming arrangements involving partnerships likely to lead to a significant contribution to the advancement of the production of vehicles, batteries, and/or electric drive system components in the United States are encouraged.
- Applications should include an estimate of petroleum energy savings and greenhouse gas emission reductions once the PEV is commercialized.

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- Infrastructure investments must not be included in the project scope and will not be considered part of the projects funded under this area of interest.

AOI 2: Direct Injection Propane Engine

Direct Injection Propane Engine – The objective of this area of interest is to fund research, development, and demonstration of a direct injection (DI) propane engine for an on-road vehicle approved for highway use. This includes light, medium, and heavy-duty applications.

AOI 2 Additional Requirements

In addition to the information provided in the narrative above specific to this area of interest, applications must also specifically address the following aspects:

- The engine must be based on a currently-available commercial engine.
- The proposed project must include demonstration of the engine in a vehicle or on a test stand.
- Engine demonstration and test data are required and must be combined with a vehicle simulation in the Argonne National Laboratory Autonomie Vehicle Modeling & Simulation Platform or similar tool. (This testing must be accounted for as part of the cost for the proposed project.)
- The engine must meet current U.S. standards for criteria pollutants inside of useful life.

Upon award, a National Laboratory researcher with expertise in DI engines will be assigned to provide technical assistance to the award. Access to this expert will be provided by DOE at no cost to the project for the duration of the award.

AOI 3: Alternative Fuel Vehicle Community Partner Projects

Alternative Fuel Vehicle Community Partner Projects – The objective of this area of interest is to fund projects that would accelerate the use of commercially available electric drive and alternative fuel vehicles, and supporting infrastructure technologies, through community-based partnerships among state and local governments and the private sector. These projects will reduce U.S. dependence on petroleum, reduce greenhouse gas emissions, increase local fuel diversification, and catalyze the adoption of clean transportation technologies in other communities through the sharing of best practices and the collection and sharing of data.

Applications should describe how projects and community-based partnerships would be sustained without federal assistance after DOE funding is expended. Project teams should include other strategic partners such as fuel suppliers, auto

dealerships, fuel retailers, public or private fleets, equipment manufacturers, energy marketers, and energy companies.

AOI 3 Additional Requirements

In addition to the information provided in the narrative above specific to this area of interest, applications must also specifically address the following aspects:

- Alternative Fuel Vehicles and Advanced Technology Vehicles: Projects must include deployment of on-road vehicles that use alternative fuels, including electricity, that lead to reductions in petroleum use. Vehicles may be light-, medium-, or heavy-duty.
- Alternative Fuel Infrastructure: Projects must include planning for and strategic deployment of refueling infrastructure to support alternative fuel vehicles. Efforts should focus only on the alternative fuels as defined by the Energy Policy Act (<http://www.afdc.energy.gov/fuels/>).
- Smart Mobility: To the greatest extent possible, projects should leverage ongoing smart mobility or smart cities initiatives.
- Best Practices and Lessons Learned: Projects should capture data and lessons learned to develop best practices, case studies, and success stories that will serve as templates for other communities. The resulting information will facilitate the ability of communities to share experiences, develop essential expertise, and establish local service and support industries much more rapidly, while demonstrating to others the viability of adopting alternative fuels and advanced vehicles.
- Policies and Procedures: Projects must include creation and implementation of operating policies and procedures that increase deployment of infrastructure and vehicles capable of displacing petroleum use with alternative fuels.

C. Applications Specifically Not of Interest

The following types of applications will be deemed nonresponsive and will not be considered (See Section III.D of the FOA):

- Applications that fall outside the technical parameters specified in Section I.B of the FOA.
- Applications for proposed technologies that are not based on sound scientific principles (e.g., violates the laws of thermodynamics).

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D. Authorizing Statutes

This FOA follows Congressional recommendation provided with the 2016 Consolidated Appropriations Act, which requested continued program support for activities under Section 131 of the Energy Independence and Security Act of 2007 (EISA), direct injection propane engine research, development, and demonstration and alternative fuel community partner projects.

Pursuant to the authority in Section 131 of the EISA, regarding transportation electrification projects, the objective of the first area of interest is to fund research, development, and demonstration of plug-in electric vehicles (PEVs) that, once adopted by the market, will realize significant petroleum energy savings and greenhouse gas emission reductions through batteries and electric drive systems designed to use grid electricity in vehicle applications.

The authorizing statutes are Public Law 102-486, the Energy Policy Act (EPA) of 1992, as amended by Public Law 109-58 (EPA 2005); and Public Law 110-140, the Energy Independence and Security Act of 2007.

Awards made under this announcement are subject to 2 CFR Part 200 as amended by 2 CFR Part 910.

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II. Award Information

A. Award Overview

1. Estimated Funding

EERE expects to make approximately \$22,300,000 of Federal funding available for new awards under this FOA, subject to the availability of appropriated funds.

EERE anticipates making approximately 5-8 awards under this FOA. Individual awards may vary between \$1,000,000 and \$5,000,000.

EERE may issue awards in one, several, or none of the following topic areas:

AOI Number	Area of Interest – See Section I.B. for a description of the areas of interest	Anticipated Maximum Award Size for Any One Individual Award (Fed Share)	Anticipated Minimum Award Size for Any One Individual Award (Fed Share)	Approximate Total Federal Funding Available for All Awards
1	Plug-in Electric Drive Vehicle Program	\$5M	\$2M	\$7.8M
2	Direct Injection Propane Engine	\$4.5M	\$2M	\$4.5M
3	Alternative Fuel Vehicle Community Partner Projects	\$5M	\$3M	\$10M

EERE may establish more than one budget period for each award and fund only the initial budget period. Funding for all budget periods, including the initial budget period, is not guaranteed. Funding for all awards is contingent upon the availability of funds appropriated by Congress for the purpose of this program and the availability of future year budget authority (if applicable) for funds provided by DOE.

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2. Period of Performance

EERE anticipates making awards that will run up to 24-36 months in length. Project continuation will be contingent upon satisfactory performance and go/no-go decision points. At the go/no-go decision points, EERE will evaluate project performance, project schedule adherence, meeting milestone objectives, compliance with reporting requirements, and overall contribution to the program goals and objectives. As a result of this evaluation, EERE will make a determination to continue the project, re-direct the project, or discontinue funding the project.

AOI Number	Area of Interest – See Section I.B. for a description of the areas of interest	Anticipated Number of Awards	Period of Performance
1	Plug-in Electric Drive Vehicle Program	2 – 3	24-36 months
2	Direct Injection Propane Engine	1 – 2	24-36 months
3	Alternative Fuel Vehicle Community Partner Projects	2 – 3	36 months

3. New Applications Only

EERE will accept only new applications under this FOA. EERE will not consider applications for renewals of existing EERE-funded awards through this FOA.

B. EERE Funding Agreements

Through Cooperative Agreements and other similar agreements, EERE provides financial and other support to projects that have the potential to realize the FOA objectives. DOE does not use such agreements to acquire property or services for the direct benefit or use of the United States Government. As outlined below, EERE intends to issue Cooperative Agreements under this FOA.

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Cooperative Agreements

Through Cooperative Agreements, DOE provides financial or other support to accomplish a public purpose of support or stimulation authorized by Federal statute. Under Cooperative Agreements, the Government and Prime Recipients share responsibility for the direction of projects.

EERE has substantial involvement in all projects funded via Cooperative Agreement. See Section VI.B.9 of the FOA for more information on what substantial involvement may involve.

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III. Eligibility Information

To be considered for substantive evaluation, an applicant's submission must meet the criteria set forth below. If the application does not meet these initial requirements, it will be considered non-responsive, removed from further evaluation, and ineligible for any award.

A. Eligible Applicants

1. Individuals

U.S. citizens and lawful permanent residents are eligible to apply for funding as a Prime Recipient or Subrecipient.

2. Domestic Entities

For-profit entities, educational institutions, and nonprofits that are incorporated (or otherwise formed) under the laws of a particular State or territory of the United States are eligible to apply for funding as a Prime Recipient or Subrecipient. Nonprofit organizations described in section 501(c)(4) of the Internal Revenue Code of 1986 that engaged in lobbying activities after December 31, 1995, are not eligible to apply for funding.

State, local, and tribal government entities are eligible to apply for funding as a Prime Recipient or Subrecipient.

DOE/NNSA Federally Funded Research and Development Centers (FFRDCs) are eligible to apply for funding as a Subrecipient, but are not eligible to apply as a Prime Recipient.

Non-DOE/NNSA FFRDCs are eligible to apply for funding as a Subrecipient, but are not eligible to apply as a Prime Recipient.

Federal agencies and instrumentalities (other than DOE) are eligible to apply for funding as a Subrecipient, but are not eligible to apply as a Prime Recipient.

The National Energy Technology Laboratory (NETL) is ineligible to participate as a prime applicant or as a team member/sub-recipient on another entities

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application because of its role in developing the requirements for this announcement.

3. Foreign Entities

Foreign entities, whether for-profit or otherwise, are eligible to apply for funding under this FOA. Other than as provided in the “Individuals” or “Domestic Entities” sections above, all Prime Recipients receiving funding under this FOA must be incorporated (or otherwise formed) under the laws of a State or territory of the United States. If a foreign entity applies for funding as a Prime Recipient, it must designate in the Full Application a subsidiary or affiliate incorporated (or otherwise formed) under the laws of a State or territory of the United States to be the Prime Recipient. The Full Application must state the nature of the corporate relationship between the foreign entity and domestic subsidiary or affiliate.

A foreign entity may receive funding as a Subrecipient.

4. Incorporated Consortia

Incorporated consortia, which may include domestic and/or foreign entities, are eligible to apply for funding as a Prime Recipient or Subrecipient. For consortia incorporated (or otherwise formed) under the laws of a State or territory of the United States, please refer to “Domestic Entities” above. For consortia incorporated in foreign countries, please refer to the requirements in “Foreign Entities” above.

Each incorporated consortium must have an internal governance structure and a written set of internal rules. Upon request, the consortium must provide a written description of its internal governance structure and its internal rules to the EERE Contracting Officer.

5. Unincorporated Consortia

Unincorporated Consortia, which may include domestic and foreign entities, must designate one member of the consortium to serve as the Prime Recipient/consortium representative. The Prime Recipient/consortium representative must be incorporated (or otherwise formed) under the laws of a State or territory of the United States. The eligibility of the consortium will be determined by the eligibility of the Prime Recipient/consortium representative under Section III.A of the FOA.

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Upon request, unincorporated consortia must provide the EERE Contracting Officer with a collaboration agreement, commonly referred to as the articles of collaboration, which sets out the rights and responsibilities of each consortium member. This agreement binds the individual consortium members together and should discuss, among other things, the consortium's:

- Management structure;
- Method of making payments to consortium members;
- Means of ensuring and overseeing members' efforts on the project;
- Provisions for members' cost sharing contributions; and
- Provisions for ownership and rights in intellectual property developed previously or under the agreement.

6. Performance of Work in the United States

Requirement

All work (100% of all direct labor, including contract/subrecipient labor) performed under EERE Awards must be performed in the United States. This requirement does not apply to the purchase of supplies and equipment; however, the Prime Recipient should make every effort to purchase supplies and equipment within the United States. The Prime Recipient must flow down this requirement to its Subrecipients.

Failure to Comply

If the Prime Recipient fails to comply with the Performance of Work in the United States requirement, EERE may deny reimbursement for the work conducted outside the United States and such costs may not be recognized as allowable recipient cost share. The Prime Recipient is responsible should any work under this Award be performed outside the United States, absent a waiver, regardless of if the work is performed by the Prime Recipient, Subrecipients, contractors or other project partners.

Waiver

There may be limited circumstances where it is in the interest of the project to perform a portion of the work outside the United States. To seek a waiver of the Performance of Work in the United States requirement, the applicant must submit a written waiver request to EERE. [Appendix C lists the necessary information that must be included in a request to waive the Performance of Work in the United States requirement.](#)

The applicant must demonstrate to the satisfaction of EERE that a waiver would further the purposes of the FOA and is in the economic interests of the United States. EERE may require additional information before considering a waiver request. Save the waiver request(s) in a single PDF file titled “ControlNumber_PerformanceofWork_Waiver”. The applicant does not have the right to appeal EERE’s decision concerning a waiver request.

B. Cost Sharing

Cost share is based on the total allowable costs of the project (i.e., the sum of the Government share, including FFRDC costs if applicable, and the recipient share of allowable costs equals the total allowable cost of the project) and must come from non-Federal sources unless otherwise allowed by law. (See 2 CFR 200.306 and 2 CFR 910.130 for the applicable cost sharing requirements.)

EERE has issued a Cost Share Reduction determination pursuant to Section 988(b)(3) of the Energy Policy Act of 2005 that is applicable to certain entities applying under this FOA. This determination applies to the following Area of Interest:

➤ Area of Interest 2 -Direct Injection Propane Engine

The recipient cost share requirement for applied research and development activities projects is reduced to 10% and applied when the Prime Applicant selected for an award is a domestic institution of higher education; domestic nonprofit; or U.S. State, local or tribal government, and performs more than 50% of the project work, as measured by the total project cost.

Prime Applicants for the above noted Areas of Interest who do not qualify for the cost share reduction must meet the minimum cost share requirements for the total cost of the project (including that portion of the work performed by subawardees who are a domestic institution of higher education; a domestic nonprofit; or U.S. State, local or tribal government; a Federal Laboratory; or an FFRDC) as established in the table below according to the AOI.

The minimum cost share required for each AOI for different types of Applicants is as follows:

AOI Number	Area of Interest – See Section I.B. for a	Required Minimum Non-Federal Share for	Required Minimum Non-
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	description of the areas of interest	Applicants OTHER than Educational Institutions, Federal Laboratories, and FFRDCs who perform more than 50% of the project work as measured by total project costs	Federal Cost Share for Educational Institutions, Federal Laboratories, and FFRDCs who perform more than 50% of the project work as measured by total project costs
1	Plug-in Electric Drive Vehicle Program	50%	50%
2	Direct Injection Propane Engine	20%	10%
3	Alternative Fuel Vehicle Community Partner Projects	50%	50%

To assist applicants in calculating proper cost share amounts, EERE has included a cost share information sheet and sample cost share calculation as Appendices B and C to this FOA.

1. Legal Responsibility

Although the cost share requirement applies to the project as a whole, including work performed by members of the project team other than the Prime Recipient, the Prime Recipient is legally responsible for paying the entire cost share. The Prime Recipient's cost share obligation is expressed in the Assistance Agreement as a static amount in U.S. dollars (cost share amount) and as a percentage of the Total Project Cost (cost share percentage). If the funding agreement is terminated prior to the end of the project period, the Prime Recipient is required to contribute at least the cost share percentage of total expenditures incurred through the date of termination.

The Prime Recipient is solely responsible for managing cost share contributions by the Project Team and enforcing cost share obligation assumed by Project Team members in subawards or related agreements.

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2. Cost Share Allocation

Each Project Team is free to determine how best to allocate the cost share requirement among the team members. The amount contributed by individual Project Team members may vary, as long as the cost share requirement for the project as a whole is met.

3. Cost Share Types and Allowability

Every cost share contribution must be allowable under the applicable Federal cost principles, as described in Section IV.J.1 of the FOA. In addition, cost share must be verifiable upon submission of the Full Application.

Project Teams may provide cost share in the form of cash or in-kind contributions. Cash contributions may be provided by the Prime Recipient or Subrecipients. Allowable in-kind contributions include, but are not limited to: rental value of buildings or equipment, the value of a donated service or resource, or third party in-kind contribution.

Project teams may use funding or property received from state or local governments to meet the cost share requirement, so long as the funding was not provided to the state or local government by the Federal Government.

The Prime Recipient may not use the following sources to meet its cost share obligations including, but not limited to:

- Revenues or royalties from the prospective operation of an activity beyond the project period;
- Proceeds from the prospective sale of an asset of an activity;
- Federal funding or property (e.g., Federal grants, equipment owned by the Federal Government); or
- Expenditures that were reimbursed under a separate Federal Program.

Project Teams may not use the same cash or in-kind contributions to meet cost share requirements for more than one project or program.

Cost share contributions must be specified in the project budget, verifiable from the Prime Recipient's records, and necessary and reasonable for proper and efficient accomplishment of the project. As all sources of cost share are considered part of total project cost, the cost share dollars will be scrutinized

under the same Federal regulations as Federal dollars to the project. Every cost share contribution must be reviewed and approved in advance by the Contracting Officer and incorporated into the project budget before the expenditures are incurred.

Applicants are encouraged to refer to 2 CFR 200.306 as amended by 2 CFR 910.130 & 10 CFR 603.525-555 for additional guidance on cost sharing.

4. Cost Share Contributions by FFRDCs

Because FFRDCs are funded by the Federal Government, costs incurred by FFRDCs generally may not be used to meet the cost share requirement. FFRDCs may contribute cost share only if the contributions are paid directly from the contractor's Management Fee or another non-Federal source.

5. Cost Share Verification

Applicants are required to provide written assurance of their proposed cost share contributions in their Full Applications.

Upon selection for award negotiations, applicants are required to provide additional information and documentation regarding their cost share contributions. Please refer to Appendix B of the FOA.

6. Cost Share Payment

All proposed cost share contributions must be reviewed in advance by the Contracting Officer and incorporated into the project budget before the expenditures are incurred.

EERE requires Prime Recipients to contribute the cost share amount incrementally over the life of the award. Specifically, the Prime Recipient's cost share for each billing period must always reflect the overall cost share ratio negotiated by the parties (i.e., the total amount of cost sharing on each invoice when considered cumulatively with previous invoices must reflect, at a minimum, the cost sharing percentage negotiated).

C. Compliance Criteria

Concept Papers and Full Applications must meet all Compliance criteria listed below or they will be considered noncompliant. EERE will not review or consider noncompliant submissions, including Concept Papers, Full Applications, and Replies to Reviewer Comments that were: submitted through means other than EERE Exchange; submitted after the applicable deadline; and/or submitted incomplete. EERE will not extend the submission deadline for applicants that fail to submit required information due to server/connection congestion.

1. Compliance Criteria

a. Concept Papers

Concept Papers are deemed compliant if:

- The Concept Paper complies with the content and form requirements in Section IV.C of the FOA; and
- The applicant successfully uploaded all required documents and clicked the “Submit” button in EERE Exchange by the deadline stated in this FOA.

b. Full Applications

Full Applications are deemed compliant if:

- The applicant submitted a compliant Concept Paper;
- The Full Application complies with the content and form requirements in Section IV.D of the FOA; and
- The applicant successfully uploaded all required documents and clicked the “Submit” button in EERE Exchange by the deadline stated in the FOA.

c. Replies to Reviewer Comments

Replies to Reviewer Comments are deemed compliant if:

- The Reply to Reviewer Comments complies with the content and form requirements in Section IV.E of the FOA; and
- The applicant successfully uploaded all required documents to EERE Exchange by the deadline stated in the FOA.

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D. Responsiveness Criteria

EERE performs a preliminary technical review of Full Applications. Any “Applications Specifically Not of Interest,” as described in Section I.C and I.B. are deemed non-responsive and are not reviewed or considered for a technical merit review of the full application.

EERE intends to notify applicants regarding the status of their full application after the preliminary technical review is completed.

E. Other Eligibility Requirements

1. Requirements for DOE/NNSA and non-DOE/NNSA Federally Funded Research and Development Centers Included as a Subrecipient

DOE/NNSA and non-DOE/NNSA FFRDCs may be proposed as a Subrecipient on another entity’s application subject to the following guidelines:

a. Authorization for non-DOE/NNSA FFRDCs

The Federal agency sponsoring the FFRDC must authorize in writing the use of the FFRDC on the proposed project and this authorization must be submitted with the application. The use of a FFRDC must be consistent with its authority under its award.

b. Authorization for DOE/NNSA FFRDCs

The cognizant Contracting Officer for the FFRDC must authorize in writing the use of the FFRDC on the proposed project and this authorization must be submitted with the application. The following wording is acceptable for this authorization:

Authorization is granted for the _____ Laboratory to participate in the proposed project. The work proposed for the laboratory is consistent with or complementary to the missions of the laboratory, and will not adversely impact execution of the DOE assigned programs at the laboratory.

c. Value/Funding

The value of and funding for the FFRDC portion of the work will not normally be included in the award to a successful applicant. Usually, DOE

will fund a DOE/NNSA FFRDC contractor through the DOE field work proposal system and non-DOE/NNSA FFRDC through an interagency agreement with the sponsoring agency.

d. Cost Share

Although the FFRDC portion of the work is usually excluded from the award to a successful applicant, the applicant's cost share requirement will be based on the total cost of the project, including the applicant's and the FFRDC's portions of the project.

e. Responsibility

The Prime Recipient will be the responsible authority regarding the settlement and satisfaction of all contractual and administrative issues including, but not limited to disputes and claims arising out of any agreement between the Prime Recipient and the FFRDC contractor.

F. Limitation on Number of Concept Papers and Full Applications Eligible for Review

Applicants may submit more than one Full Application to this FOA, provided that each application describes a unique, scientifically distinct project. All concept papers and full applications must be for a stand-alone project that is not dependent or contingent upon another application submitted to this or any other FOA.

G. Questions Regarding Eligibility

EERE will not make eligibility determinations for potential applicants prior to the date on which applications to this FOA must be submitted. The decision whether to submit an application in response to this FOA lies solely with the applicant.

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IV. Application and Submission Information

A. Application Process

The application process will include two phases: a Concept Paper phase and a Full Application phase. **Only applicants who have submitted an eligible Concept Paper will be eligible to submit a Full Application.** At each phase, EERE performs an initial eligibility review of the applicant submissions to determine whether they meet the eligibility requirements of Section III of the FOA. EERE will not review or consider submissions that do not meet the eligibility requirements of Section III. All submissions must conform to the following form and content requirements, including maximum page lengths (described below) and must be submitted via EERE Exchange at <https://eere-exchange.energy.gov/>, unless specifically stated otherwise. **EERE will not review or consider submissions submitted through means other than EERE Exchange, submissions submitted after the applicable deadline, and incomplete submissions.** EERE will not extend deadlines for applicants who fail to submit required information and documents due to server/connection congestion. A control number will be issued when an applicant begins the Exchange application process. This control number must be included with all Application documents, as described below.

The Concept Paper, Full Application, and Reply to Reviewer Comments must conform to the following requirements:

- Each must be submitted in Adobe PDF format unless stated otherwise.
- Each must be written in English.
- All pages must be formatted to fit on 8.5 x 11 inch paper with margins not less than one inch on every side. Use Times New Roman typeface, a black font color, and a font size of 12 point or larger (except in figures or tables, which may be 10 point font). A symbol font may be used to insert Greek letters or special characters, but the font size requirement still applies. References must be included as footnotes or endnotes in a font size of 10 or larger. Footnotes and endnotes are counted toward the maximum page requirement.
- The Control Number must be prominently displayed on the upper right corner of the header of every page. Page numbers must be included in the footer of every page.
- Each submission must not exceed the specified maximum page limit, including cover page, charts, graphs, maps, and photographs when printed using the

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formatting requirements set forth above and single spaced. If applicants exceed the maximum page lengths indicated below, EERE will review only the authorized number of pages and disregard any additional pages.

Applicants are responsible for meeting each submission deadline. **Applicants are strongly encouraged to submit their Concept Papers and Full Applications at least 48 hours in advance of the submission deadline.** Under normal conditions (i.e., at least 48 hours in advance of the submission deadline), applicants should allow at least 1 hour to submit a Concept Paper, Full Application, or Reply to Reviewer Comments. Once the Concept Paper, Full Application, or Reply to Reviewer Comments is submitted in EERE Exchange, applicants may revise or update that submission until the expiration of the applicable deadline. If changes are made, the applicant must resubmit the Concept Paper, Full Application, or Reply to Reviewer Comments before the applicable deadline.

EERE urges applicants to carefully review their Concept Papers, and Full Applications and to allow sufficient time for the submission of required information and documents. All Full Applications that pass the initial eligibility review will undergo comprehensive technical merit review according to the criteria identified in Section V.A.2 of the FOA.

1. Additional Information on EERE Exchange

EERE Exchange is designed to enforce the deadlines specified in this FOA. The “Apply” and “Submit” buttons will automatically disable at the defined submission deadlines. Should applicants experience problems with Exchange, the following information may be helpful.

Applicants that experience issues with submission PRIOR to the FOA deadline: In the event that an applicant experiences technical difficulties with a submission, the Application should contact the Exchange helpdesk for assistance (EERE-ExchangeSupport@hq.doe.gov). The Exchange helpdesk and/or the EERE Exchange system administrators will assist Applicants in resolving issues.

Applicants that experience issue with submissions that result in late submissions: In the event that an applicant experiences technical difficulties so severe that they are unable to submit their application by the deadline, the applicant should contact the Exchange helpdesk for assistance (EERE-ExchangeSupport@hq.doe.gov). The Exchange helpdesk and/or the EERE

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Exchange system administrators will assist the applicant in resolving all issues (including finalizing submission on behalf of and with the applicant’s concurrence). PLEASE NOTE, however, those applicants who are unable to submit their application on time due to their waiting until the last minute when network traffic is at its heaviest to submit their materials will not be able to use this process.

B. Application Forms

The application forms and instructions are available on EERE Exchange. To access these materials, go to <https://eere-Exchange.energy.gov> and select the appropriate funding opportunity number.

Note: The maximum file size that can be uploaded to the EERE Exchange website is 10MB. Files in excess of 10MB cannot be uploaded, and hence cannot be submitted for review. If a file exceeds 10MB but is still within the maximum page limit specified in the FOA, it must be broken into parts and denoted to that effect. For example:

ControlNumber_LeadOrganization_Project_Part_1
ControlNumber_LeadOrganization_Project_Part_2, etc.

C. Content and Form of the Concept Paper

To be eligible to submit a Full Application, applicants must submit a Concept Paper by the specified due date and time.

1. Concept Paper Content Requirements

EERE will not review or consider ineligible Concept Papers (see Section III of the FOA).

Each Concept Paper must be limited to a single concept or technology. Unrelated concepts and technologies should not be consolidated into a single Concept Paper.

The Concept Paper must conform to the following content requirements:

AOIs 1 and AOI 2

Section	Page Limit	Description
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Technology Description	2 pages maximum	<p>Applicants are required to describe succinctly:</p> <ul style="list-style-type: none"> • The proposed technology, including its basic operating principles and how it is unique and innovative; • The proposed technology’s target level of performance (Applicants should provide technical data or other support to show how the proposed target could be met); • The current state-of-the-art in the relevant field and application, including key shortcomings, limitations, and challenges; • How the proposed technology will overcome the shortcomings, limitations, and challenges in the relevant field and application; • The potential impact that the proposed project would have on the relevant field and application; • The key technical risks/issues associated with the proposed technology development plan; and • The impact that EERE funding would have on the proposed project.
Addendum	2 pages maximum	<p>Applicants may provide graphs, charts, or other data to supplement their Technology Description.</p> <p>Applicants are required to describe succinctly the qualifications, experience, and capabilities of the proposed Project Team, including:</p> <ul style="list-style-type: none"> • Whether the Principal Investigator (PI) and Project Team have the skill and expertise needed to successfully execute the project plan; • Whether the Applicant has prior experience which demonstrates an ability to perform tasks of similar risk and complexity; • Whether the Applicant has worked together with its teaming partners on prior projects or programs; and • Whether the Applicant has adequate access to equipment and facilities necessary to accomplish the effort and/or clearly explain how it intends to obtain access to the necessary equipment and facilities.

AOI 3

Section	Page Limit	Description
Project Description	2 pages maximum	Applicants are required to describe succinctly:

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		<ul style="list-style-type: none"> • The proposed project(s), including which alternative fuel(s), vehicle and infrastructure to be deployed as well as the geographical region impacted. • How the proposed project(s) will create and implement operating policies and procedures that target deployment of alternative fuel vehicles and infrastructure to displace on-road vehicle petroleum use. • How the proposed project(s) emphasize community-based partnerships among state and local governments the private sector and other relevant partners, as well as long-term sustainability beyond the initial Federal investment. • How the project will capture data and lessons learned to develop best practices, case studies, and success stories that will serve as templates for other communities.
Addendum	2 pages maximum	<p>Applicants may provide graphs, charts, or other data to supplement their Project Description.</p> <p>Applicants are required to describe succinctly the qualifications, experience, and capabilities of the proposed Project Team, including:</p> <ul style="list-style-type: none"> • Whether the Principal Investigator (PI) and Project Team have the skill and expertise needed to successfully execute the project plan; • Whether the Applicant has prior experience that demonstrates an ability to perform tasks of similar risk and complexity; • Whether the Applicant has worked together with its teaming partners on prior projects or programs.

EERE will not review or consider ineligible Concept Papers (see Section III of the FOA).

EERE makes an independent assessment of each Concept Paper based on the criteria in Section V.A.i of the FOA. EERE will encourage a subset of applicants

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to submit Full Applications. Other applicants will be discouraged from submitting a Full Application. An applicant who receives a “discouraged” notification may still submit a Full Application. EERE will review all eligible Full Applications. However, by discouraging the submission of a Full Application, EERE intends to convey its lack of programmatic interest in the proposed project in an effort to save the applicant the time and expense of preparing an application that is unlikely to be selected for award negotiations.

EERE may include general comments provided from reviewers on an applicant’s Concept Paper in the encourage/discourage notification sent to applicants at the close of that phase.

While the content and form of the Concept Paper does not require proposing a cost share amount during the Concept Paper submission phase, the Exchange system will require entering a proposed cost share as a step in the submission process. Any proposed cost share at the Concept Paper stage of the application process can be updated or amended at the time of Full Application submission.

D. Content and Form of the Full Application

Applicants must submit a Full Application by the specified due date and time to be considered for funding under this FOA. Applicants must complete the following application forms found on the EERE Exchange website at <https://eere-Exchange.energy.gov/>, in accordance with the instructions.

Applicants will have approximately 30 days from receipt of the Concept Paper Encourage/Discourage notification to prepare and submit a Full Application. Regardless of the date the applicant receives the Encourage/Discourage notification, the submission deadline for the Full Application remains the date and time stated on the FOA cover page.

All Full Application documents must be marked with the Control Number issued to the applicant. Applicants will receive a control number upon submission of their Concept Paper, and should include that control number in the file name of their Full Application submission (i.e., Control_Number_Applicant Name_Full Application).

1. Full Application Content Requirements

EERE will not review or consider ineligible Full Applications (see Section III of the FOA).

Each Full Application shall be limited to a single concept or technology. Unrelated concepts and technologies shall not be consolidated in a single Full Application.

Full Applications must conform to the following requirements:

Submission	Components	File Name
Full Application (PDF, unless stated otherwise)	Technical Volume (See Chart in Section IV.D.2)	ControlNumber_LeadOrganization_TechnicalVolume
	Statement of Project Objectives (Microsoft Word format. Applicants must use the template available in EERE Exchange) (10 page limit)	ControlNumber_LeadOrganization_SOPO
	SF-424 (Applicants must use the template available in EERE Exchange)	ControlNumber_LeadOrganization_App424
	Budget Justification (EERE 335) (Microsoft Excel format. Applicants must use the template available in EERE Exchange)	ControlNumber_LeadOrganization_Budget_Justification
	Summary for Public Release (1 page limit) (Microsoft Word format)	ControlNumber_LeadOrganization_Summary
	Summary Slide (1 page limit, Microsoft PowerPoint format)	ControlNumber_LeadOrganization_Slide
	Subaward Budget Justification, if applicable, (EERE 335) (Microsoft Excel format. Applicants must use the template available in EERE Exchange)	ControlNumber_LeadOrganization_Subaward_Budget_Justification
	Budget for FFRDC, if applicable	ControlNumber_LeadOrganization_FWP
	Authorization from cognizant Contracting Officer for FFRDC, if applicable	ControlNumber_LeadOrganization_FFRDCAuth
	SF-LLL Disclosure of Lobbying Activities	ControlNumber_LeadOrganization_SF-LLL
	Performance of Work in the United States waiver requests, if applicable (Microsoft Word or Adobe PDF format)	ControlNumber_LeadOrganization_Waiver
	U.S. Manufacturing Plans (Microsoft Word or Adobe PDF format) Only required if applying to AOs 1 and 2.	ControlNumber_LeadOrganization_USMP

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	Data Management Plan (Microsoft Word or Adobe PDF format)	ControlNumber_LeadOrganization_DMP
	Environmental Questionnaire (Applicants must use the template available in EERE Exchange)	ControlNumber_LeadOrganization_EQ
	Letters of Commitment, if applicable, (Adobe PDF format)	ControlNumber_LeadOrganization_LOC

Note: The maximum file size that can be uploaded to the EERE Exchange website is 10MB. Files in excess of 10MB cannot be uploaded, and hence cannot be submitted for review. If a file exceeds 10MB but is still within the maximum page limit specified in the FOA it must be broken into parts and denoted to that effect. For example:

ControlNumber_LeadOrganization_TechnicalVolume_Part_1
ControlNumber_LeadOrganization_TechnicalVolume_Part_2, etc.

EERE will not accept late submissions that resulted from technical difficulties due to uploading files that exceed 10MB.

EERE provides detailed guidance on the content and form of each component below.

2. Technical Volume

The Technical Volume must be submitted in Adobe PDF format. The Technical Volume must conform to the following content and form requirements, including maximum page lengths. If applicants exceed the maximum page lengths indicated below, EERE will review only the authorized number of pages and disregard any additional pages. This volume must address the Merit Review Criteria as discussed in Section V.A.2 of the FOA. Save the Technical Volume in a single PDF file using the following convention for the title: "ControlNumber_LeadOrganization_TechnicalVolume".

Applicants must provide sufficient citations and references to the primary research literature to justify the claims and approaches made in the Technical Volume. However, EERE and reviewers are under no obligation to review cited sources (e.g., Internet websites).

The Technical Volume to the Full Application may not be more than 30 pages, including the cover page, table of contents, and all citations, charts, graphs, maps, photos, or other graphics, and must include all of the information in the

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table below. The page limitation does not include the Statement of Project Objectives, which is a separate document and not included as part of the Technical Volume. The applicant should consider the weighting of each of the evaluation criteria (see Section V.A.2 of the FOA) when preparing the Technical Volume.

AOIs 1 and AOI 2

Section/Page Limit	Description
Cover Page	The cover page should include the project title, the specific FOA Topic Area being addressed (if applicable), both the technical and business points of contact, names of all team member organizations, and any statements regarding confidentiality.
Project Overview (Approximately 10% of the Technical Volume)	<p>The Project Overview should contain the following information:</p> <ul style="list-style-type: none"> • Background: The Applicant should discuss the background of their organization, including the history, successes, and current research and development status (i.e., the technical baseline) relevant to the technical topic being addressed in the Full Application. • Project Goal: The Applicant should explicitly identify the targeted improvements to the baseline technology and the critical success factors in achieving that goal. • DOE Impact: The Applicant should discuss the impact that DOE funding would have on the proposed project. Applicants should specifically explain how DOE funding, relative to prior, current, or anticipated funding from other public and private sources, is necessary to achieve the project objectives.
Technical Description, Innovation, and Impact (Approximately 30% of the Technical Volume)	<p>The Technical Description should contain the following information:</p> <ul style="list-style-type: none"> • Relevance and Outcomes: The Applicant should provide a detailed description of the technology, including the scientific and other principles and objectives that will be pursued during the project. This section should describe the relevance of the proposed project to the goals and objectives of the FOA, including the potential to meet specific DOE technical targets or other relevant performance targets. The Applicant should clearly specify the expected outcomes of the project. • Feasibility: The Applicant should demonstrate the technical feasibility of the proposed technology and capability of achieving the anticipated performance targets, including a description of previous work done and prior results.

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	<ul style="list-style-type: none"> • Innovation and Impacts: The Applicant should describe the current state of the art in the applicable field, the specific innovation of the proposed technology, the advantages of proposed technology over current and emerging technologies, and the overall impact on advancing the state of the art/technical baseline if the project is successful.
<p>Workplan and Market Transformation Plan (Approximately 40% of the Technical Volume)</p>	<p>The Workplan section in the application should include a summary of the Project Objectives, Technical Scope, Work Breakdown Structure, Milestones, Go/No-Go Decision Points, and Project Schedule. A detailed Statement of Project Objectives (SOPO) is requested separately. The Workplan should contain the following information:</p> <ul style="list-style-type: none"> • Project Objectives: The Applicant should provide a clear and concise (high-level) statement of the goals and objectives of the project as well as the expected outcomes. • Technical Scope Summary: The Applicant should provide a summary description of the overall work scope and approach to achieve the objective(s). The overall work scope is to be divided by performance periods that are separated by discrete, approximately annual decision points (see below for more information on go/no-go decision points). The applicant should describe the specific expected end result of each performance period. • Work Breakdown Structure (WBS) and Task Description Summary: The Workplan should describe the work to be accomplished and how the applicant will achieve the milestones, will accomplish the final project goal(s), and will produce all deliverables. The Workplan is to be structured with a hierarchy of performance period (approximately annual), task and subtasks, which is typical of a standard work breakdown structure (WBS) for any project. The Workplan shall contain a concise detailed description of the specific activities to be conducted over the life of the project. “Detailed” is defined as a full explanation and disclosure of the project being proposed (i.e., a statement such as “we will then complete a proprietary process” is unacceptable). It is the Applicant’s responsibility to prepare an adequately detailed task plan to describe the proposed project and the

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	<p>plan for addressing the objectives of this FOA. The summary provided should be consistent with the SOPO. The SOPO will contain a more detailed description of the WBS and tasks.</p> <ul style="list-style-type: none"> • Milestone Summary: The Applicant should provide a summary of appropriate milestones throughout the project to demonstrate success, where success is defined as technical achievement rather than simply completing a task. To ensure that milestones are relevant, Applicants should follow the SMART rule of thumb, which is that all milestones should be Specific, Measurable, Achievable, Relevant, and Timely. Unless otherwise specified in the FOA, the minimum requirement is that each project must have at least one milestone per quarter for the duration of the project (depending on the project, more milestones may be necessary to comprehensively demonstrate progress). The Applicant should also provide the means by which the milestone will be verified. • Go/No-Go Decision Point Summary: The Applicant should provide a summary of project-wide go/no-go decision points at appropriate points in the Workplan. A go/no-go decision point is a risk management tool and a project management best practice to ensure that, for the current phase or period of performance, technical success is definitively achieved and potential for success in future phases or periods of performance is evaluated, prior to actually beginning the execution of future phases. Unless otherwise specified in the FOA, the minimum requirement is that each project must have at least one project-wide go/no-go decision point for each year or for each budget period, with the budget period typically every 12-18 months. The Applicant should also provide the specific technical criteria to be used to make the go/no-go decision. • Project Schedule (Gantt Chart or similar): The Applicant should provide a detailed schedule for the entire project, including task and subtask durations, milestones, and go/no-go decision points. • Project Management: The Applicant should discuss the team's proposed management plan, including the following: <ul style="list-style-type: none"> ▪ The overall approach to and organization for managing the work ▪ The roles of each Project Team member ▪ Any critical handoffs/interdependencies among Project Team members
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	<ul style="list-style-type: none"> ▪ The technical and management aspects of the management plan, including systems and practices, such as financial and project management practices ▪ The approach to project risk management ▪ A description of how project changes will be handled ▪ If applicable, the approach to Quality Assurance/Control ▪ How communications will be maintained among Project Team members <p>Market Transformation Plan: The Applicant should provide a market transformation plan, including the following:</p> <ul style="list-style-type: none"> • Identification of target market, competitors, and distribution channels for proposed technology along with known or perceived barriers to market penetration, including a mitigation plan • Identification of a product development and/or service plan, commercialization timeline, financing, product marketing, legal/regulatory considerations including intellectual property, infrastructure requirements, data dissemination, U.S. manufacturing plan etc., and product distribution.
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<p>Technical Qualifications and Resources (Approximately 20% of the Technical Volume)</p>	<p>The Technical Qualifications and Resources should contain the following information:</p> <ul style="list-style-type: none"> • Describe the Project Team’s unique qualifications and expertise, including those of key subrecipients • Describe the Project Team’s existing equipment and facilities that will facilitate the successful completion of the proposed project; include a justification of any new equipment or facilities requested as part of the project • This section should also include relevant, previous work efforts, demonstrated innovations, and how these enable the Applicant to achieve the project objectives. • Describe the time commitment of the key team members to support the project. • Attach one-page resumes for key participating team members as an appendix. Resumes do not count towards the page limit. Multi-page resumes are not allowed. • Describe the technical services to be provided by DOE/NNSA FFRDCs and GOGOs, if applicable.
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	<ul style="list-style-type: none"> • Attach any letters of commitment from partners/end users as an appendix (1 page maximum per letter). Letters of commitment do not count towards the page limit. • For multi-organizational or multi-investigator projects, describe succinctly: <ul style="list-style-type: none"> ○ The roles and the work to be performed by each PI and Key Participant; ○ Business agreements between the Applicant and each PI and Key Participant; ○ How the various efforts will be integrated and managed; ○ Process for making decisions on scientific/technical direction; ○ Publication arrangements; ○ Intellectual Property issues; and ○ Communication plans
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AOI 3

Section/Page Limit	Description
Cover Page	The cover page should include the project title, the specific FOA Topic Area being addressed (if applicable), both the technical and business points of contact, names of all team member organizations, and any statements regarding confidentiality.
Project Overview (Approximately 10% of the Technical Volume)	<p>The Project Overview should contain the following information:</p> <ul style="list-style-type: none"> • Background: The Applicant should discuss the background of their organization, including the history and successes relevant to the topic being addressed in the Full Application. • Project Goal: The Applicant should explicitly identify the targeted impacts and critical success factors in achieving the project goal. • DOE Impact: The Applicant should discuss the impact that DOE funding would have on the proposed project. Applicants should specifically explain how DOE funding, relative to prior, current, or anticipated funding from other public and private sources, is necessary to achieve the project objectives.

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<p>Project Description, Innovation, and Impact (Approximately 25% of the Technical Volume)</p>	<p>The Project Description should contain the following information:</p> <ul style="list-style-type: none"> • Relevance and Outcomes: The Applicant should provide a detailed description of the project approach, including its basic operating principles and strategy. This section should describe the relevance of the proposed project to the goals and objectives of the FOA, including the potential to meet specific AOI objectives. The Applicant should clearly specify the expected outcomes of the project. • Feasibility: The Applicant should demonstrate the feasibility of the proposed approach and capability of achieving the anticipated performance targets, including a description of previous work done and prior results. • Innovation and Impacts: The Applicant should describe the current state of existing programs, the specific innovation of the proposed approach and the overall impact that the proposed project would have.
<p>Workplan (Approximately 40% of the Technical Volume)</p>	<p>The Workplan section in the application should include a summary of the Project Objectives, Project Scope, Work Breakdown Structure, Milestones, Go/No-Go Decision Points, and Project Schedule. A detailed Statement of Project Objectives (SOPO) is requested separately. The Workplan should contain the following information:</p> <ul style="list-style-type: none"> • Project Objectives: The Applicant should provide a clear and concise (high-level) statement of the goals and objectives of the project as well as the expected outcomes. • Project Scope Summary: The Applicant should provide a summary description of the overall work scope and approach to achieve the objective(s). The overall work scope is to be divided by performance periods that are separated by discrete, approximately annual decision points (see below for more information on go/no-go decision points). The applicant should describe the specific expected end result of each performance period. • Work Breakdown Structure (WBS) and Task Description Summary: The Workplan should describe the work to be accomplished and how the applicant will achieve the milestones, will accomplish the final project goal(s), and will produce all deliverables. The Workplan is to be structured with a hierarchy of performance period (approximately annual), task and subtasks, which is typical of a standard work breakdown structure (WBS) for any project. The Workplan shall contain a concise detailed description of the specific activities to be conducted over the life of the project. “Detailed” is defined as a full explanation and disclosure of the project being proposed (i.e., a

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	<p>statement such as “we will then complete a proprietary process” is unacceptable). It is the Applicant’s responsibility to prepare an adequately detailed task plan to describe the proposed project and the plan for addressing the objectives of this FOA. The summary provided should be consistent with the SOPO. The SOPO will contain a more detailed description of the WBS and tasks.</p> <ul style="list-style-type: none"> • Milestone Summary: The Applicant should provide a summary of appropriate milestones throughout the project to demonstrate success, where success is defined as technical achievement rather than simply completing a task. To ensure that milestones are relevant, Applicants should follow the SMART rule of thumb, which is that all milestones should be Specific, Measurable, Achievable, Relevant, and Timely. Unless otherwise specified in the FOA, the minimum requirement is that each project must have at least one milestone per quarter for the duration of the project (depending on the project, more milestones may be necessary to comprehensively demonstrate progress). The Applicant should also provide the means by which the milestone will be verified. • Go/No-Go Decision Point Summary: The Applicant should provide a summary of project-wide go/no-go decision points at appropriate points in the Workplan. A go/no-go decision point is a risk management tool and a project management best practice to ensure that, for the current phase or period of performance, technical success is definitively achieved and potential for success in future phases or periods of performance is evaluated, prior to actually beginning the execution of future phases. Unless otherwise specified in the FOA, the minimum requirement is that each project must have at least one project-wide go/no-go decision point for each year or for each budget period, with the budget period typically every 12-18 months. The Applicant should also provide the specific technical criteria to be used to make the go/no-go decision. • Project Schedule (Gantt Chart or similar): The Applicant should provide a detailed schedule for the entire project, including task and subtask durations, milestones, and go/no-go decision points. • Project Management: The Applicant should discuss the team’s proposed management plan, including the following: <ul style="list-style-type: none"> ▪ The overall approach to and organization for managing the work ▪ The roles of each Project Team member
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 subject line.*

	<ul style="list-style-type: none"> ▪ Any critical handoffs/interdependencies among Project Team members ▪ The technical and management aspects of the management plan, including systems and practices, such as financial and project management practices ▪ The approach to project risk management ▪ A description of how project changes will be handled ▪ If applicable, the approach to Quality Assurance/Control ▪ How communications will be maintained among Project Team members
<p>Technical Qualifications and Resources (Approximately 25% of the Technical Volume)</p>	<p>The Technical Qualifications and Resources should contain the following information:</p> <ul style="list-style-type: none"> • Describe the Project Team’s unique qualifications and expertise, including those of key subrecipients • This section should also include relevant, previous work efforts, demonstrated innovations, and how these enable the Applicant to achieve the project objectives. • Describe the time commitment of the key team members to support the project. • Attach one-page resumes for key participating team members as an appendix. Resumes do not count towards the page limit. Multi-page resumes are not allowed. • Describe the technical services to be provided by DOE/NNSA FFRDCs and GOGOs, if applicable. • Attach any letters of commitment documenting technical and/or financial support from all team partners as an appendix (1 page maximum per letter). Letters of commitment do not count towards the page limit. Letters of support from other organizations (i.e. not project partners) interested in lending their support to the worthiness of the project will not be considered and should not be included as part of the application. • For multi-organizational or multi-investigator projects, describe succinctly: <ul style="list-style-type: none"> ○ The roles and the work to be performed by each PI and Key Participant; ○ Business agreements between the Applicant and each PI and Key Participant; ○ How the various efforts will be integrated and managed; ○ Process for making decisions on scientific/technical direction; ○ Publication arrangements;

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	<ul style="list-style-type: none"> ○ Intellectual Property issues; and ○ Communication plans
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Example Milestone Summary Table

Milestone Summary Table							
Recipient Name:							
Project Title:							
Task Number	Task Title or Subtask Title (If Applicable)	Milestone Type (Milestone or Go/No-Go Decision Point)	Milestone Number* (Go/No-Go Decision Point Number)	Milestone Description (Go/No-Go Decision Criteria)	Milestone Verification Process (What, How, Who, Where)	Anticipated Date (Months from Start of the Project)	Anticipated Quarter (Quarters from Start of the Project)

**Milestone numbering convention should align with Task and Subtask numbers, as appropriate. For example, M1.1, M3.2, etc.*

Note 1: It is required that each project has at least one milestone per quarter for the entire project duration. It is not necessary that each task have one milestone per quarter.

Note 2: It is required that each project has at least one project-wide go/no-go decision point each year. If a decision point is not specific to a particular task, then you may leave the task information blank for those decision points.

Note 3: All milestones should follow the SMART rule of thumb: Specific, Measureable, Achievable, Relevant, and Timely

Example Work Breakdown Structure

Technical Summary: Provide a high-level overview of the final result of this project. Explain the final objective, outcome, milestone and/or deliverable that are to be produced and the rationale for why the applicant has organized the tasks in the way they have.

Technical Details (Optional): Describe the relevant management, engineering, design, process, scientific or other principles and aspects of the project that warrant discussion.

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Task 1: Distinctive Title, Date range of the task in months (M1-M4)

Task Summary: Task summaries shall explicitly describe what work is to be accomplished, identify the project objectives/outcomes being addressed and provide a concise statement of the objectives of that task. In addition, the description should indicate the project deliverables that this task will help achieve (D1, D2, D5 etc. note that deliverables may be applicable to multiple or all tasks.)

Task Details: Within this section, the barriers and risks should be identified, as well as the approaches for overcoming those barriers and risks. Where appropriate, multiple pathways early in the effort can be outlined for risk reduction.

Milestone 1.1 (if applicable)

Milestone 1.2 (if applicable)

Etc.

Subtask 1.1: Date range (M1-M2)

Subtask Summary: Describe the specific and detailed work efforts that go into achieving the higher-level tasks.

Subtask Details: Describe the evaluation techniques that will be used and the expected result that will be generated from the effort.

Milestone 1.1.1 (if applicable)

Milestone 1.1.2 (if applicable)

Etc.

Subtask 1.2:

(Continue until all Task 1 subtasks are listed)

Task 2: (continue in the format above until all tasks and subtasks are listed)

Subtask 2.1: Description and Discussion

Subtask 2.2: Description and Discussion

3. Statement of Project Objectives

Applicants are required to complete a Statement of Project Objectives (SOPO). A SOPO template is available on EERE Exchange at <https://eere-exchange.energy.gov/>. The SOPO, including the Milestone Table, must not exceed 10 pages when printed using standard 8.5 x 11 paper with 1" margins

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(top, bottom, left, and right) with font not smaller than 12 point. Save the SOPO in a single Microsoft Word file using the following convention for the title “ControlNumber_LeadOrganization_SOPO”.

4. SF-424: Application for Federal Assistance

Complete all required fields in accordance with the instructions on the form. The list of certifications and assurances in Field 21 can be found at <http://energy.gov/management/office-management/operational-management/financial-assistance/financial-assistance-forms>, under Certifications and Assurances. Note: The dates and dollar amounts on the SF-424 are for the complete project period and not just the first project year, first phase or other subset of the project period. Save the SF-424 in a single PDF file using the following convention for the title “ControlNumber_LeadOrganization_App424”.

5. Budget Justification Workbook (EERE 335)

Applicants are required to complete the Budget Justification Workbook. This form is available on EERE Exchange at <https://eere-Exchange.energy.gov/>. Prime Recipients must complete each tab of the Budget Justification Workbook for the project as a whole, including all work to be performed by the Prime Recipient and its Subrecipients and Contractors, and provide all requested documentation (e.g., a Federally-approved rate agreement, vendor quotes). Applicants should include costs associated with required annual audits and incurred cost proposals in their proposed budget documents. The “Instructions and Summary” included with the Budget Justification Workbook will auto-populate as the applicant enters information into the Workbook. Applicants must carefully read the “Instructions and Summary” tab provided within the Budget Justification Workbook. Save the Budget Justification Workbook in a single Microsoft Excel file using the following convention for the title “ControlNumber_LeadOrganization_Budget_Justification”.

6. Summary/Abstract for Public Release

Applicants are required to submit a one-page summary/abstract of their project. The project summary/abstract must contain a summary of the proposed activity suitable for dissemination to the public. It should be a self-contained document that identifies the name of the applicant, the project director/principal investigator(s), the project title, the objectives of the project, a description of the project, including methods to be employed, the

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potential impact of the project (e.g., benefits, outcomes), and major participants (for collaborative projects). This document must not include any proprietary or sensitive business information as DOE may make it available to the public after selections are made. The project summary must not exceed 1 page when printed using standard 8.5 x 11 paper with 1" margins (top, bottom, left, and right) with font not smaller than 12 point. Save the Summary for Public Release in a single PDF file using the following convention for the title "ControlNumber_LeadOrganization_Summary".

7. Summary Slide

Applicants are required to provide a single PowerPoint slide summarizing the proposed project. The slide must be submitted in Microsoft PowerPoint format. This slide is used during the evaluation process. Save the Summary Slide in a single file using the following convention for the title "ControlNumber_LeadOrganization_Slide".

The Summary Slide template requires the following information:

- A technology Summary;
- A description of the technology's impact;
- Proposed project goals;
- Any key graphics (illustrations, charts and/or tables);
- The project's key idea/takeaway;
- Project title, Prime Recipient, Principal Investigator, and Key Participant information; and
- Requested EERE funds and proposed applicant cost share.

See Appendix F for a sample Summary Slide.

8. Subaward Budget Justification (EERE 335) (if applicable)

Applicants must provide a separate budget justification, EERE 335 (i.e., budget justification for each budget year and a cumulative budget) for each subawardee that is expected to perform work estimated to be more than \$100,000 or 25 percent of the total work effort (whichever is less). The budget justification must include the same justification information described in the "Budget Justification" section above. Save each subaward budget justification in a Microsoft Excel file using the following convention for the title "ControlNumber_LeadOrganization_Subawardee_Budget_Justification".

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9. Budget for DOE/NNSA FFRDC (if applicable)

If a DOE/NNSA FFRDC contractor is to perform a portion of the work, the applicant must provide a DOE Field Work Proposal (FWP) in accordance with the requirements in DOE Order 412.1, Work Authorization System. DOE Order 412.1 and DOE O 412.1 (Field Work Proposal form) area available at the following link, under “DOE Budget Forms”:
<https://www.directives.doe.gov/directives/0412.1-BOrder-a/view>. Save the FWP in a single PDF file using the following convention for the title “ControlNumber_LeadOrganization_FWP”.

10. Authorization for non-DOE/NNSA or DOE/NNSA FFRDCs (if applicable)

The Federal agency sponsoring the FFRDC must authorize in writing the use of the FFRDC on the proposed project and this authorization must be submitted with the application. The use of a FFRDC must be consistent with the contractor’s authority under its award. Save the Authorization in a single PDF file using the following convention for the title “ControlNumber_LeadOrganization_FFRDCAuth”.

11. SF-LLL: Disclosure of Lobbying Activities

Prime Recipients and Subrecipients may not use any Federal funds to influence or attempt to influence, directly or indirectly, congressional action on any legislative or appropriation matters.

Prime Recipients and Subrecipients are required to complete and submit SF-LLL, “Disclosure of Lobbying Activities” (<http://www.whitehouse.gov/sites/default/files/omb/grants/sflllin.pdf>) if any non-Federal funds have been paid or will be paid to any person for influencing or attempting to influence any of the following in connection with your application:

- An officer or employee of any Federal agency;
- A Member of Congress;
- An officer or employee of Congress; or
- An employee of a Member of Congress.

Save the SF-LLL in a single PDF file using the following convention for the title “ControlNumber_LeadOrganization_SF-LLL”.

12. Waiver Request: Performance of Work in the United States (if applicable)

As set forth in Section IV.K.iii, all work under EERE funding agreements must be performed in the United States. This requirement does not apply to the purchase of supplies and equipment, so a waiver is not required for foreign purchases of these items. However, the Prime Recipient should make every effort to purchase supplies and equipment within the United States. Appendix D lists the necessary information that must be included in a request to waive the Performance of Work in the United States requirement.

13. U.S. Manufacturing Commitments

As part of the application, applicants are required to submit a U.S. Manufacturing Plan when applying to areas of interest 1 and 2. Applicants to area of interest 3 are not required to submit a U.S. Manufacturing Plan.

The U.S. Manufacturing Plan represents the applicant's measurable commitment to support U.S. manufacturing as a result of its award.

The weight given to the U.S. Manufacturing Plans during the review and selection process varies based on the particular FOA. Applicants should review Section V.A.2 of this FOA to determine the weight given to the U.S. Manufacturing Plans under this FOA.

A U.S. Manufacturing Plan should contain the following or similar preamble: "If selected for funding, the applicant agrees to the following commitments as a condition of that funding:" and, after the preamble, the plan should include one or more specific and measurable commitments. For example, an applicant may commit particular types of products to be manufactured in the U.S. In addition to or instead of making a commitment tied to a particular product, the applicant may make other types of commitments still beneficial to U.S. manufacturing. An applicant may commit to a particular investment in a new or existing U.S. manufacturing facility, keep certain activities based in the U.S. (i.e., final assembly) or support a certain number of jobs in the U.S. related to the technology and manufacturing. For an applicant which is likely to license the technology to others, especially universities for which licensing may be the exclusive means of commercialization the technology, the U.S. manufacturing plan may indicate the applicant's plan and commitment to use a licensing strategy that would likely support U.S. manufacturing.

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subject line.*

When an applicant that is a domestic small business, domestic educational institution, or nonprofit organization is selected for an award, the U.S. Manufacturing Plan submitted by the applicant becomes part of the terms and conditions of the award. The applicant/awardee may request a waiver or modification of the U.S. Manufacturing Plan from DOE upon a showing that the original U.S. Manufacturing Plan is no longer economically feasible.

When an applicant that is a domestic large business is selected for an award, a class patent waiver applies as set forth in Section VIII. L. Under this class patent waiver, domestic large businesses may elect title to their subject inventions similar to the right provided to the domestic small businesses, educational institutions, and nonprofits by law. In order to avail itself of the class patent waiver, a domestic large business must agree that any products embodying or produced through the use of an invention conceived or first actually reduced to practice under the award will be substantially manufactured in the United States, unless DOE agrees that the commitments proposed in the U.S. Manufacturing Plan are sufficient.

For other entity types that are selected for award, please see Section VIII.L regarding U.S. manufacturing commitments.

14. Data Management Plan

Applicants are required to submit a Data Management Plan within 45 days of award. The Data Management Plan is a document that outlines the proposed plan for data sharing or preservation. Submission of this plan is required; and failure to submit the plan may result in a determination of non-compliance with the award. As a courtesy, guidance for preparing a Data Management Plan is included in Appendix E of the FOA.

15. Environmental Questionnaire

You must complete the Environmental Questionnaire. This form is available on EERE Exchange at <https://eere-Exchange.energy.gov/> and can also be found at https://www.eere-pmc.energy.gov/RecipientLogin/EQ_Sample.pdf.

Save the Environmental Questionnaire in a single PDF file using the following convention for the title "Control Number_LeadOrganization_EQ."

16. Cost Share Commitment Letters

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If cost share is required, you must have a letter from each third party contributing cost share (i.e., a party other than the organization submitting the application) stating that the third party is committed to providing a specific minimum dollar amount of cost share. Identify the following information for each third party contributing cost share: (1) the name of the organization; (2) the proposed dollar amount to be provided; (3) the amount as a percentage of the total project cost; and (4) the proposed type of cost share – cash, services, or property.

Letters of Commitment from parties participating in the project, exclusive of vendors, who will not be contributing cost share, but will be integral to the success of the project. Examples include participation support letters from OEMs and Tier 1 suppliers.

Please combine each individual Letter of Commitment into a single file.

Save the Letters of Commitment in a single PDF file using the following convention for the title “ControlNumber_LeadOrganization_LOC”.

E. Content and Form of Replies to Reviewer Comments

EERE will provide applicants with reviewer comments following evaluation of all eligible Full Applications. Applicants will have a brief opportunity to review the comments and to prepare a short Reply to Reviewer Comments responding to comments however they desire or supplementing their Full Application. The Reply to Reviewer Comments is an optional submission; applicants are not required to submit a Reply to Reviewer Comments.

EERE will notify applicants via email when the Reviewer Comments are available for reply. The expected submission deadline is on the cover page of the FOA; however, it is the applicant’s responsibility to monitor email in the event that the expected date changes. The deadline will not be extended for applicants who are unable to timely submit their reply due to failure to check email or relying on the expected date alone. Applicants should anticipate having approximately three (3) business days to submit Replies to Reviewer Comments.

EERE will not review or consider ineligible Replies to Reviewer Comments (see Section III of the FOA). EERE will review and consider each eligible Full Application, even if no Reply is submitted or if the Reply is found to be ineligible.

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Replies to Reviewer Comments must conform to the following content and form requirements, including maximum page lengths, described below. If a Reply to Reviewer Comments is more than three pages in length, EERE will review only the first three (3) pages and disregard any additional pages.

SECTION	PAGE LIMIT	DESCRIPTION
Text	2 pages max	Applicants may respond to one or more reviewer comments or supplement their Full Application.
Optional	1 page max	Applicants may use this page however they wish; text, graphs, charts, or other data to respond to reviewer comments or supplement their Full Application are acceptable.

F. Post-Award Information Requests

If selected for award, EERE reserves the right to request additional or clarifying information for any reason deemed necessary, including but not limited to:

- Indirect cost information
- Other budget information
- Updated Commitment Letters from Third Parties Contributing to Cost Share, if applicable
- Name and phone number of the Designated Responsible Employee for complying with national policies prohibiting discrimination (See 10 CFR 1040.5)
- Representation of Limited Rights Data and Restricted Software, if applicable
- Updated Environmental Questionnaire
- Foreign National Information

G. Dun and Bradstreet Universal Numbering System Number and System for Award Management

Each applicant (unless the applicant is an individual or Federal awarding agency that is excepted from those requirements under 2 CFR §25.110(b) or (c), or has an exception approved by the Federal awarding agency under 2 CFR §25.110(d)) is required to:

- (1) Be registered in the System for Award Management (SAM) at <https://www.sam.gov> before submitting its application;

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(2) provide a valid Dun and Bradstreet Universal Numbering System (DUNS) number in its application; and

(3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency.

DOE may not make a Federal award to an applicant until the applicant has complied with all applicable DUNS and SAM requirements and, if an applicant has not fully complied with the requirements by the time DOE is ready to make a Federal award, the DOE may determine that the applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another applicant.

H. Submission Dates and Times

Concept Papers, Full Applications, and Replies to Reviewer Comments must be submitted in EERE Exchange no later than 8:00 p.m. Eastern on the dates provided on the cover page of this FOA.

I. Intergovernmental Review

This FOA is not subject to Executive Order 12372 – Intergovernmental Review of Federal Programs.

J. Funding Restrictions

1. Allowable Costs

All expenditures must be allowable, allocable, and reasonable in accordance with the applicable Federal cost principles.

Refer to the following applicable Federal cost principles for more information:

- FAR Part 31 for For-Profit entities; and
- 2 CFR Part 200 Subpart E - Cost Principles for all other non-federal entities.

2. Pre-Award Costs

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Selectees must request prior written approval to charge pre-award costs. Pre-award costs are those incurred prior to the effective date of the Federal award directly pursuant to the negotiation and in anticipation of the Federal award where such costs are necessary for efficient and timely performance of the scope of work. Such costs are allowable only to the extent that they would have been allowable if incurred after the date of the Federal award and **only** with the written approval of the Federal awarding agency, through the Contracting Officer assigned to the award.

Pre-award costs cannot be incurred prior to the Selection Official signing the Selection Statement and Analysis. Pre-award costs can only be incurred if such costs would be reimbursable under the agreement if incurred after award.

Pre-Award expenditures are made at the Selectee's risk; EERE is not obligated to reimburse costs: (1) in the absence of appropriations; (2) if an award is not made; or (3) if an award is made for a lesser amount than the Selectee anticipated.

a. Pre-Award Costs Related to National Environmental Policy Act (NEPA) Requirements

EERE's decision whether and how to distribute Federal funds under this FOA is subject to NEPA. Applicants should carefully consider and should seek legal counsel or other expert advice before taking any action related to the proposed project that would have an adverse effect on the environment or limit the choice of reasonable alternatives prior to EERE completing the NEPA review process.

EERE does not guarantee or assume any obligation to reimburse costs where the Prime Recipient incurred the costs prior to receiving written authorization from the Contracting Officer. If the applicant elects to undertake activities that may have an adverse effect on the environment or limit the choice of reasonable alternatives prior to receiving such written authorization from the Contracting Officer, the applicant is doing so at risk of not receiving Federal funding and such costs may not be recognized as allowable cost share. Likewise, if a project is selected for negotiation of award, and the Prime Recipient elects to undertake activities that are not authorized for Federal funding by the Contracting Officer in advance of EERE completing a NEPA review, the Prime Recipient is doing so at risk of not receiving Federal Funding and such costs may not

be recognized as allowable cost share. Nothing contained in the pre-award cost reimbursement regulations or any pre-award costs approval letter from the Contracting Officer override these NEPA requirements to obtain the written authorization from the Contracting Officer prior to taking any action that may have an adverse effect on the environment or limit the choice of reasonable alternatives.

3. Performance of Work in the United States

a. **Requirement**

All work performed under EERE Awards must be performed in the United States. This requirement does not apply to the purchase of supplies and equipment; however, the Prime Recipient should make every effort to purchase supplies and equipment within the United States. The Prime Recipient must flow down this requirement to its Subrecipients.

b. **Failure to Comply**

If the Prime Recipient fails to comply with the Performance of Work in the United States requirement, EERE may deny reimbursement for the work conducted outside the United States and such costs may not be recognized as allowable recipient cost share. The Prime Recipient is responsible should any work under this Award be performed outside the United States, absent a waiver, regardless of if the work is performed by the Prime Recipient, Subrecipients, contractors or other project partners.

c. **Waiver**

There may be limited circumstances where it is in the interest of the project to perform a portion of the work outside the United States. To seek a waiver of the Performance of Work in the United States requirement, the applicant must submit a written waiver request to EERE. [Appendix D lists the necessary information that must be included in a request to waive the Performance of Work in the United States requirement.](#)

d. **The applicant must demonstrate to the satisfaction of EERE that a waiver would further the purposes of the FOA and is in the economic interests of the United States. EERE may require additional information before considering a waiver request. Save the waiver request(s) in a single PDF file titled "ControlNumber_PerformanceofWork_Waiver". The applicant does not have the right to appeal EERE's decision concerning a waiver request.**

4. Construction

Recipients are required to obtain written authorization from the Contracting Officer before incurring any major construction costs.

5. Foreign Travel

If international travel is proposed for your project, please note that your organization must comply with the International Air Transportation Fair Competitive Practices Act of 1974 (49 USC 40118), commonly referred to as the “Fly America Act,” and implementing regulations at 41 CFR 301-10.131 through 301-10.143. The law and regulations require air transport of people or property to, from, between, or within a country other than the United States, the cost of which is supported under this award, to be performed by or under a cost-sharing arrangement with a U.S. flag carrier, if service is available. Foreign travel costs are allowable only with the written prior approval of the Contracting Officer assigned to the award.

6. Equipment and Supplies

To the greatest extent practicable, all equipment and products purchased with funds made available under this FOA should be American-made. This requirement does not apply to used or leased equipment.

Property disposition will be required at the end of a project if the current fair market value of property exceeds \$5,000. The rules for property disposition are set forth in 2 CFR 200.310 – 200.316 as amended by 2 CFR 910.360.

7. Lobbying

Recipients and Subrecipients may not use any Federal funds to influence or attempt to influence, directly or indirectly, congressional action on any legislative or appropriation matters.

Recipients and Subrecipients are required to complete and submit SF-LLL, “Disclosure of Lobbying Activities” (<http://www.whitehouse.gov/sites/default/files/omb/grants/sflllin.pdf>) if any non-Federal funds have been paid or will be paid to any person for influencing or attempting to influence any of the following in connection with your application:

- An officer or employee of any Federal agency;
- A Member of Congress;
- An officer or employee of Congress; or
- An employee of a Member of Congress.

8. Risk Assessment

Prior to making a Federal award, the DOE is required by 31 U.S.C. 3321 and 41 U.S.C. 2313 to review information available through any OMB-designated repositories of government-wide eligibility qualification or financial integrity information, such as SAM Exclusions and “Do Not Pay.”

In addition, DOE evaluates the risk(s) posed by applicants before they receive Federal awards. This evaluation may consider: results of the evaluation of the applicant's eligibility; the quality of the application; financial stability; quality of management systems and ability to meet the management standards prescribed in this part; history of performance; reports and findings from audits; and the applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities.

In addition to this review, DOE must comply with the guidelines on government-wide suspension and debarment in 2 CFR 180, and must require non-Federal entities to comply with these provisions. These provisions restrict Federal awards, subawards and contracts with certain parties that are debarred, suspended or otherwise excluded from or ineligible for participation in Federal programs or activities.

V. Application Review Information

A. Technical Review Criteria

1. Concept Papers

AREAS OF INTEREST 1 and 2

Concept Papers submitted to Area of Interest 1 and 2 are evaluated based on consideration the following criteria. All sub-criteria are of equal weight.

Criterion 1: Proposed Project (100%)

Quality, innovativeness, soundness, adequacy and completeness of the proposed project and the likelihood that the applicant will effectively and efficiently accomplish the work and meet the objectives.

This criterion involves consideration of the following factors:

- The applicant clearly describes the proposed technology, describes how the technology is unique and innovative, and how the technology will advance the current state-of-the-art.
- The applicant has identified risks and challenges, including possible mitigation strategies, and has shown the impact that EERE funding and the proposed project would have on the relevant field and application; and
- The applicant has the qualifications, experience, capabilities and other resources necessary to complete the proposed project.
- The proposed work, if successfully accomplished, would clearly meet the objectives as stated in the FOA.

AREA OF INTEREST 3

Concept Papers submitted to Area of Interest 3 are evaluated based on consideration the following criteria. All sub-criteria are of equal weight.

Criterion 1: Proposed Project (100%)

Quality, innovativeness, soundness, adequacy and completeness of the proposed project and the likelihood that the applicant will effectively and efficiently accomplish the work and meet the objectives.

This criterion involves consideration of the following factors:

- The proposed approach/project will significantly accelerate the widespread use of plug-in electric and alternative fuel vehicles.
- The degree to which proposed approach/project is responsive to the AOI.
- The proposed project is unique and innovative.
- The probability that the proposed project will accomplish its objectives

2. Full Applications

AREAS OF INTEREST 1 and AOI 2

Full Applications submitted to Area of Interest 1 and 2 are evaluated based on consideration the following criteria. All sub-criteria are of equal weight

Criterion 1: Technical Merit, Innovation, and Impact (50%)

Technical Merit and Innovation

- Extent to which the proposed technology or process is innovative and has the potential to advance the state of the art;
- Degree to which the current state of the technology and the proposed advancement are clearly described;
- Extent to which the application specifically and convincingly demonstrates how the applicant will move the state of the art to the proposed advancement; and
- Sufficiency of technical detail in the application to assess whether the proposed work is scientifically meritorious and revolutionary, including relevant data, calculations, and discussion of prior work in the literature with analysis that supports the viability of the proposed work.

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Impact of Technology Advancement

- How the project supports the topic area objectives and target specifications and metrics; and
- The potential impact of the project on advancing the state of the art.

Criterion 2: Project Research and Market Transformation Plan (30%)

Research Approach, Workplan and SOPO

- Degree to which the approach and critical path have been clearly described and thoughtfully considered; and
- Degree to which the task descriptions are clear, detailed, timely, and reasonable, resulting in a high likelihood that the proposed Workplan and SOPO will succeed in meeting the project goals.

Identification of Technical Risks

- Discussion and demonstrated understanding of the key technical risk areas involved in the proposed work, and the quality of the mitigation strategies to address them.

Baseline, Metrics, and Deliverables

- The level of clarity in the definition of the baseline, metrics, and milestones; and
- Relative to a clearly defined experimental baseline, the strength of the quantifiable metrics, milestones, and mid-point deliverables defined in the application, such that meaningful interim progress will be made.

Market Transformation Plan

- Identification of target market, competitors, and distribution channels for proposed technology along with known or perceived barriers to market penetration, including mitigation plan; and
- Comprehensiveness of commercialization plan including product development and/or service plan, commercialization timeline, financing, product marketing, legal/regulatory considerations including intellectual property, infrastructure requirements, data dissemination, U.S. manufacturing plan etc., and product distribution.

Criterion 3: Team and Resources (20%)

- The capability of the Principal Investigator(s) and the proposed team to address all aspects of the proposed work with a good chance of success. Qualifications, relevant expertise, and time commitment of the individuals on the team;
- The sufficiency of the facilities to support the work;
- Degree to which the proposed consortia/team demonstrates the ability to facilitate and expedite further development and commercial deployment of the proposed technologies;
- Level of participation by project participants as evidenced by letter(s) of commitment and how well they are integrated into the Workplan; and
- Reasonableness of budget and spend plan for proposed project and objectives.

AREA OF INTEREST 3

Full Applications submitted to Area of Interest 3 are evaluated based on the following criteria:

Criterion 1: Project Merit and Impact (40%)

- Responsiveness and relevance of the application to the programmatic goals and requirements identified for this AOI.
- Extent to which the proposed project is innovative and has the potential to significantly accelerate the widespread adoption of electric drive, alternative fuel, and advanced technology vehicles.
- Extent to which the proposed project will catalyze significant petroleum use reduction and greenhouse gas emissions reduction.
- Degree to which the proposed project or its components can be replicated and/or expanded across other organizations, cities, states, or regions.
- Reasonableness of the proposed methodology for collecting and sharing data.

Criterion 2: Project Plan (30%)

- Degree to which the approach has been clearly described
- Degree to which the technical approach is practical and reflects a good understanding of project needs, challenges, and desired outcomes.
- Degree to which the task descriptions and milestones are clear, detailed, timely, and reasonable, resulting in a high likelihood that the proposed work plan will succeed in meeting the project's goals.

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- Degree to which the proposed activities leverage the strengths, capabilities, and resources (i.e. materials, or tools) of EERE, helping to increase the project’s effectiveness and maximize its potential to achieve programmatic goals.
- Demonstrated ability of the deliverables to support project objectives.

Criterion 3: Probability of Project Success Based on Team (30%)

- Qualifications, expertise, and experience of both the identified key personnel and the applicant organization and/or partners in areas relevant to the proposed work.
- Identification of specific personnel assigned to major project tasks, their roles in relation to the work required, percent of their time on the project, and special qualifications they may bring to the project.
- Degree to which the applicant and/or team resources are allocated to successfully complete the proposed work.
- Strength of partnerships and extent of active participation of the proposed team to ensure the success of the project.
- Quality and strength of commitment letters documenting level of technical and/or financial involvement from all team partners.

3. Criteria for Replies to Reviewer Comments

EERE has not established separate criteria to evaluate Replies to Reviewer Comments. Instead, Replies to Reviewer Comments are attached to the original applications and evaluated as an extension of the Full Application.

B. Standards for Application Evaluation

Applications that are determined to be eligible will be evaluated in accordance with this FOA, by the standards set forth in EERE’s Notice of Objective Merit Review Procedure (76 Fed. Reg. 17846, March 31, 2011) and the guidance provided in the “Department of Energy Merit Review Guide for Financial Assistance,” which is available at: <http://energy.gov/sites/prod/files/meritrev.pdf>.

C. Other Selection Factors

1. Program Policy Factors

In addition to the above criteria, the Selection Official may consider the following program policy factors in determining which Full Applications to select for award negotiations:

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- The degree to which the proposed project, including proposed cost shares, optimizes the use of available EERE funding to achieve programmatic objectives;
- The level of industry involvement and demonstrated ability to commercialize energy or related technologies;
- Technical, market, organizational, and environmental risks associated with the project;
- Whether the proposed project is likely to lead to increased employment and manufacturing in the United States;
- Whether the proposed project will accelerate transformational technological advances in areas that industry by itself is not likely to undertake because of technical and financial uncertainty;
- Whether the applicant is a Climate Action Champion¹ designated under DOE's Request for Applications DE-FOA-0001189 (RFA) or the applicant has a letter of support from a Climate Action Champion designated under the above referenced RFA;
- The degree to which the proposed project collectively represents diverse types and sizes of applicant organizations while not being detrimental to the overall objectives of the program; and
- The degree to which the proposed project represents diverse technology concepts and applications, as well as technical approaches, while not being detrimental to the overall objectives of the program.

D. Evaluation and Selection Process

1. Overview

The evaluation process consists of multiple phases; each includes an initial eligibility review and a thorough technical review. Rigorous technical reviews of eligible submissions are conducted by reviewers that are experts in the subject matter of the FOA. Ultimately, the Selection Official considers the

¹ In recognition of the importance of the dual policy goals of reducing greenhouse gas emissions and enhancing climate resilience, the U.S. Department of Energy (DOE) – in close collaboration with other Federal agencies – launched the Climate Action Champion initiative to identify and showcase U.S. local and tribal governments that have proven to be climate leaders through pursuing opportunities to advance both of these goals in their communities. Recently, DOE selected sixteen (16) U.S. local governments and tribal governments – or regional collaborations or consortia thereof – that demonstrated a strong and ongoing commitment to implementing strategies that both reduce greenhouse gas emissions and enhance climate resilience, with a particular emphasis on strategies that further both goals. <http://www.whitehouse.gov/blog/2014/12/03/announcing-first-class-climate-action-champions>

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recommendations of the reviewers, along with other considerations such as program policy factors, in determining which applications to select.

2. Pre-Selection Clarification

EERE may determine that pre-selection clarifications are necessary from one or more applicants. Pre-selection clarifications are distinct from and less formal than pre-selection interviews. These pre-selection clarifications will solely be for the purposes of clarifying the application, and will be limited to information already provided in the application documentation. The pre-selection clarifications may occur before, during or after the merit review evaluation process. Information provided by an applicant that is not necessary to address the pre-selection clarification question will not be reviewed or considered. Typically, a pre-selection clarification will be carried out through either written responses to EERE's written clarification questions or video or conference calls with EERE representatives.

The information provided by applicants to EERE through pre-selection clarifications is incorporated in their applications and contributes to the merit review evaluation and EERE's selection decisions. If EERE contacts an applicant for pre-selection clarification purposes, it does not signify that the applicant has been selected for negotiation of award or that the applicant is among the top ranked applications.

EERE will not reimburse applicants for expenses relating to the pre-selection clarifications, nor will these costs be eligible for reimbursement as pre-award costs.

3. Recipient Integrity and Performance Matters

DOE, prior to making a Federal award with a total amount of Federal share greater than the simplified acquisition threshold, is required to review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently FAPIIS) (see 41 U.S.C. 2313).

The applicant, at its option, may review information in the designated integrity and performance systems accessible through SAM and comment on any information about itself that a Federal awarding agency previously entered and is currently in the designated integrity and performance system accessible through SAM.

DOE will consider any written comments by the applicant, in addition to the other information in the designated integrity and performance system, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants as described in 2 C.F.R. § 200.205 Federal awarding agency review of risk posed by applicants.

4. Selection

The Selection Official may consider the technical merit, the Federal Consensus Board's recommendations, program policy factors, and the amount of funds available in arriving at selections for this FOA.

E. Anticipated Notice of Selection and Award Dates

EERE anticipates notifying applicants selected for negotiation of award by February 2017 timeframe and making awards by April 2017.

VI. Award Administration Information

A. Award Notices

1. Noncompliant and Nonresponsive Submissions

Noncompliant and nonresponsive Concept Papers and Full Applications will not be further reviewed or considered for award. The Contracting Officer will send a notification letter by email to the technical and administrative points of contact designated by the applicant in EERE Exchange. The notification letter will state the basis upon which the Concept Paper was discouraged or the Full Application was rejected.

2. Concept Paper Notifications

EERE will notify applicants of its determination to encourage or discourage the submission of a Full Application. EERE will send a notification letter by email to the technical and administrative points of contact designated by the applicant in EERE Exchange.

Applicants may submit a Full Application even if they receive a notification discouraging them from doing so. By discouraging the submission of a Full Application, EERE intends to convey its lack of programmatic interest in the proposed project. Such assessments do not necessarily reflect judgments on the merits of the proposed project. The purpose of the Concept Paper phase is to save applicants the considerable time and expense of preparing a Full Application that is unlikely to be selected for award negotiations.

A notification letter encouraging the submission of a Full Application does not authorize the applicant to commence performance of the project. Please refer to Section IV.J.2 of the FOA for guidance on pre-award costs.

3. Full Application Notifications

EERE will notify applicants of its determination via a notification letter by email to the technical and administrative points of contact designated by the applicant in EERE Exchange. The notification letter will inform the applicant whether or not its Full Application was selected for award negotiations. Alternatively, EERE may notify one or more applicants that a final selection determination on particular Full Applications will be made at a later date, subject to the availability of funds or other factors.

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4. Successful Applicants

Receipt of a notification letter selecting a Full Application for award negotiations does not authorize the applicant to commence performance of the project. If an application is selected for award negotiations, it is not a commitment by EERE to issue an award. Applicants do not receive an award until award negotiations are complete and the Contracting Officer executes the funding agreement, accessible by the Prime Recipient in FedConnect.

The award negotiation process will take approximately 60 days. Applicants must designate a primary and a backup point-of-contact in EERE Exchange with whom EERE will communicate to conduct award negotiations. The applicant must be responsive during award negotiations (i.e., provide requested documentation) and meet the negotiation deadlines. If the applicant fails to do so or if award negotiations are otherwise unsuccessful, EERE will cancel the award negotiations and rescind the Selection. EERE reserves the right to terminate award negotiations at any time for any reason.

Please refer to Section IV.J.2 of the FOA for guidance on pre-award costs.

5. Alternate Selection Determinations

In some instances, an applicant may receive a notification that its application was not selected for award and EERE designated the application to be an alternate. As an alternate, EERE may consider the Full Application for Federal funding in the future. A notification letter stating the Full Application is designated as an alternate does not authorize the applicant to commence performance of the project. EERE may ultimately determine to select or not select the Full Application for award negotiations.

6. Unsuccessful Applicants

EERE shall promptly notify in writing each applicant whose application has not been selected for award or whose application cannot be funded because of the unavailability of appropriated funds.

B. Administrative and National Policy Requirements

1. Registration Requirements

There are several one-time actions before submitting an application in response to this FOA, and it is vital that applicants address these items as soon as possible. Some may take several weeks, and failure to complete them could interfere with an applicant's ability to apply to this FOA, or to meet the

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negotiation deadlines and receive an award if the application is selected. These requirements are as follows:

a. EERE Exchange

Register and create an account on EERE Exchange at <https://eere-Exchange.energy.gov>.

This account will then allow the user to register for any open EERE FOAs that are currently in EERE Exchange. It is recommended that each organization or business unit, whether acting as a team or a single entity, use only one account as the contact point for each submission. Applicants should also designate backup points of contact so they may be easily contacted if deemed necessary. **This step is required to apply to this FOA.**

The EERE Exchange registration does not have a delay; however, **the remaining registration requirements below could take several weeks to process and are necessary for a potential applicant to receive an award under this FOA.**

b. DUNS Number

Obtain a Dun and Bradstreet Data Universal Numbering System (DUNS) number (including the plus 4 extension, if applicable) at <http://fedgov.dnb.com/webform>.

c. System for Award Management

Register with the System for Award Management (SAM) at <https://www.sam.gov>. Designating an Electronic Business Point of Contact (EBiz POC) and obtaining a special password called an MPIN are important steps in SAM registration. Please update your SAM registration annually.

d. FedConnect

Register in FedConnect at <https://www.fedconnect.net>. To create an organization account, your organization's SAM MPIN is required. For more information about the SAM MPIN or other registration requirements, review the FedConnect Ready, Set, Go! Guide at http://www.fedconnect.net/FedConnect/Marketing/Documents/FedConnect_Ready_Set_Go.pdf.

e. Grants.gov

Register in Grants.gov (<http://www.grants.gov>) to receive automatic updates when Amendments to this FOA are posted. However, please note

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that Concept Papers, and Full Applications will not be accepted through Grants.gov.

f. Electronic Authorization of Applications and Award Documents

Submission of an application and supplemental information under this FOA through electronic systems used by the Department of Energy, including EERE Exchange and FedConnect.net, constitutes the authorized representative's approval and electronic signature.

2. Award Administrative Requirements

The administrative requirements for DOE grants and cooperative agreements are contained in 2 CFR Part 200 as amended by 2 CFR Part 910.

3. Foreign National Involvement

All applicants selected for an award resulting from this FOA may be required to provide information to the Department of Energy (DOE) in order to facilitate our responsibilities associated with foreign national access to DOE sites, information, technologies, equipment, programs or personnel. Foreign national is defined as any person who was born outside the jurisdiction of the United States, is a citizen of a foreign government, and has not been naturalized under U.S. law. If the selected applicant, including subrecipients/contractors, anticipates utilizing a foreign national in the performance of an award, the selected applicant may be responsible for providing to the DOE specific information about the foreign national(s) to ensure compliance with all of the requirements for access approval. Access approval for individuals from countries identified on the U.S. Department of State list of State Sponsors of Terrorism must receive final approval authority from the Secretary of Energy before they can commence work.

4. Subaward and Executive Reporting

Additional administrative requirements necessary for DOE grants and cooperative agreements to comply with the Federal Funding and Transparency Act of 2006 (FFATA) are contained in 2 CFR Part 170. Prime Recipients must register with the new FFATA Subaward Reporting System database and report the required data on their first tier Subrecipients. Prime Recipients must report the executive compensation for their own executives as part of their registration profile in SAM.

5. National Policy Requirements

The National Policy Assurances that are incorporated as a term and condition of award are located at: <http://www.nsf.gov/awards/managing/rtc.jsp>.

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6. Environmental Review in Accordance with National Environmental Policy Act (NEPA)

EERE's decision whether and how to distribute federal funds under this FOA is subject to the National Environmental Policy Act (42 USC 4321, *et seq.*). NEPA requires Federal agencies to integrate environmental values into their decision-making processes by considering the potential environmental impacts of their proposed actions. For additional background on NEPA, please see DOE's NEPA website, at <http://nepa.energy.gov/>.

While NEPA compliance is a Federal agency responsibility and the ultimate decisions remain with the Federal agency, all recipients selected for an award will be required to assist in the timely and effective completion of the NEPA process in the manner most pertinent to their proposed project. If DOE determines certain records must be prepared to complete the NEPA review process (e.g., biological evaluations or environmental assessments), the costs to prepare the necessary records may be included as part of the project costs.

The environmental questionnaire can be found at https://www.eere-pmc.energy.gov/RecipientLogin/EQ_Sample.pdf. Applicants selected for negotiations leading to award will be required to complete and submit their EQ electronically.

7. Applicant Representations and Certifications

a. **Lobbying Restrictions**

By accepting funds under this award, the Prime Recipient agrees that none of the funds obligated on the award shall be expended, directly or indirectly, to influence Congressional action on any legislation or appropriation matters pending before Congress, other than to communicate to Members of Congress as described in 18 U.S.C. §1913. This restriction is in addition to those prescribed elsewhere in statute and regulation.

b. **Corporate Felony Conviction and Federal Tax Liability Representations**

In submitting an application in response to this FOA, the applicant represents that:

1. It is **not** a corporation that has been convicted of a felony criminal violation under any Federal law within the preceding 24 months, and

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2. It is **not** a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

For purposes of these representations the following definitions apply:

A Corporation includes any entity that has filed articles of incorporation in any of the 50 states, the District of Columbia, or the various territories of the United States [but not foreign corporations]. It includes both for-profit and non-profit organizations.

c. Nondisclosure and Confidentiality Agreements Representations

In submitting an application in response to this FOA the applicant represents that:

1. It **does not and will not** require its employees or contractors to sign internal nondisclosure or confidentiality agreements or statements prohibiting or otherwise restricting its employees or contractors from lawfully reporting waste, fraud, or abuse to a designated investigative or law enforcement representative of a Federal department or agency authorized to receive such information.
2. It **does not and will not** use any Federal funds to implement or enforce any nondisclosure and/or confidentiality policy, form, or agreement it uses unless it contains the following provisions:
 - *“These provisions are consistent with and do not supersede, conflict with, or otherwise alter the employee obligations, rights, or liabilities created by existing statute or Executive order relating to (1) classified information, (2) communications to Congress, (3) the reporting to an Inspector General of a violation of any law, rule, or regulation, or mismanagement, a gross waste of funds, an abuse of authority, or a substantial and specific danger to public health or safety, or (4) any other whistleblower*

protection. The definitions, requirements, obligations, rights, sanctions, and liabilities created by controlling Executive orders and statutory provisions are incorporated into this agreement and are controlling.”

- The limitation above shall not contravene requirements applicable to Standard Form 312, Form 4414, or any other form issued by a Federal department or agency governing the nondisclosure of classified information.
- Notwithstanding the provision listed in paragraph (a), a nondisclosure or confidentiality policy form or agreement that is to be executed by a person connected with the conduct of an intelligence or intelligence-related activity, other than an employee or officer of the United States Government, may contain provisions appropriate to the particular activity for which such document is to be used. Such form or agreement shall, at a minimum, require that the person will not disclose any classified information received in the course of such activity unless specifically authorized to do so by the United States Government. Such nondisclosure or confidentiality forms shall also make it clear that they do not bar disclosures to Congress, or to an authorized official of an executive agency or the Department of Justice, that are essential to reporting a substantial violation of law.

8. Statement of Federal Stewardship

EERE will exercise normal Federal stewardship in overseeing the project activities performed under EERE Awards. Stewardship Activities include, but are not limited to, conducting site visits; reviewing performance and financial reports, providing assistance and/or temporary intervention in usual circumstances to correct deficiencies that develop during the project; assuring compliance with terms and conditions; and reviewing technical performance after project completion to ensure that the project objectives have been accomplished.

9. Statement of Substantial Involvement

EERE has substantial involvement in work performed under Awards made as a result of this FOA. EERE does not limit its involvement to the administrative requirements of the Award. Instead, EERE has substantial involvement in the direction and redirection of the technical aspects of the project as a whole. Substantial involvement includes, but is not limited to, the following:

1. EERE shares responsibility with the recipient for the management, control, direction, and performance of the Project.
2. EERE may intervene in the conduct or performance of work under this Award for programmatic reasons. Intervention includes the interruption or modification of the conduct or performance of project activities.
3. EERE may redirect or discontinue funding the Project based on the outcome of EERE's evaluation of the Project at that the Go/No Go decision point(s).
4. EERE participates in major project decision-making processes.

The aforementioned substantial involvement language is anticipated by EERE for applications leading to award under this FOA. However, it may be revised during negotiations leading to award if EERE deems necessary.

10. Subject Invention Utilization Reporting

In order to ensure that Prime Recipients and Subrecipients holding title to subject inventions are taking the appropriate steps to commercialize subject inventions, EERE may require that each Prime Recipient holding title to a subject invention submit annual reports for 10 years from the date the subject invention was disclosed to EERE on the utilization of the subject invention and efforts made by Prime Recipient or their licensees or assignees to stimulate such utilization. The reports must include information regarding the status of development, date of first commercial sale or use, gross royalties received by the Prime Recipient, and such other data and information as EERE may specify.

11. Intellectual Property Provisions

The standard DOE financial assistance intellectual property provisions applicable to the various types of recipients are located at <http://www1.eere.energy.gov/financing/resources.html>.

12. Reporting

Reporting requirements are identified on the Federal Assistance Reporting Checklist, attached to the award agreement. The checklist can be accessed at <http://www1.eere.energy.gov/financing/resources.html>.

13. Go/No-Go Review

Each project selected under this FOA will be subject to a periodic project evaluation referred to as a Go/No-Go Review. Federal funding beyond the Go/No Go decision point (continuation funding), is contingent on (1) the availability of funds appropriated by Congress for the purpose of this program and the availability of future-year budget authority; (2) meeting the objectives, milestones, deliverables, and decision point criteria of recipient's approved project and obtaining approval from EERE to continue work on the project; and (3) the submittal of required reports in accordance with the Statement of Project Objectives.

As a result of the Go/No Go Review, DOE may, at its discretion, authorize the following actions: (1) continue to fund the project, contingent upon the availability of funds appropriated by Congress for the purpose of this program and the availability of future-year budget authority; (2) recommend redirection of work under the project; (3) place a hold on federal funding for the project, pending further supporting data or funding; or (4) discontinue funding the project because of insufficient progress, change in strategic direction, or lack of funding.

The Go/No-Go decision is distinct from a non-compliance determination. In the event a recipient fails to comply with the requirements of an award, EERE may take appropriate action, including but not limited to, redirecting, suspending or terminating the award.

14. Conference Spending

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The recipient shall not expend any funds on a conference not directly and programmatically related to the purpose for which the grant or cooperative agreement was awarded that would defray the cost to the United States Government of a conference held by any Executive branch department, agency, board, commission, or office for which the cost to the United States Government would otherwise exceed \$20,000, thereby circumventing the required notification by the head of any such Executive Branch department, agency, board, commission, or office to the Inspector General (or senior ethics official for any entity without an Inspector General), of the date, location, and number of employees attending such conference.

VII. Questions/Agency Contacts

Upon the issuance of a FOA, EERE personnel are prohibited from communicating (in writing or otherwise) with applicants regarding the FOA except through the established question and answer process as described below. Specifically, questions regarding the content of this FOA must be submitted to DE-FOA-0001535@NETL.DOE.GOV not later than 5 business days prior to the application due date. Questions submitted after that date may not allow the government sufficient time to respond.

Therefore, the deadline for submission of FOA related questions will be August 22, 2016 at 8:00 PM Eastern time. Any questions submitted after that deadline will NOT be addressed. Questions regarding problems encountered with the application submittal will be answered as time permits. Applicants are encouraged to review the posted questions and answers daily. Please be as specific as possible when asking questions to insure that questions will be adequately addressed. All questions submitted must clearly identify the Area of Interest (AOI) to ensure a timely and accurate response. Failure to identify the AOI, or not being as specific as possible with a question, may result in additional time to address the question or require further correspondence for further clarification regarding the submitted questions.

All questions and answers related to this FOA will be posted on EERE Exchange at: <https://eere-exchange.energy.gov>. **Please note that you must first select this specific FOA Number in order to view the questions and answers specific to this FOA.** EERE will attempt to respond to a question within 3 business days, unless a similar question and answer has already been posted on the website.

Questions related to the registration process and use of the EERE Exchange website should be submitted to: EERE-ExchangeSupport@hq.doe.gov.

VIII. Other Information

A. FOA Amendments

Amendments to this FOA will be posted on the EERE Exchange website and the Grants.gov system. However, you will only receive an email when an amendment or a FOA is posted on these sites if you register for email notifications for this FOA in Grants.gov. **EERE recommends that you register as soon after the release of the FOA as possible to ensure you receive timely notice of any amendments or other FOAs.**

B. Informational Webinar

EERE will conduct one informational webinar during the FOA process. It will be held after the initial FOA release but before the due date for Concept Papers.

Attendance is not mandatory and will not positively or negatively impact the overall review of any applicant submissions. As the webinar will be open to all applicants who wish to participate, applicants should refrain from asking questions or communicating information that would reveal confidential and/or proprietary information specific to their project. Specific dates for the webinar can be found on the cover page of the FOA.

C. Government Right to Reject or Negotiate

EERE reserves the right, without qualification, to reject any or all applications received in response to this FOA and to select any application, in whole or in part, as a basis for negotiation and/or award.

D. Commitment of Public Funds

The Contracting Officer is the only individual who can make awards or commit the Government to the expenditure of public funds. A commitment by anyone other than the Contracting Officer, either express or implied, is invalid.

E. Treatment of Application Information

In general, EERE will only use data and other information contained in applications for evaluation purposes, unless such information is generally available to the public or is already the property of the Government.

Applicants should not include trade secrets or commercial or financial information that is privileged or confidential in their application unless such information is

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necessary to convey an understanding of the proposed project or to comply with a requirement in the FOA.

The use of protective markings such as “Do Not Publicly Release – Trade Secret” or “Do Not Publicly Release – Confidential Business Information” is encouraged. However, applicants should be aware that the use of protective markings is not dispositive as to whether information will be publicly released pursuant to the Freedom of Information Act, 5 U.S.C. §552, et. seq., as amended by the OPEN Government Act of 2007, Pub. L. No. 110-175. (See Section I of this document, “Notice of Potential Disclosure Under the Freedom of Information Act (FOIA)” for additional information regarding the public release of information under the Freedom of Information Act.

Applicants are encouraged to employ protective markings in the following manner:

The cover sheet of the application must be marked as follows and identify the specific pages containing trade secrets or commercial or financial information that is privileged or confidential:

Notice of Restriction on Disclosure and Use of Data:

Pages [list applicable pages] of this document may contain trade secrets or commercial or financial information that is privileged or confidential, and is exempt from public disclosure. Such information shall be used or disclosed only for evaluation purposes or in accordance with a financial assistance or loan agreement between the submitter and the Government. The Government may use or disclose any information that is not appropriately marked or otherwise restricted, regardless of source.
[End of Notice]

The header and footer of every page that contains trade secrets or commercial or financial information that is privileged must be marked as follows: “May contain trade secrets or commercial or financial information that is privileged or confidential and exempt from public disclosure.”

In addition, each line or paragraph containing trade secrets or commercial or financial information that is privileged or confidential must be enclosed in brackets.

The above markings enable EERE to follow the provisions of 10 CFR 1004.11(d) in the event a Freedom of Information Act (FOIA) request is received for information submitted with an application. Failure to comply with these marking requirements may result in the disclosure of the unmarked information under a FOIA request or

otherwise. The U.S. Government is not liable for the disclosure or use of unmarked information, and may use or disclose such information for any purpose.

Subject to the specific FOIA exemptions identified in 5 U.S.C. 552(b), all information submitted to EERE by a FOA applicant is subject to public release under the Freedom of Information Act, 5 U.S.C. §552, as amended by the OPEN Government Act of 2007, Pub. L. No. 110-175. It is the applicant's responsibility to review FOIA and its exemptions to understand (1) what information may be subject to public disclosure and (2) what information applicants submit to the Government that are protected by law. In some cases, DOE may be unable to make an independent determination regarding which information submitted by an applicant is releasable and which is protected by an exemption. In such cases, DOE will consult with the applicant, in accordance with 10 C.F.R. §1004.11, to solicit the applicant's views on how the information should be treated.

F. Evaluation and Administration by Non-Federal Personnel

In conducting the merit review evaluation, the Go/No-Go Review and Peer Review, the Government may seek the advice of qualified non Federal personnel as reviewers. The Government may also use non-Federal personnel to conduct routine, nondiscretionary administrative activities. The applicant, by submitting its application, consents to the use of non-Federal reviewers/administrators. Non-Federal reviewers must sign conflict of interest and non-disclosure agreements prior to reviewing an application. Non-Federal personnel conducting administrative activities must sign a non-disclosure agreement.

G. Notice Regarding Eligible/Ineligible Activities

Eligible activities under this FOA include those which describe and promote the understanding of scientific and technical aspects of specific energy technologies, but not those which encourage or support political activities such as the collection and dissemination of information related to potential, planned or pending legislation.

H. Notice of Right to Conduct a Review of Financial Capability

EERE reserves the right to conduct an independent third party review of financial capability for applicants that are selected for negotiation of award (including personal credit information of principal(s) of a small business if there is insufficient information to determine financial capability of the organization).

I. Notice of Potential Disclosure Under Freedom of Information Act (FOIA)

Under the Freedom of Information Act, (FOIA), 5 U.S.C. §552, et. seq., as amended by the OPEN Government Act of 2007, Pub. L. No. 110-175, any information received from the Applicant is considered to be an agency record, and as such, subject to public release under FOIA. The purpose of the FOIA is to afford the public the right to request and receive agency records unless those agency records are protected from disclosure under one or more of the nine FOIA exemptions. Decisions to disclose or withhold information received from the Applicant are based upon the applicability of one or more of the nine FOIA exemptions, not on the existence or nonexistence of protective markings or designations. Only the agency's designated FOIA Officer may determine if information received from the Applicant may be withheld pursuant to one of the nine FOIA exemptions. All FOIA requests received by DOE are processed in accordance with 10 C.F.R. Part 1004.

J. Requirement for Full and Complete Disclosure

Applicants are required to make a full and complete disclosure of all information requested. Any failure to make a full and complete disclosure of the requested information may result in:

- The termination of award negotiations;
- The modification, suspension, and/or termination of a funding agreement;
- The initiation of debarment proceedings, debarment, and/or a declaration of ineligibility for receipt of Federal contracts, subcontracts, and financial assistance and benefits; and
- Civil and/or criminal penalties.

K. Retention of Submissions

EERE expects to retain copies of all Concept Papers, Full Applications, Replies to Reviewer Comments, and other submissions. No submissions will be returned. By applying to EERE for funding, applicants consent to EERE's retention of their submissions.

L. Title to Subject Inventions

Ownership of subject inventions is governed pursuant to the authorities listed below.

- Domestic Small Businesses, Educational Institutions, and Nonprofits: Under the Bayh-Dole Act (35 U.S.C. § 200 et seq.), domestic small businesses,

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educational institutions, and nonprofits may elect to retain title to their subject inventions.

- All other parties: The Federal Non-Nuclear Energy Act of 1974, 42. U.S.C. 5908, provides that the Government obtains title to new inventions unless a waiver is granted (see below).
- Class Patent Waiver: DOE has issued a class waiver that applies to this FOA. Under this class waiver, domestic large businesses may elect title to their subject inventions similar to the right provided to the domestic small businesses, educational institutions, and nonprofits by law. In order to avail itself of the class waiver, a domestic large business must agree that any products embodying or produced through the use of a subject invention first created or reduced to practice under this program will be substantially manufactured in the United States, unless DOE agrees that the commitments proposed in the U.S. Manufacturing Plan are sufficient.
- Advance and Identified Waivers: Applicants may request a patent waiver that will cover subject inventions that may be invented under the award, in advance of or within 30 days after the effective date of the award. Even if an advance waiver is not requested or the request is denied, the recipient will have a continuing right under the award to request a waiver for identified inventions, i.e., individual subject inventions that are disclosed to EERE within the timeframes set forth in the award's intellectual property terms and conditions. Any patent waiver that may be granted is subject to certain terms and conditions in 10 CFR 784.
- Determination of Exceptional Circumstances (DEC): Applications submitted to areas of interest 1 and 2 are required to submit a U.S. Manufacturing Plan as part of its application. If selected, the U.S. Manufacturing Plan shall be incorporated into the award terms and conditions for domestic small businesses and nonprofit organizations. DOE has determined that exceptional circumstances exist that warrants the modification of the standard patent rights clause for small businesses and non-profit awardees under Bayh-Dole to the extent necessary to implement and enforce the U.S. Manufacturing Plan. For example, the commitments and enforcement of a U.S. Manufacturing Plan may be tied to subject inventions. Any Bayh-Dole entity (domestic small business or nonprofit organization) affected by this DEC has the right to appeal it.

M. Government Rights in Subject Inventions

Where Prime Recipients and Subrecipients retain title to subject inventions, the U.S. Government retains certain rights.

1. Government Use License

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The U.S. Government retains a nonexclusive, nontransferable, irrevocable, paid-up license to practice or have practiced for or on behalf of the United States any subject invention throughout the world. This license extends to contractors doing work on behalf of the Government.

2. March-In Rights

The U.S. Government retains march-in rights with respect to all subject inventions. Through “march-in rights,” the Government may require a Prime Recipient or Subrecipient who has elected to retain title to a subject invention (or their assignees or exclusive licensees), to grant a license for use of the invention to a third party. In addition, the Government may grant licenses for use of the subject invention when a Prime Recipient, Subrecipient, or their assignees and exclusive licensees refuse to do so.

DOE may exercise its march-in rights only if it determines that such action is necessary under any of the four following conditions:

- The owner or licensee has not taken or is not expected to take effective steps to achieve practical application of the invention within a reasonable time;
- The owner or licensee has not taken action to alleviate health or safety needs in a reasonably satisfied manner;
- The owner has not met public use requirements specified by Federal statutes in a reasonably satisfied manner; or
- The U.S. Manufacturing requirement has not been met.

Any determination that march-in rights are warranted must follow a fact-finding process in which the recipient has certain rights to present evidence and witnesses, confront witnesses and appear with counsel and appeal any adverse decision. To date, DOE has never exercised its march-in rights to any subject inventions.

N. **Rights in Technical Data**

Data rights differ based on whether data is first produced under an award or instead was developed at private expense outside the award.

“Limited Rights Data”: The U.S. Government will not normally require delivery of confidential or trade secret-type technical data developed solely at private expense prior to issuance of an award, except as necessary to monitor technical progress and evaluate the potential of proposed technologies to reach specific technical and cost metrics.

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Government rights in Technical Data Produced Under Awards (Areas of Interest 1 and 2 only): The U.S. Government normally retains unlimited rights in technical data produced under Government financial assistance awards, including the right to distribute to the public. However, pursuant to special statutory authority, certain categories of data generated under EERE awards may be protected from public disclosure for up to five years after the data is generated (“Protected Data”). For awards permitting Protected Data, the protected data must be marked as set forth in the awards intellectual property terms and conditions and a listing of unlimited rights data (i.e., non-protected data) must be inserted into the data clause in the award. In addition, invention disclosures may be protected from public disclosure for a reasonable time in order to allow for filing a patent application. **EERE intends to offer five (5) years of data protection for certain categories of data generated under selected awards as outlined above under this FOA.**

Government rights in Technical Data Produced Under Awards (Area of Interest 3):
Government Rights in Technical Data Produced Under Awards: The U.S. Government retains unlimited rights in technical data produced under Government financial assistance awards, including the right to distribute to the public. One exception to the foregoing is that invention disclosures may be protected from public disclosure for a reasonable time in order to allow for filing a patent application.

O. Copyright

The Prime Recipient and Subrecipients may assert copyright in copyrightable works, such as software, first produced under the award without EERE approval. When copyright is asserted, the Government retains a paid-up nonexclusive, irrevocable worldwide license to reproduce, prepare derivative works, distribute copies to the public, and to perform publicly and display publicly the copyrighted work. This license extends to contractors and others doing work on behalf of the Government.

P. Personally Identifiable Information (PII)

All information provided by the Applicant must to the greatest extent possible exclude Personally Identifiable Information (PII). The term “personally identifiable information” refers to information which can be used to distinguish or trace an individual's identity, such as their name, social security number, biometric records, etc. alone, or when combined with other personal or identifying information which is linked or linkable to a specific individual, such as date and place of birth, mother’s maiden name, etc. (See OMB Memorandum M-07-16 dated May 22, 2007, found

at: <https://www.whitehouse.gov/sites/default/files/omb/memoranda/fy2007/m07-16.pdf>

By way of example, Applicants must screen resumes to ensure that they do not contain PII such as personal addresses, phone/cell numbers, personal emails and/or SSNs. In short, if the PII is not essential to the application, it should not be in the application.

Q. Annual Compliance Audits

If a for-profit entity is a Prime Recipient and has expended \$750,000 or more of DOE funds during the entity's fiscal year, an annual compliance audit performed by an independent auditor is be required. For additional information, please refer to 2 C.F.R. § 910.501 and Subpart F.

If an educational institution, non-profit organization, or state/local government is a Prime Recipient or Subrecipient and has expended \$750,000 or more of Federal funds during the non-Federal entity's fiscal year, then a single or program-specific audit is required. For additional information, please refer to 2 C.F.R. § 200.501 and Subpart F.

Applicants and sub-recipients (if applicable) should propose sufficient costs in the project budget to cover the costs associated with the audit. EERE will share in the cost of the audit at its applicable cost share ratio.

APPENDIX A – DEFINITIONS

"**Applicant**" means the legal entity or individual signing the Application. This entity or individual may be one organization or a single entity representing a group of organizations (such as a Consortium) that has chosen to submit a single Application in response to a FOA.

"**Application**" means the documentation submitted in response to a FOA.

"**Authorized Organization Representative (AOR)**" is the person with assigned privileges who is authorized to submit grant applications through Grants.gov on behalf of an organization. The privileges are assigned by the organization's E-Business Point of Contact designated in the SAM.

"**Award**" means the written documentation executed by a Contracting Officer, after an Applicant is selected, which contains the negotiated terms and conditions for providing Financial Assistance to the Applicant. A Financial Assistance Award may be a Grant, Cooperative Agreement, or Technology Investment Agreement.

"**Budget**" means the cost expenditure plan submitted in the Application, including both the EERE contribution and the Applicant Cost Share.

"**Compliance**" is an eligibility determination that refers to the non-technical requirements outlined in a FOA (e.g., formatting, timeliness of submission, or satisfaction of prerequisites).

"**Consortium (plural consortia)**" means the group of organizations or individuals that have chosen to submit a single Application in response to a FOA.

"**Contracting Officer**" means the EERE official authorized to execute Awards on behalf of EERE and who is responsible for the business management and non-Technology Office aspects of the Financial Assistance process.

"**Cooperative Agreement**" means a Financial Assistance instrument used by EERE to transfer money or property when the principal purpose of the transaction is to accomplish a public purpose of support or stimulation authorized by Federal statute, and Substantial Involvement (see definition below) is anticipated between EERE and the Applicant during the performance of the contemplated activity. Refer to 2 CFR 200.24 for additional information regarding cooperative agreements.

"**Cost Sharing**" means that portion of the project or program's costs not borne by the Federal Government. The percentage of Applicant Cost Share is to be applied to the Total Project Cost (i.e., the sum of Applicant plus EERE Cost Shares) rather than to the EERE contribution alone.

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Cost sharing information can be found in the Code of Federal Regulations at 2 CFR 200.306 as amended by 2 CFR 910.130.

“**Data Universal Numbering System (DUNS) Number**” is a unique nine-character identification number issued by Dun and Bradstreet (D&B). Organizations must have a DUNS number prior to registering in the SAM. Call 1-866-705-5711 to receive one free of charge.

“**E-Business Point of Contact (POC)**” is the individual who is designated as the Electronic Business Point of Contact in the SAM registration. This person is the sole authority of the organization with the capability of designating or revoking an individual’s ability to conduct SAM transactions.

“**EERE Exchange**” is the Department of Energy, Energy Efficiency and Renewable Energy’s web system for posting Federal FOAs and receiving applications. EERE Exchange may be found at <https://eere-exchange.energy.gov>.

“**Financial Assistance**” means the transfer of money or property to an Applicant or Participant to accomplish a public purpose of support authorized by Federal statute through Grants or Cooperative Agreements and sub-awards. For EERE, it does not include direct loans, loan guarantees, price guarantees, purchase agreements, Cooperative Research and Development Agreements (CRADAs), or any other type of financial incentive instrument.

“**FedConnect**” is where federal agencies make awards via the web. It can be found at <https://www.fedconnect.net/FedConnect/>.

“**Federally Funded Research and Development Center (FFRDC)**” means a government-sponsored operation that exists for the purpose of carrying out various functions related to both basic and applied research and development on behalf of the Government. Typically, most or all of the facilities utilized in an FFRDC are owned by the Government, but the operations are not always managed by the Government; an FFRDC may be managed by a University or consortium of Universities, other not-for-profit or nonprofit organization, or a for-profit organization, with the Government performing an oversight function.

“**Funding Opportunity Announcement (FOA)**” is a publicly available document by which a Federal agency makes known its intentions to award discretionary grants or cooperative agreements, usually as a result of competition for funds. FOAs may be known as FOAs, notices of funding availability, solicitations, or other names depending on the agency and type of program. See 2 CFR 200.203 for more information.

“**Grant**” means a Financial Assistance instrument used by EERE to transfer money or property when the principal purpose of the transaction is to accomplish a public purpose of support or

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stimulation authorized by Federal statute, and no Substantial Involvement is anticipated between EERE and the Applicant during the performance of the contemplated activity.

“**Grants.gov**” is the “storefront” web portal which allows organizations to electronically find grant opportunities from all Federal grant-making agencies. Grants.gov is THE single access point for over 900 grant programs offered by the 26 Federal grant-making agencies. It can be accessed at <http://www.grants.gov>.

“**Indian Tribe**” means any Indian tribe, band, nation, or other organized group or community, including Alaska Native village or regional or village corporation, as defined in or established pursuant to the Alaska Native Claims Settlement Act (85 Stat. 688)[43 U.S.C. § 1601 et seq.], which are recognized as eligible for the special programs and services provided by the United States to Indians because of their status as Indians.

"**Key Personnel**" mean the individuals who will have significant roles in planning and implementing the proposed Project on the part of the Applicant and Participants, including FFRDCs.

“**Marketing Partner Identification Number (MPIN)**” is a very important password designated by your organization when registering in SAM. The E-Business Point of Contact will need the MPIN to assign privileges to the individual(s) authorized to perform SAM transactions on behalf of your organization. The MPIN must have 9 digits containing at least one alpha character (must be in capital letters) and one number (no spaces or special characters permitted).

“**Modification**” means a revision to a FOA.

"**Participant**" for purposes of this FOA only, means any entity, except the Applicant substantially involved in a Consortium, or other business arrangement (including all parties to the Application at any tier), responding to the FOA.

“**Principal Investigator**” refers to the technical point of contact/Project Manager for a specific project award.

"**Project**" means the set of activities described in an Application, State plan, or other document that is approved by EERE for Financial Assistance (whether such Financial Assistance represents all or only a portion of the support necessary to carry out those activities).

“**Project Team**” means the team which consists of the Prime Recipient, Subrecipients, and others performing or otherwise supporting work under an EERE funding agreement.

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“**Proposal**” is the term used to describe the documentation submitted in response to a FOA. Also see Application.

“**Prime Recipient**” means the organization, individual, or other entity that receives a Financial Assistance Award from EERE (i.e., is the signatory on the award), is financially accountable for the use of any EERE funds or property provided for the performance of the Project, and is legally responsible for carrying out the terms and condition of the award.

“**Responsiveness**” is an eligibility determination that refers to the objective technical requirements (not goals or targets) outlined in a FOA, such as a technology type or technical parameters. For example, submission of a photovoltaic solar panel design in response to a FOA calling for innovative geothermal drilling technologies should be found nonresponsive. Likewise, an application with a design that incorporates rare earth materials to a FOA that prohibits the use of rare earth materials should be found nonresponsive. Conversely, the belief that a technology will not achieve the technical targets of the FOA will never be used as a proper basis for a rejection as nonresponsive.

“**System for Award Management (SAM)**” is the primary database which collects, validates, stores and disseminates data in support of agency missions. It can be accessed at <https://www.sam.gov>.

“**Selection**” means the determination by the EERE Selection Official that negotiations take place for certain Projects with the intent of awarding a Financial Assistance instrument.

“**Selection Official**” means the EERE official designated to select Applications for negotiation toward Award under a subject FOA.

“**Substantial Involvement**” means involvement on the part of the Government. EERE's involvement may include shared responsibility for the performance of the Project; providing technical assistance or guidance which the Applicant is to follow; and the right to intervene in the conduct or performance of the Project. Such involvement will be negotiated with each Applicant prior to signing any agreement.

“**Technology Investment Agreement (TIA)**” is a type of assistance instrument used to support or stimulate research projects involving for-profit firms, especially commercial firms that do business primarily in the commercial marketplace. TIAs are different from grants and cooperative agreements in that the award terms may vary from the Government-wide standard terms (See DOE TIA regulations at 10 CFR Part 603). The primary purposes for including a TIA in the type of available award instruments are to encourage non-traditional Government contractors to participate in an R&D program and to facilitate new relationships and business

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practices. A TIA can be particularly useful for awards to consortia (See 10 CFR 603.225(b) and 603.515, Qualification of a consortium).

"**Total Project Cost**" means all the funds to complete the effort proposed by the Applicant, including EERE funds (including direct funding of any FFRDC) plus all other funds that will be committed by the Applicant as Cost Sharing.

"**Tribal Energy Resource Development Organization**" means an "organization" of two or more entities, at least one of which is an Indian Tribe (see "Indian Tribe" above) that has the written consent of the governing bodies of all Indian Tribes participating in the organization to apply for a grant or loan, or other assistance under 25 U.S.C. § 3503.

Appendix B – Cost Share Information

Cost Sharing or Cost Matching

The terms “cost sharing” and “cost matching” are often used synonymously. Even the DOE Financial Assistance Regulations, 2 CFR 200.306, use both of the terms in the titles specific to regulations applicable to cost sharing. EERE almost always uses the term “cost sharing,” as it conveys the concept that non-federal share is calculated as a percentage of the Total Project Cost. An exception is the State Energy Program Regulation, 10 CFR 420.12, State Matching Contribution. Here “cost matching” for the non-federal share is calculated as a percentage of the Federal funds only, rather than the Total Project Cost.

How Cost Sharing Is Calculated

As stated above, cost sharing is calculated as a percentage of the Total Project Cost. FFRDC costs must be included in Total Project Costs. Following is an example of how to calculate cost sharing amounts for a project with \$1,000,000 in federal funds with a minimum 20% non-federal cost sharing requirement:

- Formula: Federal share (\$) divided by Federal share (%) = Total Project Cost
Example: \$1,000,000 divided by 80% = \$1,250,000
- Formula: Total Project Cost (\$) minus Federal share (\$) = Non-federal share (\$)
Example: \$1,250,000 minus \$1,000,000 = \$250,000
- Formula: Non-federal share (\$) divided by Total Project Cost (\$) = Non-federal share (%)
Example: \$250,000 divided by \$1,250,000 = 20%

What Qualifies For Cost Sharing

While it is not possible to explain what specifically qualifies for cost sharing in one or even a couple of sentences, in general, if a cost is allowable under the cost principles applicable to the organization incurring the cost and is eligible for reimbursement under an EERE grant or cooperative agreement, then it is allowable as cost share. Conversely, if the cost is not allowable under the cost principles and not eligible for reimbursement, then it is not allowable as cost share. In addition, costs may not be counted as cost share if they are paid by the Federal Government under another award unless authorized by Federal statute to be used for cost sharing.

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The rules associated with what is allowable as cost share are specific to the type of organization that is receiving funds under the grant or cooperative agreement, though are generally the same for all types of entities. The specific rules applicable to:

- FAR Part 31 for For-Profit entities, (48 CFR Part 31); and
- 2 CFR Part 200 Subpart E - Cost Principles for all other non-federal entities.

In addition to the regulations referenced above, other factors may also come into play such as timing of donations and length of the project period. For example, the value of ten years of donated maintenance on a project that has a project period of five years would not be fully allowable as cost share. Only the value for the five years of donated maintenance that corresponds to the project period is allowable and may be counted as cost share.

Additionally, EERE generally does not allow pre-award costs for either cost share or reimbursement when these costs precede the signing of the appropriation bill that funds the award. In the case of a competitive award, EERE generally does not allow pre-award costs prior to the signing of the Selection Statement by the EERE Selection Official.

DOE Financial Assistance Rules 2 CFR Part 200 as amended by 2 CFR Part 910

As stated above, the rules associated with what is allowable cost share are generally the same for all types of organizations. Following are the rules found to be common, but again, the specifics are contained in the regulations and cost principles specific to the type of entity:

- (A) Acceptable contributions. All contributions, including cash contributions and third party in-kind contributions, must be accepted as part of the Prime Recipient's cost sharing if such contributions meet all of the following criteria:
- (1) They are verifiable from the recipient's records.
 - (2) They are not included as contributions for any other federally-assisted project or program.
 - (3) They are necessary and reasonable for the proper and efficient accomplishment of project or program objectives.
 - (4) They are allowable under the cost principles applicable to the type of entity incurring the cost as follows:
 - a. For-profit organizations. Allowability of costs incurred by for-profit organizations and those nonprofit organizations listed in Attachment C to OMB Circular A-122 is determined in accordance with the for-profit cost principles in 48 CFR Part 31 in

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the Federal Acquisition Regulation, except that patent prosecution costs are not allowable unless specifically authorized in the award document. (v) Commercial Organizations. FAR Subpart 31.2—Contracts with Commercial Organizations

- b. Other types of organizations. For all other non-federal entities, allowability of costs is determined in accordance with 2 CFR Part 200 Subpart E.
- (5) They are not paid by the Federal Government under another award unless authorized by Federal statute to be used for cost sharing or matching.
- (6) They are provided for in the approved budget.

(B) Valuing and documenting contributions

- (1) Valuing recipient's property or services of recipient's employees. Values are established in accordance with the applicable cost principles, which mean that amounts chargeable to the project are determined on the basis of costs incurred. For real property or equipment used on the project, the cost principles authorize depreciation or use charges. The full value of the item may be applied when the item will be consumed in the performance of the award or fully depreciated by the end of the award. In cases where the full value of a donated capital asset is to be applied as cost sharing or matching, that full value must be the lesser or the following:
- a. The certified value of the remaining life of the property recorded in the recipient's accounting records at the time of donation; or
 - b. The current fair market value. If there is sufficient justification, the Contracting Officer may approve the use of the current fair market value of the donated property, even if it exceeds the certified value at the time of donation to the project. The Contracting Officer may accept the use of any reasonable basis for determining the fair market value of the property.
- (2) Valuing services of others' employees. If an employer other than the recipient furnishes the services of an employee, those services are valued at the employee's regular rate of pay, provided these services are for the same skill level for which the employee is normally paid.
- (3) Valuing volunteer services. Volunteer services furnished by professional and technical personnel, consultants, and other skilled and unskilled labor may be counted as cost sharing or matching if the service is an integral and necessary part of an approved project or program. Rates for volunteer services must be consistent with those paid for similar work in the recipient's organization. In those markets in which the required skills are not found in the recipient organization, rates must be consistent

with those paid for similar work in the labor market in which the recipient competes for the kind of services involved. In either case, paid fringe benefits that are reasonable, allowable, and allocable may be included in the valuation.

(4) Valuing property donated by third parties.

- a. Donated supplies may include such items as office supplies or laboratory supplies. Value assessed to donated supplies included in the cost sharing or matching share must be reasonable and must not exceed the fair market value of the property at the time of the donation.
- b. Normally only depreciation or use charges for equipment and buildings may be applied. However, the fair rental charges for land and the full value of equipment or other capital assets may be allowed, when they will be consumed in the performance of the award or fully depreciated by the end of the award, provided that the Contracting Officer has approved the charges. When use charges are applied, values must be determined in accordance with the usual accounting policies of the recipient, with the following qualifications:
 - i. The value of donated space must not exceed the fair rental value of comparable space as established by an independent appraisal of comparable space and facilities in a privately-owned building in the same locality.
 - ii. The value of loaned equipment must not exceed its fair rental value.

(5) Documentation. The following requirements pertain to the recipient's supporting records for in-kind contributions from third parties:

- a. Volunteer services must be documented and, to the extent feasible, supported by the same methods used by the recipient for its own employees.
- b. The basis for determining the valuation for personal services and property must be documented.

Appendix C – Sample Cost Share Calculation for Blended Cost Share Percentage

The following example shows the math for calculating required cost share for a project with \$2,000,000 in Federal funds with four tasks requiring different Non-federal cost share percentages:

Task	Proposed Federal Share	Federal Share %	Recipient Share %
Task 1 (R&D)	\$1,000,000	80%	20%
Task 2 (R&D)	\$500,000	80%	20%
Task 3 (Demonstration)	\$400,000	50%	50%
Task 4 (Outreach)	\$100,000	100%	0%

Federal share (\$) divided by Federal share (%) = Task Cost

Each task must be calculated individually as follows:

Task 1

\$1,000,000 divided by 80% = \$1,250,000 (Task 1 Cost)

Task 1 Cost minus federal share = Non-federal share

\$1,250,000 - \$1,000,000 = \$250,000 (Non-federal share)

Task 2

\$500,000 divided 80% = \$625,000 (Task 2 Cost)

Task 2 Cost minus federal share = Non-federal share

\$625,000 - \$500,000 = \$125,000 (Non-federal share)

Task 3

\$400,000 / 50% = \$800,000 (Task 3 Cost)

Task 3 Cost minus federal share = Non-federal share

\$800,000 - \$400,000 = \$400,000 (Non-federal share)

Task 4

Federal share = \$100,000

Non-federal cost share is not mandated for outreach = \$0 (Non-federal share)

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The calculation may then be completed as follows:

Tasks	\$ Federal Share	% Federal Share	\$ Non-Federal Share	% Non-Federal Share	Total Project Cost
Task 1	\$1,000,000	80%	\$250,000	20%	\$1,250,000
Task 2	\$500,000	80%	\$125,000	20%	\$625,000
Task 3	\$400,000	50%	\$400,000	50%	\$800,000
Task 4	\$100,000	100%	\$0	0%	\$100,000
Totals	\$2,000,000		\$775,000		\$2,775,000

Blended Cost Share %

Non-federal share (\$775,000) divided by Total Project Cost (\$2,775,000) = 27.9% (Non-federal)

Federal share (\$2,000,000) divided by Total Project Cost (\$2,775,000) = 72.1% (Federal)

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Appendix D – Waiver Requests: Performance of Work in the United States

As set forth in Section IV.J.3, all work under EERE funding agreements must be performed in the United States. This requirement does not apply to the purchase of supplies and equipment, so a waiver is not required for foreign purchases of these items. However, the Prime Recipient should make every effort to purchase supplies and equipment within the United States. There may be limited circumstances where it is in the interest of the project to perform a portion of the work outside the United States. To seek a waiver of the Performance of Work in the United States requirement, the applicant must submit an explicit waiver request in the Full Application. A separate waiver request must be submitted for each entity proposing performance of work outside of the United States.

Overall, a waiver request must demonstrate to the satisfaction of EERE that it would further the purposes of this FOA and is otherwise in the economic interests of the United States to perform work outside of the United States. A request to waive the *Performance of Work in the United States* requirement must include the following:

- The rationale for performing the work outside the U.S. (“foreign work”);
- A description of the work proposed to be performed outside the U.S.;
- An explanation as to how the foreign work is essential to the project;
- A description of the anticipated benefits to be realized by the proposed foreign work and the anticipated contributions to the US economy;
 - The associated benefits to be realized and the contribution to the project from the foreign work;
 - How the foreign work will benefit U.S. research, development and manufacturing, including contributions to employment in the U.S. and growth in new markets and jobs in the U.S.;
 - How the foreign work will promote domestic American manufacturing of products and/or services;
- A description of the likelihood of Intellectual Property (IP) being created from the foreign work and the treatment of any such IP;
- The total estimated cost (DOE and Recipient cost share) of the proposed foreign work;
- The countries in which the foreign work is proposed to be performed; and
- The name of the entity that would perform the foreign work.

EERE may require additional information before considering the waiver request.

The applicant does not have the right to appeal EERE’s decision concerning a waiver request.

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Appendix E - Data Management Plan

A data management plan (“DMP”) explains how data generated in the course of the work performed under an EERE award will be shared and preserved or, when justified, explains why data sharing or preservation is not possible or scientifically appropriate.

DMP Requirements

In order for a DMP to be considered acceptable, the DMP must address the following:

At a minimum, the DMP must describe how data sharing and preservation will enable validation of the results from the proposed work, or how results could be validated if data are not shared or preserved.

The DMP must provide a plan for making all research data displayed in publications resulting from the proposed work digitally accessible at the time of publication. This includes data that are displayed in charts, figures, images, etc. In addition, the underlying digital research data used to generate the displayed data should be made as accessible as possible in accordance with the principles stated above. This requirement could be met by including the data as supplementary information to the published article, or through other means. The published article should indicate how these data can be accessed.

The DMP should consult and reference available information about data management resources to be used in the course of the proposed work. In particular, a DMP that explicitly or implicitly commits data management resources at a facility beyond what is conventionally made available to approved users should be accompanied by written approval from that facility. In determining the resources available for data management at DOE User Facilities, researchers should consult the published description of data management resources and practices at that facility and reference it in the DMP. Information about other DOE facilities can be found in the additional guidance from the sponsoring program.

The DMP must protect confidentiality, personal privacy, Personally Identifiable Information, and U.S. national, homeland, and economic security; recognize proprietary interests, business confidential information, and intellectual property rights; avoid significant negative impact on innovation, and U.S. competitiveness; and otherwise be consistent with all laws (i.e., export control laws), and DOE regulations, orders, and policies.

Data Determination for a DMP

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The Principal Investigator should determine which data should be the subject of the DMP and, in the DMP, propose which data should be shared and/or preserved in accordance with the DMP Requirements noted above.

For data that will be generated through the course of the proposed work, the Principal Investigator should indicate what types of data should be protected from immediate public disclosure by DOE (referred to as “protected data”) and what types of data that DOE should be able to release immediately. Similarly, for data developed outside of the proposed work at private expense that will be used in the course of the proposed work, the Principal Investigator should indicate whether that type of data will be subject to public release or kept confidential (referred to as “limited rights data”). Any use of limited rights data or labeling of data as “protected data” must be consistent with the DMP Requirements noted above.

Suggested Elements for a DMP

The following list of elements for a DMP provides suggestions regarding the data management planning process and the structure of the DMP:

Data Types and Sources: A brief, high-level description of the data to be generated or used through the course of the proposed work and which of these are considered digital research data necessary to validate the research findings or results.

Content and Format: A statement of plans for data and metadata content and format including, where applicable, a description of documentation plans, annotation of relevant software, and the rationale for the selection of appropriate standards. Existing, accepted community standards should be used where possible. Where community standards are missing or inadequate, the DMP could propose alternate strategies for facilitating sharing, and should advise the sponsoring program of any need to develop or generalize standards.

Sharing and Preservation: A description of the plans for data sharing and preservation. This should include, when appropriate: the anticipated means for sharing and the rationale for any restrictions on who may access the data and under what conditions; a timeline for sharing and preservation that addresses both the minimum length of time the data will be available and any anticipated delay to data access after research findings are published; any special requirements for data sharing, for example, proprietary software needed to access or interpret data, applicable policies, provisions, and licenses for re-use and re-distribution, and for the production of derivatives, including guidance for how data and data products should be cited; any resources and capabilities (equipment, connections, systems, software, expertise, etc.) requested in the research proposal that are needed to meet the stated goals for sharing and preservation (this could reference the relevant section of the

associated research proposal and budget request); and whether/where the data will be preserved after direct project funding ends and any plans for the transfer of responsibilities for sharing and preservation.

Protection: A statement of plans, where appropriate and necessary, to protect confidentiality, personal privacy, Personally Identifiable Information, and U.S. national, homeland, and economic security; recognize proprietary interests, business confidential information, and intellectual property rights; and avoid significant negative impact on innovation, and U.S. competitiveness.

Rationale: A discussion of the rationale or justification for the proposed data management plan including, for example, the potential impact of the data within the immediate field and in other fields, and any broader societal impact.

Additional Guidance

In determining which data should be shared and preserved, researchers must consider the data needed to validate research findings as described in the Requirements, and are encouraged to consider the potential benefits of their data to their own fields of research, fields other than their own, and society at large.

DMPs should reflect relevant standards and community best practices and make use of community accepted repositories whenever practicable.

Costs associated with the scope of work and resources articulated in a DMP may be included in the proposed research budget as permitted by the applicable cost principles.

To improve the discoverability of and attribution for datasets created and used in the course of research, EERE encourages the citation of publicly available datasets within the reference section of publications, and the identification of datasets with persistent identifiers such as Digital Object Identifiers (DOIs). In most cases, EERE can provide DOIs free of charge for data resulting from DOE-funded research through its Office of Scientific and Technical Information (OSTI) DataID Service.

Definitions

Data Preservation: Data preservation means providing for the usability of data beyond the lifetime of the research activity that generated them.

Data Sharing: Data sharing means making data available to people other than those who have generated them. Examples of data sharing range from bilateral communications with

*Questions about this FOA? Email DE-FOA-0001535@NETL.DOE.GOV
Problems with EERE Exchange? Email EERE- EERE-ExchangeSupport@hq.doe.gov Include FOA name and number in
subject line.*

colleagues, to providing free, unrestricted access to anyone through, for example, a web-based platform.

Digital Research Data: The term digital data encompasses a wide variety of information stored in digital form including: experimental, observational, and simulation data; codes, software and algorithms; text; numeric information; images; video; audio; and associated metadata. It also encompasses information in a variety of different forms including raw, processed, and analyzed data, published and archived data.

Research Data: The recorded factual material commonly accepted in the scientific community as necessary to validate research findings, but not any of the following: preliminary analyses, drafts of scientific papers, plans for future research, peer reviews, or communications with colleagues. This 'recorded' material excludes physical objects (e.g., laboratory samples). Research data also do not include:

(A) Trade secrets, commercial information, materials necessary to be held confidential by a researcher until they are published, or similar information which is protected under law; and

(B) Personnel and medical information and similar information the disclosure of which would constitute a clearly unwarranted invasion of personal privacy, such as information that could be used to identify a particular person in a research study.”

Validate: In the context of DMPs, validate means to support, corroborate, verify, or otherwise determine the legitimacy of the research findings. Validation of research findings could be accomplished by reproducing the original experiment or analyses; comparing and contrasting the results against those of a new experiment or analyses; or by some other means.

Project Summary Slide Directions

- Control number for header should be consistent with the control number provided for your Concept Paper.
- Complete the slide with requested information in all four data quads. Please make sure the data provided is contained within the appropriate quad.
- In the financials quad:
 - Replace Sub # with actual company name.
 - If more Sub-Contractor lines are needed please add additional lines to the bottom of the table.
 - Proposed Total Project Cost should equal the Requested DOE Cost and the Proposed Applicant Share.
 - Sub-Contractors Total Cost should equal all sub-contractors.
 - *Please note: All financial information should match what is listed on your SF424 (Application) and SF424A (Budget Justification).

From: [Mandel, Benjamin](#)
To: "[James Tillman](#)"; [Simon, Mark](#); [Kahn, Ari](#); [Shipman, John](#); [Emily Castor](#); [Josh Gold](#)
Cc: [Kenmure, Trevor \(TKenmure@cityhall.nyc.gov\)](#); [Fiore, Anthony](#)
Subject: FW: DOE eXCHANGE - Concept Paper 1535-1610 successfully submitted
Date: Wednesday, July 06, 2016 7:56:00 PM
Attachments: [DE-FOA-0001535 Concept Paper NYC v03.docx](#)

Hi all,

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All the best,
Ben

BENJAMIN MANDEL | Renewable Energy Policy Advisor

NYC Mayor's Office of Sustainability
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[212-676-3274](tel:212-676-3274) (o) | [646-896-4687](tel:646-896-4687) (m)
bmandel@cityhall.nyc.gov | nyc.gov/sustainability | twitter.com/NYCSustainable

From: EERE-ExchangeSupport@hq.doe.gov [mailto:EERE-ExchangeSupport@hq.doe.gov]
Sent: Wednesday, July 06, 2016 7:51 PM
To: Mandel, Benjamin
Cc: Mandel, Benjamin; Mandel, Benjamin
Subject: DOE eXCHANGE - Concept Paper 1535-1610 successfully submitted

Dear Benjamin Mandel,

This is notification that your Concept Paper has been successfully submitted. Concept Paper control number: 1535-1610
Submission Date: 7/6/2016 7:50 PM

Thank you,
DOE eXCHANGE Customer Support

DE-FOA-0001535:

Fiscal Year (FY) 2016 Vehicle Technologies Multi-Topic Funding Opportunity Announcement

Area of Interest 3: Alternative Fuel Vehicle Community Partner Projects

Project Title: Enhancing Mobility in New York City with Alternative Fuel Carshare

Lead Organization: New York City Mayor's Office of Sustainability

Abstract

The New York City Mayor's Office of Sustainability and partner organizations – Evercar, Con Edison, the New York City Department of Transportation, Empire Clean Cities, and others to come – propose to catalyze greenhouse gas emission (GHG) reductions from the transportation sector by leveraging advances in smart mobility by scaling up the use of alternative fuel vehicles in for-hire vehicle fleets. Currently, light-duty vehicles account for 76 percent of New York City's total transportation emissions, but an "80 by 50" GHG commitment demands drastic reductions in direct combustion of transportation fuels. However, lagging public awareness regarding electric vehicles (EVs) coupled with a lack of publicly accessible charging infrastructure have contributed to low adoption rates of EVs in New York City, where characteristically short-distance duty cycles are well-matched to EV capabilities and performance. The emergence of shared forms of mobility provide a high-value opportunity for New York City to expand penetration of electric and other alternative fuel vehicles into private fleets. In contrast to a typical private vehicle, which sits unused more than 95 percent of the time, for-hire vehicles are continually in use. Introducing EVs into these fleets therefore provides a high-utilization opportunity that will maximize the value of EV charging infrastructure, while enhancing public visibility of and interaction with cutting-edge clean vehicle technologies. By working with community-based organizations to identify EV FHV hub sites, this proposal can also prioritize deployment in environmental justice communities that bear a disproportionate burden of poor air quality, of which vehicle emissions are a leading contributor, as well as improving mobility options in transit deserts by offering smart mobility services. Grant funds will be used to defray the costs of DC fast charging infrastructure and to support a trial of varying price signals to prospective drivers and customers to assess where public dollars are most effective at driving demand for alternative fuel vehicles.

Project Description

- The proposed project(s), including which alternative fuel(s), vehicle and infrastructure to be deployed as well as the geographical region impacted.

The New York City Mayor’s Office of Sustainability and its partners propose to catalyze greenhouse gas (GHG) emission reductions from the transportation sector by leveraging advances in smart mobility to scale up the use of electric vehicles (EVs) in for-hire vehicle fleets. A network of publicly accessible direct current (DC) fast chargers will be installed in collaboration with EV infrastructure suppliers, Con Edison, and the New York City Department of Transportation, and community-based partners to support the deployment of these shared EVs throughout New York City.

Because light-duty vehicles contribute 76 percent of transportation-related GHG emissions,¹ passenger fleets present the greatest opportunity to achieve deep emissions reductions in the transportation sector. However, adoption rates for alternative fuel vehicles have lagged, with only roughly 2500 electric vehicles (EVs) registered in New York City compared to more than 2 million total light-duty vehicle registrations.² An important factor for the slow EV uptake is the lack of a robust, visible, and accessible charging network, particularly since the prevalence of multifamily housing and lack of reliable workplace parking limits opportunities for private charging. Yet out of 25 major U.S. metropolitan areas, New York City ranks in the bottom three in key metrics of public charger coverage.³

The growing popularity of app-based “e-dispatch” services like Uber and Lyft are leading a growing trend toward for-hire vehicles (FHVs) to meet mobility needs; in 2014, FHV trips accounted for more than 8 percent of paid passenger trips in New York City,⁴ and as of 2015 there are over 63,000 FHVs on the roads.⁵ With FHV trips growing increasingly popular, New York City has an opportunity to leverage the growth in this sector for environmental and mobility benefit.

New York City’s robust demand for on-demand services in New York City underscores the potential of introducing cleaner options in FHV fleets. Evercar rents alternative fuel vehicles (with a focus on EVs) to drivers working for on-demand platforms (e.g., Uber, Lyft, Postmates), with the vehicle, fuel, insurance, and unlimited mileage included for a fixed, flat hourly rate. Evercar has a successful track-record of operations in Los Angeles and has exposed more LA residents to EV technology; with just 35 cars in its fleet on average during the first half of 2016, Evercar estimates that it made 130,000 impressions on riders who then could make more informed vehicle purchasing decisions of their own.

New York’s paucity of publicly available charging infrastructure poses a barrier to Evercar’s expansion. A portion of grant funds will be used to defray the costs associated with installing DC fast charging

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http://www1.nyc.gov/assets/sustainability/downloads/pdf/publications/NYC_GHG_Inventory_2014.pdf

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⁵ New York City Taxi and Limousine Commission (2016) *2015 Hail Market Analysis*. Available at:

http://www.nyc.gov/html/tlc/downloads/pdf/hail_market_analysis_2015.pdf

Fiscal Year (FY) 2016 Vehicle Technologies Multi-Topic Funding Opportunity Announcement

infrastructure to address this barrier. In addition to reducing transportation-related GHG emissions and advancing the development of a publicly accessible DC fast charger network in New York City, rolling out a clean carshare platform in New York City for on-demand services provides a valuable economic development opportunity for New Yorkers seeking to increase earning potential. It will also improve the visibility of EVs on New York roads and increase public awareness of alternative fuel technologies.

- How the proposed project(s) will create and implement operating policies and procedures that target deployment of alternative fuel vehicles and infrastructure to displace on-road vehicle petroleum use. This proposal also seeks to address inequity throughout New York City both in terms of environmental burdens and access to smart mobility options through careful and collaborative consideration of hub siting. Evercar hub sites will be identified in collaboration with Con Edison, the New York City Department of Transportation, and community-based partners, taking into consideration factors including, but not limited to, electricity distribution network capacity, local demand for vehicular transportation, local air quality, and local availability of convenient transit options. Project partners will be engaged in the siting decision-making process in consultation with other relevant stakeholders and will jointly create a program design with clear and transparent site selection criteria.

- How the proposed project(s) emphasize community-based partnerships among state and local governments the private sector and other relevant partners, as well as long-term sustainability beyond the initial Federal investment.

This partnership seeks to deliver value to all parties involved, as well as to partner communities that host Evercar hubs. Importantly, however, the long-term sustainability of this project requires value to the electric utility responsible for integrating this considerable infrastructure into the distribution grid. By driving greater kilowatt-hour sales, high utilization rates for charging infrastructure can deliver greater value to Con Edison. Con Edison was involved in securing host sites for DC fast chargers in support of the New York City Taxi and Limousine Commission's 2013 electric taxi pilot and would similarly be involved in ensuring that the location of charging hubs is advantageous for its distribution system. Combined with high utilization rates from vehicles enrolled in carsharing services, this will allow Con Edison to deliver value to its ratepayers from its investment in these hubs.

- How the project will capture data and lessons learned to develop best practices, case studies, and success stories that will serve as templates for other communities.

A separate portion of grant funds will be reserved to support a data-driven exercise to test demand for EVs by both FHV drivers and FHV customers. Grant money can be used to defray a driver's cost to rent a car and thus make EVs more prominent in circulation; this approach can help to illuminate the price point at which clean vehicles can compete with conventional vehicles in FHV fleets. Alternately, grant funds can defray the rates paid by customers for EVs to test how their demand changes relative to the unsubsidized rate. With both Uber and Lyft as Project Partners, there is room to test multiple approaches and use the resulting data to inform future policies and programs aimed at further increasing electric VMT through FHV operations, both in New York City and in other leading cities.

Addendum

Project Partners

The assembled project team has a range of complementary expertise that constitutes an effective collaborative to carry out the terms of this award.

The **New York City Mayor's Office of Sustainability** is a convener of public and private-sector entities in pursuit of stated public policy objectives. The above proposed initiative furthers several *OneNYC* objectives, namely reducing greenhouse gas emissions, improving air quality, reducing environmental inequity, and enhancing access to quality mobility options. The Mayor's Office of Sustainability is represented on the Project Team by Benjamin Mandel, Renewable Energy Policy Advisor. Mr. Mandel leads the 80 by 50 transportation sector action planning process in addition to contributing to the 80 by 50 energy supply process and engaging with Con Edison, the New York State Public Service Commission, and various other intervenors in energy regulatory affairs. Mr. Mandel expects to bear 25% of the project responsibility and will focus on project management, coordination with relevant outside stakeholders, and implementation oversight.

Evercar is an electric vehicle-focused carsharing service based in Los Angeles accelerating adoption of EVs by putting them to work in transportation network company (TNC) services. Evercar provides clean, safe vehicles to individuals who are looking to generate income from the On Demand economy. Its fast growing fleet in LA accounts for the vast majority of electric miles being driving in TNC services today. Evercar's professionally managed carsharing fleet consists of largely new vehicles that are inspected weekly, and rigorously monitored via advanced telematics with safety analytics. Currently, Evercar puts hundreds of hardworking California citizens to work driving shared EVs in TNCs. These are largely low-income individuals without access to qualifying vehicles, who rely on earnings made by driving a shared car in rideshare. Evercar's model gives everyone the opportunity to benefit from the growth of the On Demand economy. Evercar is represented on the Project Team by James Tillman, Director of Program Development. Mr. Tillman was previously one of the founding members of EVgo and has extensive experience in identifying high-value opportunities for electric vehicle charging infrastructure. Evercar expects to contribute 25% of the project responsibility and will focus on siting of parking and charging hubs.

The **New York City Department of Transportation (DOT)** is the Mayoral agency that provides for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York as well as maintains and enhances transportation infrastructure. DOT is represented on the Project Team by Mark Simon, Director of Alternative Fuel Programs and leader of New York City's Electric Vehicle Advisory Committee. Mr. Simon also sits on the board of Empire Clean Cities, a non-for-profit environmental organization committed to providing citizens and stakeholders in New York City and the Lower Hudson Valley with access to reliable information about alternative fuels and advanced vehicle technologies. DOT expects to contribute 15% of the project responsibility and focus on assessing siting possibilities for Evercar hubs, including at DOT municipal parking facilities.

DE-FOA-0001535:

Fiscal Year (FY) 2016 Vehicle Technologies Multi-Topic Funding Opportunity Announcement

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From: [Mandel, Benjamin](#)
To: ["James Tillman"](#); [Simon, Mark](#); [Kahn, Ari](#); [Shipman, John](#); [Emily Castor](#); [Josh Gold](#)
Cc: [Kenmure, Trevor](#); [Fiore, Anthony](#)
Subject: FW: DOE eXCHANGE - Concept Paper 1535-1610 successfully submitted
Date: Wednesday, July 06, 2016 7:56:09 PM
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253 Broadway - 14th Floor | New York, NY 10007
[212-676-3274](tel:212-676-3274) (o) | [646-896-4687](tel:646-896-4687) (m)
bmandel@cityhall.nyc.gov | nyc.gov/sustainability | twitter.com/NYCSustainable

From: EERE-ExchangeSupport@hq.doe.gov [mailto:EERE-ExchangeSupport@hq.doe.gov]
Sent: Wednesday, July 06, 2016 7:51 PM
To: Mandel, Benjamin
Cc: Mandel, Benjamin; Mandel, Benjamin
Subject: DOE eXCHANGE - Concept Paper 1535-1610 successfully submitted

Dear Benjamin Mandel,

This is notification that your Concept Paper has been successfully submitted. Concept Paper control number: 1535-1610
Submission Date: 7/6/2016 7:50 PM

Thank you,
DOE eXCHANGE Customer Support

DE-FOA-0001535:

Fiscal Year (FY) 2016 Vehicle Technologies Multi-Topic Funding Opportunity Announcement

Area of Interest 3: Alternative Fuel Vehicle Community Partner Projects

Project Title: Enhancing Mobility in New York City with Alternative Fuel Carshare

Lead Organization: New York City Mayor's Office of Sustainability

Abstract

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Fiscal Year (FY) 2016 Vehicle Technologies Multi-Topic Funding Opportunity Announcement

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From: [Matthew Wing](#)
To: [Williams, Dominic](#)
Subject: Driver hours
Date: Friday, July 15, 2016 3:17:12 PM
Attachments: [NYC TLC Driver Hours Limit - Written Testimony.pdf](#)

Hey Dom

Thanks for talking.

Over 1,700 drivers signed a petition and emailed the TLC opposing this rule - [link to the petition here](#). A copy of the testimony is attached with our full argument but below are the main concerns distilled. We have registered all these concerns with the TLC as well.

We strongly ask that City Hall work with us to try and rectify this and pause Monday's vote so we can figure it out.

Thanks
Matt

- **The TLC wants to count the hours in a way that is inaccurate and will lead to unforeseen consequences and perverse incentives for drivers.**

Specifically, TLC will count any pick in any hour as an hour of driving. So starting a trip at 9:01am or 9:58am counts for driving the entirety of the 9am hour. After 12 trips in that pattern in 12 hours the driver (not the base) is subject to citation by TLC.

This means it will cost drivers money to take lunch breaks or a longer gas break in the middle of the day, when it is slower, for fear of running out the daily clock, especially on busier Thursdays, Fridays and Saturdays. Flexibility is the most cited benefit of the Uber platform and the way the hours are counted would limit it.

- **It will hurt driver earnings and rider safety by taking cars off the road when demand is highest;**

Most trips occur on Thursday, Friday and Saturday. In the 13th hour of work, often late on the weekends when surge is at its peak, drivers could be "out of time" and subject to sanction under this rule. Maybe some drivers want to drive every day, but those who want 3-4 days off in exchange for putting in long days when they get the most pings and the highest surge would find a new artificial cap on their earnings.

- **it is not necessarily any safer.**

Research shows that it is not hours on the road that has the greatest impact on crashes, it is what you did before you started driving. If a driver pulled an all nighter on another job and then went right into driving a for hire vehicle, they would be worse off than a well-rested driver driving in his 13th hour. Most studies on this topic focus on shift work and long haul trucking - driving an FHV in New York City is neither - it is simulating work that often includes a passenger in the car. It appears the likelihood of an incident (not an accident, but an incident ticket being submitted) increases very slightly as hours driven increases. It is not a statistically significant effect.

BEFORE THE NEW YORK CITY TAXI AND LIMOUSINE COMMISSION

**Proposed Rules Seeking to Reduce the Risks of
Fatigued Driving by TLC-Licensed Drivers**

Public Hearing: June 23, 2016

**COMMENTS OF ABATAR, INC.; ACHT-NY, LLC; ACHTZEHN-NY, LLC; DANACH-NY,
LLC; DREIST-NY LLC; DREIZEHN-NY, LLC; DRINNEN-NY, LLC; EINS-NY, LLC;
EINUNDZWANZIG-NY, LLC; ELF-NY, LLC; FUNF-NY, LLC; FUNFZEHN-NY, LLC; GRUN,
LLC; NEUN-NY, LLC; NEUNZEHN-NY, LLC; SCHMECKEN, LLC; SECHS-NY, LLC;
SECHZEHN-NY, LLC; SIEBEN-NY, LLC; SIEBZEHN-NY, LLC; UNTER LLC; VIER-NY,
LLC; VIERZEHN-NY, LLC; WEITER, LLC; ZEHN-NY, LLC; ZWANZIG-NY, LLC;
ZWEI-NY, LLC; AND ZWOLF-NY, LLC ON PROPOSED RULES SEEKING TO REDUCE THE
RISKS OF FATIGUED DRIVING BY TLC-LICENSED DRIVERS**

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LLC; Achtzehn-NY, LLC; Danach-NY,
LLC; Dreist-NY, LLC; Dreizehn-NY,
LLC; Drinnen-NY, LLC; Eins-NY,
LLC; Einundzwanzig-NY, LLC;
Elf-NY, LLC; Funf-NY, LLC;
Funfzehn-NY, LLC; Grun, LLC;
Neun-NY, LLC; Neunzehn-NY, LLC;
Schmecken, LLC; Sechs-NY, LLC;
Sechzehn-NY, LLC; Sieben-NY, LLC;
Siebzehn-NY, LLC; Unter LLC,
Vier-NY, LLC; Vierzehn-NY, LLC;
Weiter, LLC; Zehn-NY, LLC;
Zwanzig-NY, LLC; Zwei-NY, LLC;
and Zwolf-NY,
LLC

June 22, 2016

As companies that depend on the trust of our riders and driver-partners to be successful, there is no question that we share the Taxi and Limousine Commission's ("TLC's") interest in promoting safe driving practices. That includes combating professional driver fatigue and other risky driving behaviors. It's why Uber's code of conduct explicitly reminds driver-partners that driving when they are drowsy can

cause accidents, and that if they ever feel tired, they should take a break. This applies to all for-hire vehicle (“FHV”) drivers that are dispatched from the collection of for-hire bases that use the Uber app.

Our concern is that the TLC’s current proposal, published on May 24, 2016,¹ will not effectively address the issue of fatigued driving, and instead, will unnecessarily reduce FHV drivers’ opportunities to earn a flexible income. The proposed limits fail to recognize that the Uber app’s flexible model operates differently than dispatch practices in the traditional for-hire industry, and that as a technology company, Uber can implement solutions that more accurately predict, prevent, and reduce unsafe driving behaviors in targeted ways. Bluntly limiting the number of hours a driver can operate a vehicle for-hire is unlikely to reduce fatigue-related incidents and accidents. In fact, the TLC’s proposed limits on driver hours may actually contribute to accident and incident rates by 1) disincentivizing drivers to take breaks and 2) encouraging them to adopt more traditional shifts in order to complete as many trips as possible in the allotted time for each day, substantially impeding the flexibility that drivers using the Uber app currently enjoy.

We implore the TLC to take our concerns into consideration prior to adopting a policy that will limit the amount of time FHV drivers can spend earning flexible income each day. At the very least, the TLC should provide more details regarding the segment of drivers who drive “excessive hours”² and publish more information about why they believe it is necessary to impose an hours limit on all FHV drivers, taxi drivers, and for-hire bases. Finally, we propose alternative data-driven approaches that we believe can address our shared concerns more effectively without forcing FHV drivers to fundamentally change how they work. These options are outlined in detail below.

I. COMMENTS ON THE TLC’S PROPOSAL

A. A LIMIT ON HOURS IS UNLIKELY TO ADDRESS FATIGUED DRIVING

Our primary concern is that a limit on the number of hours an FHV driver can accept pickups will not address the issue of fatigued driving. An hours limit does not necessarily ensure someone is getting enough rest before driving. The TLC claims that “commercial drivers’ long work hours make them more susceptible than others to fatigued driving.”³ But whether or not people get adequate sleep is their own choice regardless of occupation—particularly when their work is completely flexible and under their own control. So it should not be surprising that we have not observed statistically significant differences between the number of incidents in the first few hours that driver-partners start receiving ride requests and later hours. Moreover, there is no statistically significant correlation with the number of hours a driver-partner has been online and the number of reports Uber receives from riders about driving behaviors proven to be risky—such as speeding or holding a phone in one’s hand instead of having it mounted.

¹ *Notice of Public Hearing and Opportunity to Comment on Proposed Rules* (May 24, 2016), available at http://www.nyc.gov/html/tlc/downloads/pdf/public_notice_driver_fatigue.pdf (“TLC NOPR”).

² *Id.* at 3.

³ *Id.*

There is also no conclusive evidence that the number of hours a driver has been completing **for-hire** trips correlates with how tired or how likely he or she is to cause an accident. The level of fatigue a driver may experience cannot be solely attributed to whether or not they have been driving. With the flexibility of the Uber app, driver-partners can provide trips before or after other occupations and obligations. An individual might begin receiving dispatches from his or her base after finishing a shift at another job while others may drive full-time, beyond 12 hours on the app after having a full night's sleep. An hours limit is ineffective for the first driver, and penalizes the second driver without cause.

That is why an hourly threshold—like a limit of 12 consecutive hours online—will not actually have the intended effect of preventing risky behaviors and the frequency of incidents among FHV drivers. In fact, it will likely have a minimal impact on fatigue-related events, if any.

B. FACTORS CONTRIBUTING TO DRIVER FATIGUE MAY NOT BE CONSISTENT AMONG FHV DRIVERS AND OTHERS TYPES OF DRIVERS

We believe that the TLC should provide more specific information about the number of drivers who have demonstrated unsafe driving practices as a result of time spent making for-hire pickups. The methodology should be released to the public and compared to other similar studies and analyses, and we would be glad to run a study to the same effect. What we have seen is that FHV drivers tend to self-regulate and voluntarily remove themselves from the road when they are fatigued, hungry, or otherwise want to stop driving. They have a fundamentally different profile from truck drivers and others mentioned in the TLC's justification for driver hours limits. In fact, the overwhelming majority of FHV drivers in New York City do not drive for a high number of consecutive hours each day and week, though it may inaccurately appear that way if hours are calculated according to the TLC's proposal (see Section II(B) below). It's also worth noting that FHV drivers' trips are shorter than those of truck drivers, have passengers, and take place in a city where there are sights, sounds, and other visual and audible stimuli.

Since the National Highway Traffic Safety Administration has found that individuals most at risk of drowsy driving are people with sleep disorders, shift workers who work at night or work long or irregular hours, and people **who drive not in urban areas like New York City but instead on rural roads or highways**,⁴ we believe that the TLC should be using data to seek more targeted ways to address their concerns by addressing drivers who they can confirm have been driving while fatigued in New York City instead of issuing a heavy-handed order that could affect more drivers than necessary or intended.

Moreover, given the TLC's conclusion that "roughly one percent of drivers...drive more than **14 hours in a day** and...three percent...exceed **80 hours in a week**,"⁵ we are interested in better understanding the data and analysis behind why the TLC believes it is necessary to impose a **12-hours per day and 72-hours per week limit** on all FHV drivers, taxi drivers, and for-hire bases alike. We urge the TLC to do a comprehensive, rigorous study on the impact of time spent making for-hire pickups on

⁴ *Research on Drowsy Driving*, National Highway Traffic Safety Administration, available at <http://www.nhtsa.gov/Driving+Safety/Drowsy+Driving>.

⁵ TLC NOPR at 5.

unsafe driving practices. It's worth noting that should the TLC adopt an hours limit without fully studying this matter, they will no longer be able to do so after an hours limit is imposed.

C. THE PROPOSED METHOD FOR CALCULATING THE NUMBER OF HOURS DRIVERS HAVE MADE PICKUPS MAY DISCOURAGE BREAKS AND SAFE DRIVING BEHAVIOR

As mentioned, the TLC's calculation methods are particularly problematic because they are proposing that one trip within an hour time span be equivalent to an entire hour of driving when seeking to enforce the rule (see Section II(B) below). This method of accounting for the number of hours driven is not only inaccurate but also results in negative behavior effects, as it will serve as a disincentive taking breaks within the hour. Drivers will be forced to adopt a "shift mentality" in order to complete as many trips as possible in the 12 hours they are able to drive each day and will likely stick to high-demand areas, instead of driving only as much as they can do comfortably and serving all parts of the city the way they do now.

The TLC notes that "the proposed rule maintains the ability for drivers to work 12-hour shifts, a standard shift length in the taxi industry for decades,"⁶ while failing to recognize that an hours limit would likely incentivize drivers to non-stop so that they can earn as much as possible during their time on the road. A "shift mentality" undermines the benefits of Uber's flexible model which was built with safety in mind, allowing drivers to take a break and rest whenever they want. Driver-partners work when it is convenient for them, taking breaks whenever they need while driving when they can earn most (nights and weekends). In fact, this is the number one reason people choose to drive with Uber. While on the app, Uber driver-partners may be sitting in their apartment or in an airport parking lot waiting to be dispatched—not driving. More specifically, in New York City, about one-third of driver-partners continue to drive less than ten hours a week to supplement their income, wherever and whenever people are requesting rides. Driver-partners do not drive these ten hours consecutively—they are often scattered throughout the week.

D. LIMITING HOURS ON THE ROAD WILL NEGATIVELY IMPACT DRIVER EARNINGS

Finally, while failing to address any core concerns, an hours limit will have a negative impact on driver earnings, which is a critical consideration for FHV drivers in New York City. This is particularly true if a weekly limit places further constraints on daily limits, like the current 72-hours per week, 12-hours per day proposal. A negative impact on FHV driver earnings will be felt most heavily on weekend nights (Thursday through Saturday), when drivers may want to spend more time on the road, meeting the increased number of ride requests from people in need of safe transportation options. As a result, more riders will be stranded at times when they need reliable transportation the most—with the greatest impact on traditionally underserved areas.

⁶ *Id.* at 4.

II. PROPOSALS FOR ADDITIONAL ADMINISTRATIVE IMPROVEMENTS

A. ALLOW FOR TECHNOLOGY SOLUTIONS TO ADDRESS UNSAFE DRIVING BEHAVIOR

The most accurate way to identify unsafe driving behavior is through technology, but the TLC's proposal fails to recognize that companies like Uber can implement this type of solution to better curb risky behaviors in a more targeted manner. Uber continues to develop technology for more predictive and preventative insights into driving behavior, with the ability to intervene. For example, Uber has already begun using GPS and accelerometers in phones to verify rider reports of speeding and hard braking by checking if a driver has been accelerating and braking more often than the average Uber driver-partner in the city. When Uber's data confirms that drivers are engaging in risky behavior, Uber can reach out and encourage them to adopt safer habits. Similarly, Uber has been using gyroscopes in phones to detect whether phones are being held or mounted in a car, and can encourage driver-partners to mount their phones for safety reasons.

Uber's technology makes it possible to focus on safety for riders and drivers before, during, and after every trip in ways that were not possible before smartphones. In the future, these and other technology-driven insights will allow companies like Uber to identify dangerous trips every time they occur, and take steps to ensure rides are safer—regardless of what is causing the driver to engage in risky behavior. We believe this will be more effective for public safety than limiting the number of hours a driver-partner can accept rides, and would ask that the TLC take this into consideration for inclusion in their proposal.

B. ACCURATELY CALCULATE THE AMOUNT OF TIME DRIVERS ARE MAKING PICK UPS

Given the negative impact the TLC's proposed calculation methods will have on driver behavior and earnings, the TLC should reconsider the effects of its current proposal. If a driver began a trip during one clock hour, the TLC plans to count that *entire* clock hour as an hour driven. For example, if a driver began a trip at 11:42 AM, the TLC will consider the driver to have picked up passengers for hire for the entire hour of 11 AM to 12 PM. We believe that this calculation method is not accurate, and that it will only hurt drivers' earning potential and riders' abilities to safely get around the City.

In New York City, it would be far more accurate to look at half hours instead of full hours. This means that one trip starting in the first half of an hour (e.g., sometime between 11 AM and 11:30 AM) would count as a half hour's worth of picking up passengers for hire.

The TLC is more than able to be as precise as possible when determining the amount of time a driver has picked up passengers for hire. With their current access to pick up times in hours, minutes, and seconds in each set of trip records that for-hire bases are required to submit on a regular basis, they can

easily make a more accurate calculation of what constitutes an “hour” of driving.⁷ We believe this is a change that absolutely must be included for the safety of our riders and drivers.

C. EXTENDING THE PROPOSED HOURS LIMIT PER WEEK TO ALLOW FOR DIFFERENT PATTERNS OF WORK WITHIN THE WEEK

If a daily hours limit is enforced with hours calculated accurately, it’s unclear why a cumulative weekly limit is necessary. The addition of a 72-hours per week limit on top of a 12-hour daily limit dictates that drivers can only work five or six days a week, when we believe drivers should have the flexibility to choose how often they want to work. For example, if an individual wants to drive seven days a week for a few weeks in order to save up for a vacation, there is no reason a weekly hours limit should prevent him or her from doing so.

III. CONCLUSION

We and the TLC are both actively utilizing our resources to promote safe driving behavior and to educate drivers on the dangers of fatigued driving. However, we do not believe that imposing an hours limit—as articulated—is the appropriate mechanism for enforcement. We ask that the TLC allow its licensees to adopt a data-driven and effective approach to this issue.

Dated this 22nd day of June, 2016.

Respectfully submitted,

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⁷ R.C.N.Y. Title 35 §59B-19(a)(1)(i).

From: [Matthew Wing](#)
To: [Williams, Dominic](#)
Subject: Re: Driver hours
Date: Friday, July 15, 2016 3:38:19 PM

As a follow up, at the hearing on this rule on June 23rd, Commissioner Joshi said that 30 minutes would give "a more exact barrier" and that this was a comment they got from "almost everybody."

Our main question and concern that we would City Hall to consider is why is the TLC sticking with an hour instead of considering a half hour? The average uber trip is 21 minutes so at least for us an hour is far more inaccurate than a half hour. We are truly confused as to why that change wasn't reflected in the rules process given the widespread concern over the issue and we hope to have the time to sort that discordance out before the rules are voted into effect.

TLC Hearing, June 23rd, 2016

Chair Joshi: "Another thing that we're considering 24 that has been raised is using 30 minutes 25 instead of an hour. That would give sort of a more exact barrier or more exact 3 deadlines for when drivers can drive and 4 when they can't. And one comment that we 5 got from almost everybody, and this is the 6 reason why this process is an excellent 7 one, our way of saying something is not 8 very clear."

link: http://www.nyc.gov/html/tlc/downloads/pdf/transcript_06_23_16.pdf
pages 15-16

On Fri, Jul 15, 2016 at 3:16 PM, Matthew Wing <wing@uber.com> wrote:

Hey Dom

Thanks for talking.

Over 1,700 drivers signed a petition and emailed the TLC opposing this rule - [link to the petition here](#). A copy of of the testimony is attached with our full argument but below are the main concerns distilled. We have registered all these concerns with the TLC as well.

We strongly ask the that City Hall work with us to try and rectify this and pause Monday's vote so we can figure it out.

Thanks
Matt

- **The TLC wants to count the hours in a way that is inaccurate and will lead to unforeseen consequences and perverse incentives for drivers.**

Specifically, TLC will count any pick in any hour as an hour of driving. So starting a trip at 9:01am or 9:58am counts for driving the entirety of the 9am hour. After 12 trips in that pattern in 12 hours the driver (not the base) is subject to citation by TLC.

This means it will cost drivers money to take lunch breaks or a longer gas break in the middle of the day, when it is slower, for fear of running out the daily clock, especially on busier Thursdays, Fridays and Saturdays. Flexibility is the most cited benefit of the Uber platform and the way the hours are counted would limit it.

- **It will hurt driver earnings and rider safety by taking cars off the road when demand is highest;**

Most trips occur on Thursday, Friday and Saturday. In the 13th hour of work, often late on the weekends when surge is at its peak, drivers could be "out of time" and subject to sanction under this rule. Maybe some drivers want to drive every day, but those who want 3-4 days off in exchange for putting in long days when they get the most pings and the highest surge would find a new artificial cap on their earnings.

- **it is not necessarily any safer.**

Research shows that it is not hours on the road that has the greatest impact on crashes, it is what you did before you started driving. If a driver pulled an all nighter on another job and then went right into driving a for hire vehicle, they would be worse off than a well-rested driver driving in his 13th hour. Most studies on this topic focus on shift work and long haul trucking - driving an FHV in New York City is neither - it is simulating work that often includes a passenger in the car. It appears the likelihood of an incident (not an accident, but an incident ticket being submitted) increases very slightly as hours driven increases. It is not a statistically significant effect.

From: Dana Rubinstein
Date: Friday, July 18, 2014 1:01:46 PM
Posted At: Root Items
Conversation: Lyft considers following the Uber path in NYC
Subject: Lyft considers following the Uber path in NYC

As Lyft tries to convince a state judge that its activities in New York State are in fact legal, the San Francisco-based ride-share company is quietly considering setting up operations in New York City that will look less like ride-share and more like a technologically advanced black car service.

“It appears they favor entering into agreements with licensed for-hire bases to work through them,” said Allan Fromberg, a Taxi and Limousine Commission spokesman.

If that’s the route Lyft takes, it will be following [in its competitors' footsteps](#).

In New York City, the taxi industry is heavily regulated, and also trifurcated. There are yellow taxis, which respond to street hails and concentrate in Manhattan and at the airports; livery and black cars, which provide service pre-arranged by phone or, increasingly, app; and there are green outer-borough taxis, which fall somewhere in between.

Preliminary data indicates that app companies have yet to make much of a dent in the yellow taxi market. They have, however, found success in the for-hire black car market.

In New York, for-hire vehicles have to affiliate with bases, and as of June, roughly 17 percent of the about 40,000 for-hire vehicles in New York City were affiliated with bases owned by Uber.

Another app called Hailo, meanwhile, has been making agreements with existing bases to provide taxi app services, rather than supplanting those bases altogether.

Kevin Hatfield, the co-president of Hailo North America, told Capital he thinks that's the more "ethical" approach.

"While it might be a harder route, we think it’s a more ethical route to really enable all of the long term players that have already been here and in the space and have great professional trained drivers," he said.

A source close to Lyft said discussions with the TLC were too formative to comment.

“It’s going to be hard to define it in its competitors’ landscape, until we have a final handle on what its model will look like in New York City,” the source said. “And it sounds like those discussions are very much fluid.”

While Lyft’s fate in New York City remains an open question, so too do its operations in

Buffalo and Rochester, where it's already in use.

The state and the city have both sought temporary restraining orders against Lyft, arguing that it's failing to abide by city and state taxi regulations.

A State Supreme Court judge held a hearing today on their request. A ruling is expected at another hearing scheduled for next Friday.

"Over the past week, we've had several productive discussions with the TLC, Department of Financial Services and Attorney General," said Lyft spokeswoman Erin Simpson in a statement. "We will continue to collaborate with all parties on a path forward for Lyft in New York. For our initial launch in New York City, we have agreed to complete the process of getting approval to operate under current TLC rules as soon as possible."

"Over the past week, we've worked closely with Lyft to assist them in complying with our rules, as they had committed to doing, and at this point we are awaiting their demonstration of compliance," said taxi commissioner Meera Joshi, in a statement of her own. "The judge has ordered that the status quo be maintained for another week for them to do this. It is important to note that this is not a matter for negotiation, but rather, the City of New York has very specific rules that exist to ensure safety and provide for consumer protections. Lyft has committed publicly, and to the court on multiple occasions, that they will comply with those rules if they intend to operate in NYC, and we anticipate their validation of that commitment."

CORRECTION: The statement from Lyft spokeswoman Erin Simpson was attributed in the original version of this article to Cathy Rought, the Lyft consultant who conveyed Simpson's statement to Capital.

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From: [Matthew W. Daus](#)
To: [Schnake-Mahl, Gabriel](#)
Subject: Matt Daus in the News (Bloomberg TV; Denver; and Atlantic City)
Date: Monday, December 15, 2014 2:53:09 PM

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Transportation

Matthew W. Daus in the News...

Discussing Uber on Bloomberg TV; Fighting TNCs in Denver; and Reforming the Transportation System in Atlantic City, NJ

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On Bloomberg TV...

Examining the global onslaught of problems facing Uber and the impact on the taxi industry with CEO of GetTaxi in "What Is The Biggest Challenge Facing Uber?" on Bloomberg TV. Take a moment to *watch the video* [here](#).



In Denver...

Providing expert testimony to the Colorado Public Utilities Commission's Department of Regulatory Affairs on Transportation Network Companies.

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- "The drivers may be putting their homes and their personal assets on the line because the insurance coverage may not be right." See the video and article [here](#).

In Atlantic City...

Daus is leading a complete overhaul and reform of the transportation system in Atlantic City, New Jersey, on behalf of Mayor Don Guardian, City Licensing Director Dale Finch and the Casino Reinvestment Development Authority, involving the redrafting of the entire legal code and ordinances for the City Council.

- "I believe in reform," Daus said at the summit. "You actually could end up coming out of this having one of the best transportation networks in the county." Read the article [here](#).

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From: [Matthew W. Daus](#)
To: [Schnake-Mahl, Gabriel](#)
Subject: Matt Daus on Bloomberg TV - Discusses Rideshare Driver Background Check and Data Privacy Concerns
Date: Tuesday, January 06, 2015 10:03:33 AM

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Transportation

Matthew W. Daus on Bloomberg TV...

Discussing Rideshare Driver Criminal Background Check Safety Concerns & Smartphone App Data Privacy Issues

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Windels Marx partner and Transportation Practice Group Chair Matthew W. Daus, Esq. appeared on Bloomberg TV to discuss safety concerns involving recent passenger rapes in Boston and elsewhere by rideshare company drivers, and the need for biometric criminal background checks, as well as the controversy involving the alleged tracking of passengers and the press by Uber:



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- "Ride Sharing to Me Is Really Hitchhiking" - See the video [here](#).
- "[Transportation Network Companies] have been lobbying, spending hundreds of millions of dollars on efforts to have less background checks, to do it themselves, when every other taxi and limo is doing like we did at the NYC Taxi and Limousine Commission, going through a [biometric fingerprint process administered by the government], which is more accurate."
- "What consumers need to know is that there is a greater risk with Uber and Lyft because their checks are not as accurate."
- "Bottom line is, when we put GPS in New York City yellow cabs years ago under Mayor Bloomberg, we cut a deal with the New York Civil Liberties Union where we actually said that we, by law, must have security safeguards to protect passenger data, so private companies will not know where you are going in a New York City cab right now."

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From: [Matthew W. Daus](#)
To: [Schnake-Mahl, Gabriel](#)
Subject: Matt Daus Addresses TNC Data and Privacy Security Issues Before the Transportation Research Board in Washington, DC
Date: Tuesday, January 20, 2015 11:16:43 AM

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Daus Addresses TNC and Privacy Security Issues Before the Transportation Research Board in Washington, DC

By Matthew W. Daus, Esq.

Partner and Chairman, Windels Marx Transportation Practice Group
President, International Association of Transportation Regulators
Distinguished Lecturer, University Transportation Research Center
(City University of New York/City College)

Transportation

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Uber - The Spy Who Doesn't Love Us :(

It is about time that the arrogance and Wild West approach of Uber is facing appropriate criticism recently. This turn of events in the media started with the Washington Post's report that transportation smartphone app company Uber had an employee allegedly share what's called a "God View" allowing the company to track the movements of actual individuals.^[1] This follows recent articles about "#Ubergate" - that Uber is misusing and possibly exploiting private passenger data. It was reported that Uber senior VP Emil Michael suggested that his company could spend \$1 million on digging up dirt about unfavorable reporters and threatened the misuse of passenger data in this regard.^[2] A day later, a senior editor at San Francisco Magazine wrote that she was warned by sources at Uber that execs could be spying on her via her Uber usage.^[3] The editor was cautious to say that she did not know whether her information was accessed or whether her sources were just being overzealous in warning her, but the general sense is that accessing users' private data is fairly easy at Uber, and that "the company stokes paranoia in its employees about talking to the press."

Some call this activity lawful tracking and consumer data collection, while others feel that it is nothing short of spying and an invasion of privacy. If Transportation Network Companies are engaging in the collection, use and monitoring of data which is not pursuant to a legitimate business or regulatory purpose, with personal details and customer information so readily available that an intern or a job applicant (or possibly a hacker) could get their hands on it, there is a potential privacy and security issue. This raises the question of what kind of spy we are dealing with? Is our culprit the cunning, sophisticated and seductive spy who appears in every James Bond movie, or are we dealing with a clumsy joker or goofy spy such as Maxwell Smart (Don Adams) from Get Smart or Austin Powers? I think the answer here is probably a little bit of all of them.

There is no question that the Austin Powers or Maxwell Smarts of the TNC world are immature, aggressive or potentially rogue, cocky and inexperienced employees doing things that are not well thought out, and just plain stupid. But there is a more nefarious part of this, a James Bond-type villain - possibly Goldfinger - who seeks to turn the collection of data and tracking of the whereabouts of passengers using TNC apps into gold. This data value capture probably supports a large portion of the alleged multi-billion dollar valuation of companies such as Uber, as well as Lyft. Of all the issues to surface during the TNC debate so far, whether criminal background checks, insurance, accessibility, unfair competition, etc., nothing could be quite as damning or damaging

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economically to the new breed of data-hungry TNCs than government passing regulations limiting the collection or use of such data.

These concerns have caught the attention of United States Senator Al Franken from Minnesota, who recently served as chairman of a Senate subcommittee that focuses on privacy, technology, and the law. On November 19, 2014, Senator Franken wrote a letter to Uber CEO Travis Kalanick posing a series of questions about how the company handles its users' information and how it plans to treat journalists.^[4] Among other things, Senator Franken questioned Uber's lack of transparency in its privacy policy, which states Uber may share customers' personal and usage information with its "parent, subsidiaries, and affiliates for *internal* reasons," without any further explanation. Further, the letter questioned Uber's indefinite storage of consumer data, and asked Uber to justify why it does not delete consumer information immediately after a transaction.

The Federal Trade Commission ("FTC") and other regulators have become increasingly concerned with the privacy implications of mobile and geolocation data and mobile app data security. While no law currently exists on the collection of geolocation information without consumer consent, it is unlawful for companies' privacy policies to be "unfair and deceptive" under the FTC's long-standing rules and regulations. In the FTC's seminal 2012 report, *Protecting Consumer Privacy in an Era of Rapid Change* ("2012 Privacy Report"), the Commission made plain its "particular concerns of location data in the mobile context" and called on "entities involved in the mobile ecosystem to work together to establish standards that address data collection, transfer, use, and disposal, particularly for location data."^[5] Since then, the FTC has issued further guidelines advising mobility app companies on best practices with respect to the development of privacy policies and practices.^[6] Further, the recent Sony hacking scandal has put the federal government on high alert that cyber terrorism is a very real concern that can seriously threaten our way of life.^[7]

Whether changes are on the way on a national legislative level, it is completely within the power of state and local legislators or government transportation regulators to require, as a condition to the licensure of TNCs, that privacy protections be put into place. When I was Commissioner of the NYC TLC, we enacted regulations, working closely with the New York Civil Liberties Union, that required the vendors which were authorized to install the taxicab technology systems (the credit card machines, screens, monitors and GPS systems (referred to as "TPEP" system)) in NYC yellow taxicabs, to adhere to strict security and privacy protocols to protect the public from credit card fraud, identity theft, and other unlawful hacking of such data. See Chapter 76 of the TLC Rules and Regulations. For example, TLC Rules require that TPEP providers establish an information security policy, prior to developing a system design, which policy must be disseminated to its employees and relevant third parties and which are reviewed and updated at least annually.^[8] Further, data categorized as private or confidential must not be transitioned to removable media without TLC approval.^[9] A copy of these NYC rules and regulations can be found at http://www.nyc.gov/html/tlc/downloads/pdf/rule_book_current_chapter_76.pdf.

The NYC TLC is entitled to only a limited amount of data: which includes the data relative to taxicab pick-up and drop-offs, as well as certain GPS location information. The TLC does not typically obtain (and is generally shielded from reviewing) breadcrumb data, or the GPS pings of the taxicab and its location throughout the route in between pick-up and passenger drop-off. This is precisely the type of information - the tracking of a passenger trip - that Uber was alleged to have been monitoring as part of its "God View." The TLC typically obtains very important T-PEP data on the number of rides, the taxi fare information, and other general information that include "blips or dots on a screen" -- with no particular identity of passengers or individual taxicab drivers or medallions (unless requested for a specific legitimate regulatory purpose as part of a TLC or other government investigation). Off-duty locations of taxicabs are completely off-limits to the TLC as a privacy safeguard the TLC agreed to with the NYCLU that was embodied in the T-PEP vendor agreements and the TLC rules. The TLC collects general ridership data to achieve various objectives, not the least of which is to verify that taxicabs are servicing all neighborhoods in the city, and to determine the actual earnings of taxicab drivers and medallion owners in order to

make sound fact-based decisions in enacting fare increases as opposed to the prior guesswork involved in manual trip sheet surveys and other primitive regulatory methods. The TLC will only receive further breadcrumb data from the T-PEP system if it is specifically requested for a targeted and disclosed purpose (i.e., lost property; stolen cab, etc.). Further, the TLC will only release more detailed data to law enforcement if served with a subpoena.

In 2007, when the installation of GPS in New York City taxicabs was first introduced, some medallion owners and drivers sued the TLC, claiming privacy rights violations of the 4th Amendment of the U.S. Constitution. See *Alexandre v. NYC TLC*, No. 07 Civ. 8175(RMB), 2007 WL 2826952 (SDNY September 28, 2007). The U.S. District Court for the Southern District of New York found that the contracts between the TLC and T-PEP vendors limited the release of data in such a narrowly tailored manner, it passed constitutional scrutiny. Thus, the Court concluded that the government's substantial interest in requiring GPS data, to promote taxi customer service, ridership, and passenger and driver safety, outweighed the plaintiffs' right to privacy, due to the TLC's narrowly tailored collection of such sensitive data.

Fast-forward to November 2014, when the TLC passed rules requiring, among other things, that for-hire vehicle ("FHV") bases submit trip records to the TLC (similar data as that requested of medallion taxicabs). At the public hearing on the rules, representatives from both Uber and Lyft testified in opposition to the proposed rules. Uber's NYC manager, Josh Mohrer testified that the collection of data created privacy concerns. Although Uber claimed that these new rules would jeopardize trade secrets and that they were "unconstitutional,"^[10] Uber's own privacy policy^[11] allows for the sharing of user information, including location data, in response to legal demands. As a result of Uber's refusal to produce the mandated information, the TLC briefly suspended five of Uber's six bases in New York City.^[12]

The New York Civil Liberties Union has raised concerns about Uber's privacy policies (or lack thereof)^[13] and I have discussed these issues with the American Civil Liberties Union (ACLU). I also delivered a presentation on January 11, 2015 in Washington, D.C., to the Transportation Research Board of the National Academy of Sciences on TNC privacy issues. As jurisdictions enact new TNC legislation (or revisit such legislation), it is incumbent on our lawmakers to ensure that appropriate privacy safeguards are inserted into the law in a manner that protects against the inappropriate use of data, or to seek to prevent privacy or security breaches from taking place. For example, new TNC laws, if not invalidated or repealed for other reasons, should insert new provisions that: (1) impose restrictions on access to data internally at TNCs and to private third parties without express permission from passengers as to the specific entity or purpose for which such data will be used; (2) security safeguards to ensure that hackers cannot access such TNC data, which are imposed and monitored by regulators; and (3) a requirement, as exists in San Francisco and New York City, as well as in various Australian states and elsewhere, for the companies doing business with TNCs or TNCs themselves to submit electronic trip sheet data while on-duty (pick-up, drop-off and fare box data at a minimum) so that regulators can ensure compliance with various laws, and analyze industry economics with a solid factual basis.

There is also a message here for passengers using smartphone transportation apps who have options to protest the lack of appropriate privacy safeguards - either demand such protections, or until apps like Uber commit to do so, delete any nefarious and insecure apps from your smartphone; or as we would say in computer terms - "Control-Alt-Delete" or "Command-Option-Escape" (for Apple Mac users).

[1] <http://www.washingtonpost.com/blogs/the-switch/wp/2014/12/01/is-ubers-rider-database-a-sitting-duck-for-hackers/>

[2] <http://www.buzzfeed.com/bensmith/uber-executive-suggests-digging-up-dirt-on-journalists>

[3]

<http://www.modernluxury.com/san-francisco/story/uber-employees-warned-san-francisco-magazine-writer-executives-might-snoop-her>

^[4] <http://www.motherjones.com/documents/1364485-al-franken-letter-to-uber>

^[5] <http://www.ftc.gov/sites/default/files/documents/reports/federal-trade-commission-report-protecting-consumer-privacy-era-rapid-change-recommendations/120326privacyreport.pdf>

^[6] <http://www.business.ftc.gov/documents/bus81-marketing-your-mobile-app>;
<http://www.business.ftc.gov/documents/bus83-mobile-app-developers-start-security>; <http://www.ftc.gov/sites/default/files/documents/reports/mobile-privacy-disclosures-building-trust-through-transparency-federal-trade-commission-staff-report/130201mobileprivacyreport.pdf>

^[7] http://www.nytimes.com/aponline/2014/12/18/us/ap-us-sony-hack-companies-on-alert.html?_r=0

^[8] See TLC Rule 76-03(a).

^[9] See TLC Rule 76-03(u)(3)

^[10] <http://m.theepochtimes.com/n3/1183267-for-now-business-as-usual-for-uber-in-nyc-despite-five-base-suspensions/>

^[11] <https://www.uber.com/legal/usa/privacy>

^[12] <http://nypost.com/2015/01/07/uber-bases-suspended-after-refusing-to-hand-over-trip-records/>

^[13] <http://www.capitalnewyork.com/article/city-hall/2014/11/8557041/uber-objects-selectively-data-sharing-requirement>

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From: [Joshi, Meera \(TLC\)](#)
To: [Soliman, Sherif](#); [Wolfe, Emma](#); [Williams, Dominic](#)
Subject: Fw: Upstate Insurance Bill Made to Order for Lyft, Uber
Date: Thursday, April 16, 2015 8:43:03 AM

----- Original Message -----

From: Fromberg, Allan (TLC)

Sent: Thursday, April 16, 2015 07:59 AM

To: 'AHagelgans@cityhall.nyc.gov' <AHagelgans@cityhall.nyc.gov>; Anderson, Michael (TLC); Furrey, Charles (TLC); Garber, Jeffrey (TLC); Genser, Emily (TLC); Goddin, Daniel (TLC); Goldapper, Ira (TLC); Grunfeld, Jeffrey S. (TLC); Kurland, Ben (TLC); Martin, Karen (TLC); Murray, Edward (TLC); Rausen, Joanne (TLC); Roth, Jeffrey (TLC); Sukonnik, Marina (TLC); Vais, Izabella (TLC); Valdivia, Midori (TLC); Walsh, Keith (TLC); Yaeger, Taryn (TLC); Wilson, Chris (TLC); Cohen, Sherry (TLC); Davidson, Cindi (TLC); Miller, Dawn (TLC); 'dwilliams@cityhall.nyc.gov' <dwilliams@cityhall.nyc.gov>; Eluto, Sherryl (TLC); Fox, Aileen (TLC); Freud, Conan (TLC); Gordon, Greg (TLC); Grindley, Martin (TLC); Joshi, Meera (TLC); Joyce, Patrick (TLC); Johnson, Justine (TLC); Ahlers, Kate O'Brien (Law); Klahr, David (TLC); Leyva, Erika (TLC); Goldberg-Cahn, Michelle (Law); Paolucci, Nicholas (Law); Quintero, Omar (TLC); Johns, Richard (TLC); Rojas, Carmen (TLC); Scanlon, Raymond (TLC); Switzer, Brian (TLC); Timmeny, Daniel (TLC); Wanttaja, Ryan (TLC); Weiss, Gary (TLC); 'wnorvell@cityhall.nyc.gov' <wnorvell@cityhall.nyc.gov>

Subject: Upstate Insurance Bill Made to Order for Lyft, Uber

Capital NY

Lawmakers detail support measure for Uber and Lyft upstate

By Will Brunelle 6:13 a.m. | Apr. 16, 2015

ALBANY—Following two Capital Region entrepreneurs' call for the introduction of taxi-app companies like Uber and Lyft to upstate New York, two state legislators told Capital about their efforts to amend state insurance laws to make it happen.

State Senator James Seward and Assemblyman Kevin Cahill are currently sponsoring a bill that would alter the state's complex insurance laws to allow "transportation network companies," such as Uber and Lyft, to pass along company insurance policies to their drivers.

Seward, a Republican, called the operation of Uber and Lyft north of New York City (currently the only place ridesharing is permitted in the state) a "win-win for the people of New York."

"I think it's part of the American way in terms of having people create some revenue and income through the use of their vehicle; if there's demand for ridership why not fill it in this way, and fulfill that need and demand?" he said.

Seward, as chair of the Senate's insurance committee, said he got involved to ensure that all the correct laws are amended. He said he wants to ensure that drivers are not using their personal insurance while working for the companies, because if there's a sudden spike in personal insurance claims, it could translate to higher insurance rates for all personal auto insurance policyholders in New York.

"We need to have a law in place, so that this private activity can be regulated," Seward said.

Cahill, the Democratic chair of the Assembly's insurance committee, echoed Seward's thoughts, especially when it came to the rapid emergence of a "sharing economy" and accompanying business models.

"My concern ... is that it is a seriously evolving industry," Cahill said. "As soon as we pass a law, another

paradigm comes along that doesn't fit."

Cahill said he is working hard to ensure that the amendments to insurance laws are detailed enough that they can cover future iterations of business models that mirror taxi-app companies'.

Seward told Capital that the creation of the new insurance regulations has included input straight from both Uber and Lyft, in addition to the state's major insurers.

The bill has not been actioned in either chamber, and is not yet on the calendar for either chamber's insurance committee. Seward, however, said he and his colleagues are hopeful the bill will pass by the end of this year's legislative session.

"The sharing economy has really emerged; you see the consumer demand, and I think it's a business model we'd like to make available in New York," Seward said.

Other state officials have endorsed the use of ridesharing services as well, including Attorney General Eric Schneiderman, who called in November for the New York City Taxi and Limousine Commission not to enact rules undercutting the companies' ability to operate.

The Syracuse Post-Standard endorsed the services, and called for their upstate implementation, in late March.

Seward's and Cahill's comments to Capital came on the heels of two Albany business owners' call for local mayors to work to bring ridesharing companies to the Capital Region, decrying the existing taxi economy as "deplorable."

Matthew Baumgartner, the owner of multiple restaurants in Troy and Albany, and Vic Christopher, the owner of both an arcade and confectionery in the area, wrote a letter to the mayors of Troy, Albany and Schenectady, calling on the leaders to "please use your influence to support and encourage Uber to expand their services into the Capital Region."

The letter is far from the first public complaint about the Capital Region's taxi services. The Albany County Convention and Visitors' Bureau recently released a survey with page after page of complaints from local residents, businessmen and women, and other taxi customers who called the available services "awful," "horrible," and even, in one comment, "scary."

Spokespersons for both Uber and Lyft confirmed to Capital that the companies have engaged in communication with state and local officials in an effort to bring their services northward, and officials from Lyft met with Albany mayor Kathy Sheehan in late March to continue their push for legalization.

Chelsea Wilson, a spokeswoman for Lyft, said that the company "looks forward to continuing to work with state and local leaders to secure a future for Lyft's safe rides and flexible economic opportunity."

Alix Anfang, an Uber spokeswoman, said that Uber offers "the potential to bring job opportunities and much-needed paychecks to communities in upstate New York."

Lyft briefly operated in Rochester and Buffalo, but shut down in response to concerns over the state's insurance laws, and a lack of regulation.

Notwithstanding those setbacks, there is little conspicuous opposition to the ridesharing model in upstate communities (unlike in New York City, where incumbent taxi operators are bigger and better established).

Baumgartner dismissed the idea of existing taxi companies being endangered or hindered by the services' introduction to the region.

"If they really cared, they would change the way they operate, but they don't," Baumgartner said. "It's their loss."

Albany County legislator Christopher Higgins espoused much the same sentiments as Baumgartner. He

is currently circulating a memo of support for ridesharing companies to come to the region, and he said that 25 of 39 county legislators have already signed on.

"All we're talking about here is more competition. Hopefully with that competition, the cab industry in the Capital Region will, for once in its life, pick up its game," Higgins said. "I don't see anything but benefits."

From: [Matthew W. Daus](#)
To: [Wolfe Emma](#)
Subject: Daus Releases Smartphone App Primer: "There is No Such Thing as a TNC in NYC!"
Date: Thursday, April 30, 2015 4:29:55 PM

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"Apps in the City": The Regulation of Transportation Smartphone Apps in New York City

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"Apps in the City": The Regulation of Transportation Smartphone Apps in New York City

I. The Regulatory Paradigm - Apps Required to Fit within the Regulatory Framework, with a Few Tweaks

Companies that use apps to connect riders to for-hire vehicles have created regulatory headaches for many municipalities across the United States and the world. These companies add to the confusion by stating that they are not transportation companies, but technology companies that merely connect riders with people willing to give rides in their own vehicles. There have generally been three models for the operation of TNCs: a few municipalities have required them to obtain the same licensing, insurance and otherwise meet the regulatory requirements as other for-hire vehicles; some have created special laws for TNCs; and some have allowed them to operate unfettered. New York City (NYC) requires them to be licensed or operate with licensed drivers, vehicles and businesses.

New York City has a robust on-demand transportation system that includes several classes of for-hire vehicles: taxis, which are motor vehicles carrying passengers for hire in the city, designed to carry a maximum of five passengers, duly licensed as a taxicab by the commission^[1] which are the only for-hire vehicles authorized to accept street hails in Manhattan's Central Business District and the airports; liveries,^[2] also known as community cars, that provide for-hire vehicle services to the public through prearrangement; black cars,^[3] which generally serve companies on a prearranged basis and conduct more than ninety percent of their business on a payment basis other than by direct cash payment by a passenger; and luxury limousines,^[4] which serve the public on a prearranged basis, conduct more than ninety percent of business on a payment basis other than direct cash payment by a passenger and charge passengers on a flat rate, time or mileage. State law, in 2012, created a new class of Street Hail Liveries which are allowed to pick up street hails in certain areas outside of Manhattan's Central Business District and the airports.

In 2013, the International Association of Transportation Regulators (IATR) issued model regulations designed to help municipalities address the proliferation of smartphone dispatch applications. The essence of these model regulations is that apps can either be licensed on an even playing field with other sub-modes, or must contract with or only conduct business with licensed for-hire ground transportation companies (as a dispatch software company would). The New York City Taxi and Limousine Commission (TLC) adopted the approach recommended by a peer reviewed panel of regulators and the federal government as part of the IATR's App Committee recommendations, after a protracted international public hearing and comment period. The model regulations can be accessed at [http://www.windelsmarx.com/resources/documents/Windels%20Marx%20-%20IATR%20Proposed%20Model%20Regulations%20for%20Smartphone%20Applications%20\(10801287\).pdf](http://www.windelsmarx.com/resources/documents/Windels%20Marx%20-%20IATR%20Proposed%20Model%20Regulations%20for%20Smartphone%20Applications%20(10801287).pdf). The NYC TLC's approach, overall, has been more successful than most jurisdictions around the world.

An inconvenient truth for many of these smartphone app companies that are claiming they should not be required to obtain driver and business licenses and fit within existing for-hire ground transportation regulations, is the approach that has been taken by the NYC TLC, which includes not just clarifications and rulemaking, but enforcement.

While the TLC has not settled every issue to the satisfaction of every stakeholder on smartphone

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transportation apps, (and, well, it almost never does on most issues), it has taken a bold, firm and very different approach than many of the jurisdictions and legislatures around the country. There are some remaining issues involving taxicabs and for-hire vehicles (which predominantly use apps like Uber) operating on a level-playing field. For instance: taxicabs, black cars and limousines must pay sales taxes, and livery bases do not; public transit surcharges (the Metropolitan Transportation Authority) are paid by taxicabs but not by for-hire vehicles; surge pricing (or demand pricing several times ordinary rates) can be applied by for-hire vehicles and not taxicabs; and wheelchair accessibility obligations exist more heavily for taxicabs than for for-hire vehicles. Despite the foregoing, the overall approach has been different and more of an even-playing field than most cities.

This article will describe the history of the NYC TLC's regulatory approach and current or pending proposals, and compare its treatment of smartphone apps with how many other jurisdictions have treated companies such as Uber or Lyft. While Uber and Lyft have been able to convince some jurisdictions that its operations warrant new regulations, the experience in New York City shows that it can operate under existing regulations for for-hire vehicles, if it is compelled to do so. In fact, Uber's entry into the New York City market caused the TLC to slightly tweak its rules to ensure that their vehicles are insured and the drivers safely licensed. The NYC TLC's approach is not perfect, and many issues remain (like the potential inequities of dispatching drivers from more than one base), and those and more aspects will be described herein.

a. *The Early Days - TLC Industry Notices, Enforcement & Clarification*

On May 3, 2011, Uber announced its entry into the New York City market.^[5] As it has in other jurisdictions, Uber's business model raised some issues and concerns about whether it was operating within the bounds of existing laws. In response to complaints of Uber's practice of contacting for-hire vehicle owners and drivers directly, the TLC issued Industry Notice #11-15 on July 1, 2011 regarding for-hire drivers who use smartphone apps.^[6] The notice acknowledged the growing use of smartphone apps to request and dispatch for-hire vehicle trips, but advised that the use must be in compliance with TLC rules. The notice advised that for-hire vehicle owners and drivers may not contract directly with a smartphone app developer without the approval and involvement of their bases. The notice further explained that if a for-hire vehicle owner or driver was accepting dispatches through a smartphone app that is not authorized by his or her affiliated base, it violates existing TLC rules. The notice also warned taxi drivers that they are prohibited from using smartphone apps and could only pick-up passengers that hail them.

In response to inquiries regarding the use of smartphone applications, TLC issued another more comprehensive Industry Notice #11-16 on July 18, 2011.^[7] This notice clarifies when a smartphone app is required to have a for-hire base vehicle license as required by local law and rules, and to remind licensees of rules that apply when a licensed base contracts with a smartphone app. The notice states that any smartphone app that functions solely as a referral, reservation or advertising service for a licensed base, will not need to be licensed. However, bases using smartphone apps must ensure they do not violate laws governing TLC or TLC rules. Among some of the requirements that bases have to comply are:

- No base advertising can use the term "taxi", taxicab "cab", "hack" or "coach";^[8]
- Bases must file their smartphone app rates of fare with TLC if those rates are different than their existing rates;^[9]
- Bases must ensure that trip sheets of trips dispatched through a smartphone app are maintained and available for at least six months after the trip;^[10]
- Bases must be able to handle customer complaints, including through a smartphone app;^[11] and
- Bases must ensure they are dispatching calls within the hours of operation filed with TLC.^[12]

The TLC advised bases that because they are the licensed entity, they would be held accountable for the breach of any laws or rules. The notice also stated that a smartphone app that provides for-hire transportation directly and not through a base is required to hold a TLC base license. To ensure compliance, the TLC, when it becomes aware of a smartphone app that may be acting outside the rules will request that the smartphone apps submit: (1) a list of licensed bases that the smartphone app works with, including effective dates; (2) an attestation that it is not dispatching to any non-affiliated bases; and (3) copies of the agreements. The TLC stated it will presume those smartphone apps that do not comply with its request are violating rules prohibiting unlicensed base stations.^[13] The notice also said it may request trip sheet information from smartphone apps, and if it does not obtain such cooperation, it may decide to license smartphone apps.^[14]

b. *E-Hail Pilot Program for Yellow Taxicabs*

While smartphone apps were being used to dispatch for-hire vehicles, there were no provisions to allow them to hail taxicabs. The TLC, citing customer demand, approved an e-hail pilot program for taxis in December 2012. The resolution approving the e-hail pilot was amended in February 2013^[15] and provided, among other things, that:

- Taxi drivers participating in the e-hail pilot would be exempt from certain TLC rules;
- Participants must enter into a memorandum of understanding with the TLC;
- The pilot will begin on the date the first participant's application is approved and will last for one year;
- Candidates must submit materials showing the e-hail app complies with technical standards; that it was tested by a qualified independent third party; and meets TLC's security standards;
- E-hail apps would have certain blackout areas, such as the airports;

- No information about the passenger, including destination shall be transmitted to the driver;
- No additional fees for use can be charged;
- Integration with in-vehicle yellow taxicab credit card systems (the T-PEP or Taxicab Passenger Enhancement Program); and
- The Chair of the TLC will approve of the participants.

TLC approved Uber, Ridecharge (a/k/a Taxi Magic), Mobile Knowledge Systems Inc. and Verifone, Inc. for the e-hail pilot program.^[16] The TLC presented a final report on the findings of its e-hail program on January 28, 2015.^[17] Among some of the findings of the final report were:

- There were an average of 7,947 e-hails per day;
- E-hails accounted for .45% of all yellow cab pick-ups;
- 65.3% of all e-hailed trips took place outside of the central business district of Manhattan; only 6% of taxi pickups took place in these locations;
- The average farebox increased during the pilot;
- Passenger opinion on e-hail was split, with 25% reporting e-hail was more convenient, while 25% reported that street hails were more convenient and 35% reported convenience varied by trip;
- E-hail apps were evenly used by people between 20 and 34, 35 and 64, and 65 and older;
- Refusal complaints were at similar levels during the pilot; and
- Taxi drivers who participated in the e-hail pilot had a slightly lower rate of collisions (6.0% v. 8.4%).

Based upon findings during the pilot, the TLC decided to make e-hail of taxis and street hail liveries permanent, adopting rules that become effective on March 12, 2015.^[18] These rules:

- Create requirements which must be met by drivers who use e-hail apps;
- Require drivers and owners to only use TLC licensed and approved apps;
- Require that the fare be determined by the taximeter;
- Prohibit any additional fees above the TLC-approved rates for an e-hail trip;
- Require integration with T-PEP and L-PEP systems (a similar credit card system for green livery borough cabs that operate outside Manhattan's central business district);
- Require app companies to be able to dispatch an accessible vehicle;
- Create licensing standards for e-hail app providers; and
- Create technical and security specifications for e-hail apps.

c. For-Hire Vehicle Cross-Dispatching Rules

In addition to the adoption of these e-hail rules, the TLC has also recently adopted rules in November 2014 which originally prohibited cross-dispatching among classes of for-hire vehicle bases.^[19] These rules would have banned black car bases, luxury limousine bases and livery bases from dispatching vehicles from a different class of base. The rationale for these rules was to ensure that a driver's Workers' Compensation coverage is always in effect. The rules also require a dispatching base to reveal the base affiliation of the vehicle it dispatched and to provide dispatch records to the TLC. The TLC did amend this rule just two months later in February 2015^[20] to allow cross-dispatching between black car bases and luxury limousines, because many of them are in the same insurance fund and the Workers' Compensation issue is not implicated. Companies like Uber benefit from these changes because drivers can be poached or deployed from other bases. These new rules do create challenges for other bases whose drivers are no longer as available to serve the public during peak hours, as if they are also working for Uber, they would likely prefer to benefit from surge pricing during peak times to enhance their revenue.

II. There is No Such Thing as a Transportation Network Company (TNC) in New York City

In New York City, which has some of the strictest and most thorough for-hire vehicle regulations in the world, the local regulator, the NYC TLC, has required app-based dispatch companies, such as Uber and Lyft, to comply with its rules governing for-hire vehicle companies. This has meant that Uber and Lyft have had to open licensed base stations to dispatch vehicles. This inconvenient truth creates a complete dichotomy and contradiction among the rhetoric of so-called TNCs that have sought the passage of special laws with less stringent insurance and background check vetting requirements than for taxicabs and limousines. What is interesting is that in NY State, lobbyists for Lyft are already mobilizing on the state level to try and pass a TNC type of law to preempt TLC's approach to enter the market^[21]. While Uber has mostly been on the same page with Lyft for arguing for TNC laws in other states, in NY, Uber and Lyft may engage in a battle as Uber's market dominance as a LICENSED TRANSPORTATION COMPANY, is a complete departure from their regulatory position almost everywhere else.

a. Insurance

To ensure that the public is protected, if there is an incident in a for-hire vehicle, the TLC has extensive rules requiring all for-hire vehicles to have adequate insurance.^[22] Under TLC rules, taxis, liveries and black cars must have liability coverage for \$100,000 per person, \$300,000 per occurrence, and \$200,000 in no-fault or personal injury protection coverage to cover medical expenses and lost earnings.^[23] Luxury Limousines must have liability coverage for \$500,000 per person, \$1,000,000 per occurrence, and \$200,000 in personal injury protection.^[24] This coverage is required at all times (24 hours per day and 7 hours per week), and vehicle owners are required to notify TLC of any changes in insurance coverage.^[25] App-based dispatch companies like Uber and Lyft must dispatch vehicles that maintain insurance coverage in order to operate in New York City. This is not required in jurisdictions that have promulgated TNC laws that have questionable and less coverage available on the primary level, than for taxicabs and limousines providing the same exact for-hire service as TNCs. In NYC, an inconvenient truth is that Uber

and Lyft affiliated vehicles and drivers have the same insurance as all other taxicabs and for-hire vehicles.

b. Driver Background Checks & Drug Testing

All for-hire vehicle drivers must pass a vigorous criminal background check and a drug test.^[26] Under the rules, all applicants for a for-hire vehicle license must take and pass a drug test administered by an entity approved by the TLC. If the applicant fails the test, the TLC will deny the applicant's license, which is a final decision. Applicants must also get fingerprinted for the purposes of checking them against the records of the New York State Division of Criminal Justice Services (DCJS). The applicant is required to pay \$75^[27] for the fingerprinting and, following a conviction for a criminal offense, may be subjected to a licensing fitness hearing to determine whether being licensed is appropriate after the application of NY State laws and standards. The fingerprint checks are conducted through an outsourced digital system and are administered by and through the government (the NYC TLC and DCJS). These fingerprint results are returned in a few days and the process is generally fast and streamlined and the TLC is very quickly informed of all arrests in NY State of any currently licensed drivers. This storage component improves efficiency of fingerprint processing and saves drivers time by not requiring them to resubmit fingerprints.^[28] Many other new TNC state laws require only that the TNC driver undergo a non-biometric company (not-Government) administered criminal background check that is not as accurate as fingerprinting. This form of self-regulation is not the regulatory standard in NYC, where the TLC (and not the TNC) is required to take action and make decisions as to which applicants or current drivers should be removed from the road for potentially endangering the public.

c. Accessibility Requirements

The TLC requires its licensed for-hire vehicle base stations to provide equivalent accessible service, whether by using their own accessible vehicles or contracting with another base that has accessible vehicles.^[29] Equivalent service means that the service provided to people with disabilities must be equivalent in terms of response-time, fares charged, hours and days of service, ability to accept reservations, restrictions based on trip purpose and other limitations on capacity or service ability. App-based dispatch companies are required to provide this equivalent accessible service. A recent study by the TLC found that 90% of livery and black car bases were unable to provide accessible service.^[30]

Under a settlement, 50% of the taxi fleet is to become accessible by 2020. The TLC has said it will be exploring ways to ensure the other for-hire vehicle sectors can do their share to provide accessible service. Also, the legislation creating street hail liveries require 20% of the 18,000 permits to be issued to accessible vehicles. How these other sectors provide accessible service is critical because Uber and Lyft,^[31] combined, operate more vehicles than there are taxis. Other States have similar issues as TNCs are not required to provide accessible service across the board like taxicabs and limousines. NYC is unique on this policy issue, but it is a major equity issue as many drivers could choose to work for Uber rather than as yellow cab drivers due to the additional vehicle and insurance costs that only apply primarily to green borough and yellow taxicabs.

III. Data Collection, Privacy and Security Safeguards

The TLC has demonstrated that it will not treat Uber differently than any other licensed base. As part of the FHV rules package that the TLC adopted last year, it created a requirement for for-hire vehicle bases to provide trip records. TLC requested Uber's trip records, but Uber refused to provide them, claiming they were proprietary.^[32] At an administrative hearing, the judge suspended five out of six of Uber's bases for not providing the requested data. Uber agreed to eventually provide the data, which would show, among other things, that it dispatched 34,000 rides per day.^[33]

Earlier this year, Uber revealed that it suffered a major data breach affecting 50,000 of its drivers across the United States. This purported breach occurred on May 13, 2014 and was not discovered until six months later on September 17, 2014,^[34] and highlights the importance of regulators requiring Uber to have security measures to protect sensitive information. In New York City, the TLC currently has security protocols in effect for the information generated by the Taxi Passenger Enhancement Program (TPEP)^[35] systems required in all taxis. These security procedures include requiring employee security training, requirements for third-party access, data encryption requirement and access policies, among many other security measures.^[36] The protocols also set standards for protecting personal passenger information and the driver's privacy by not allowing the dissemination of any information about a taxicab when it is off duty.^[37] It is unclear whether the TLC will explore the application of these strict T-PEP data security and privacy provisions to smartphone applications in light of the alleged Uber security breach or the controversy surrounding the alleged former use of Uber's "God View"^[38] for its employees to track passenger movements.

IV. Current Developments - New Proposed Regulations and Legislation

a. Surge Pricing

Although it is required to follow all rules and laws governing for-hire vehicle bases, Uber's business practices caught the attention of the New York City Council, because of its practice of charging surge pricing during times of high demand and low supply of vehicles. The Council held a hearing on proposed legislation that would limit the amount that Uber can charge during surge pricing.^[39] At the public hearing on the proposed bill, the TLC testified it was not prepared to support the bill as written because of some technical issues, such as the bill would penalize the driver, when it is the base that sets fares. TLC also testified it was difficult for it to determine what the "normal" fare is unless it has fare data,

which may be the next thing that it requests from Uber. The sponsor of the bill did indicate a willingness to revise the bill to address the TLC's concerns. Surge pricing has also caught the attention of the New York State Attorney General and State Legislators. Last July, Attorney General Eric Schneiderman entered into an agreement with Uber^[40] to limit its price increases during emergencies after it raised its prices by up to eight times during a snow storm in 2013. New York State Assembly Member Felix Ortiz has introduced a bill that would penalize Uber \$250 for each instance of surge pricing.^[41]

b. Licensing of Smartphone Apps?

On February 12, the Taxi and Limousine Commission held a fact finding hearing on licensing dispatch apps.^[42] Among some of the issues explored were:

- Should the TLC create a separate license for Apps?
- What type of access should an App have to licensed drivers?
- When should cancellation of an accepted FHV app dispatch be considered a refusal?
- What accessibility requirements should be set for apps?
- How does the TLC minimize driver distractions?
- Privacy and security requirements
- What is required in trip records, and what is the best means to collect them?
- How can price transparency be achieved?
- What type of information should a dispatching app be required to give passengers, home base and dispatching base?

There was a wide range of opinions about how TLC should regulate apps. Uber testified and said that it has improved service, provided transparency and increased driver pay. Uber said TLC should make Uber the standard for regulating apps. Taxi industry representatives expressed concern about how apps were now blurring the line between on-demand and prearranged service and that TLC should level the regulatory field between taxis and App driven transportation companies. One taxi industry representative testified that TLC should create a new license for Apps. Lyft testified against any new licensing categories and said the current system where bases are licensed was sufficient.

TLC has drafted proposed rules for FHV dispatch apps based upon its findings from the hearing, which are scheduled for a public hearing on May 28, 2015.

[1] NY Admin Code §19-502(l).

[2] TLC Rules §559A-03(j) & (k).

[3] Id. at §559A-03(b) & (c).

[4] Id. at §559A-03(l) & (m).

[5] <http://blog.uber.com/2011/05/03/uber-nyc-launches-service/>

[6] http://www.nyc.gov/html/tlc/downloads/pdf/industry_notice_11_15.pdf

[7] http://www.nyc.gov/html/tlc/downloads/pdf/industry_notice_11_16.pdf

[8] TLC Rule 59B-25(b).

[9] Id. at 59B-21(a).

[10] Id. at 59B-19(b)(2).

[11] Id. at 59B-17(a).

[12] Id. at 59B-21(b).

[13] Id. at 59B-11.

[14] http://www.nyc.gov/html/tlc/downloads/pdf/industry_notice_11_16.pdf

[15] New York City Taxi and Limousine Commission Resolution Approving a Pilot Program to Evaluate Electronic Hail Applications, December 13, 2012, as amended on February 21, 2013.

[16] http://www.nyc.gov/html/tlc/html/industry/current_licensees.shtml

[17] http://www.nyc.gov/html/tlc/downloads/pdf/ehail_q5_report_final.pdf

[18] http://www.nyc.gov/html/tlc/downloads/pdf/newly_passed_rules_ehail.pdf

[19] http://www.nyc.gov/html/tlc/downloads/pdf/fhv_dispatch_rule_final_11_20_14.pdf

[20] http://www.nyc.gov/html/tlc/downloads/pdf/proposed_rule_fhv_dispatch_amendment.pdf

[21] Earlier this year, Senator James Seward (R-Oneonta) introduced two bills intended to create a separate regulatory category for TNCs. S4108 would address insurance requirements for TNCs.

S4208/A6090 introduced in the Assembly by Assemblymember Kevin Cahill (D-Kingston), a more extensive bill, would not only create insurance requirements for TNCs, but also create regulatory requirements for TNCs.

[22] TLC Rules §59A-12.

[23] Id. at §59A-12(c)(1).

[24] Id. at §59A-12(c)(3).

[25] Id. at §59A-12(b).

[26] Id. at §55-04.

[27] http://www.nyc.gov/html/tlc/downloads/pdf/new_driver_checklist_partb.pdf

[28] <http://www.criminaljustice.ny.gov/adytech/policy.htm>

[29] TLC Rules §59B-17(c).

[30] https://www1.nyc.gov/html/tlc/downloads/pdf/testimony_03_05_15.pdf

[31] As of March 11, 2015, Uber had 13,946 affiliated cars versus 13,605 taxicabs.

[32] <http://media.bizj.us/view/img/4764911/final-decision.pdf>

[33] <http://www.nydailynews.com/new-york/data-uber-driving-competitors-nyc-article-1.2137714>

[34] <http://www.forbes.com/sites/davelewis/2015/02/28/uber-suffers-data-breach-affecting-50000/>

[35] TPEP is an integrated system of hardware and software that provides credit/debit card processing, text messaging, trip data collection and transmission, data transmission by means of a passenger information monitor and automatic vehicle location system and location services to taxicabs. TLC Rule §51-03.

[36] TLC Rules §576-01, et seq.

[37] Id. at §75-23.

[38] http://www.tlc-mag.com/in_focus_feb15.html

[39] <http://legistar.council.nyc.gov/LegislationDetail.aspx?ID=2073899&GUID=0C1C4C28-9D46-4021-BAA6-EAC0D95D5F09&Options=ID|Text|&Search=556>

[40] <http://ag.ny.gov/press-release/ag-schneiderman-announces-agreement-uber-cap-pricing-during-emergencies-and-natural>

[41] <http://www.capitalnewyork.com/article/albany/2015/02/8562248/bill-would-ban-surge-pricing-uber-rideshare-services>

[42] http://www.nyc.gov/html/tlc/downloads/pdf/fhv_app_rules_hearing_notice.pdf

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From: [Fink, Avi](#)
To: [Singh, Manvir](#)
Subject: FW: Assembly Transportation Committee Members
Date: Tuesday, June 23, 2015 11:37:27 AM
Attachments: [Mosley-Dilan Bill - Memo of Opposition - T.A. and FSS.pdf](#)

From: Caroline Samponaro
Sent: Tuesday, June 23, 2015 11:36:33 AM (UTC-05:00) Eastern Time (US & Canada)
To: Soliman, Sherif
Cc: Lynch, Jeff; Norvell, Wiley; Fink, Avi; Carrion, Marco A.; Lopez, Nivardo; Gastel, Scott
Subject: Re: Assembly Transportation Committee Members

we have one - attached. does anyone have a spreadsheet with email list for full assembly and senate? willing to share a version?
given how little we work in Albany, we dont have one up to date and this will slow me down on getting it out.

--

Caroline Samponaro
Deputy Director

Transportation Alternatives

More than 100,000 active supporters committed to reclaiming New York City's streets for people

Get involved today in your neighborhood! Join us on July 14th at the [Vision Zero Vigil](#) to say: *not one more traffic death on NYC streets.*



On Tue, Jun 23, 2015 at 11:22 AM, Soliman, Sherif <SSoliman@cityhall.nyc.gov> wrote:

Caroline, have TA and FFSS issued memos in opposition? Anyone else who can issue paper here guys? Assembly is asking for more memos in opposition. Need ASAP. Thanks.

From: Lynch, Jeff [mailto:jlynch@dot.nyc.gov]
Sent: Tuesday, June 23, 2015 8:25 AM
To: Caroline
Cc: Soliman, Sherif; Norvell, Wiley; Fink, Avi; Carrion, Marco A.; Lopez, Nivardo; Gastel, Scott

Subject: Re: Assembly Transportation Committee Members

Adding Scott here as well

Sent from my iPhone

On Jun 23, 2015, at 8:20 AM, Lynch, Jeff <jlynch@dot.nyc.gov> wrote:

I feel like the wording in the bill that says "omnibus" and makes taxis, liveries and other FHV's would make quite a news story if we choose to go down that route. Exempting cabbies from the Right of Way would get lots of negative coverage.

Sherif, if you want us to just split up Senate members laid out below, we can coordinate with Caroline and FFSS to sort out who gets who.

Should we consider another trip to Albany?

Sent from my iPhone

On Jun 23, 2015, at 6:48 AM, Caroline <caroline@transalt.org> wrote:

In addition to calls,

Would them making a trip up be helpful?

Or would a quick FSS presser on the steps help? I'd want input on the right message/time and maybe we could draw the rights CMs.

Best,

Caroline

Caroline Samponaro

Deputy Director, Transportation Alternatives

@carolinesampo

(In transit, sorry for any typ@s!)

On Jun 22, 2015, at 11:59 PM, Soliman, Sherif <SSoliman@cityhall.nyc.gov> wrote:

Senate R's want to move a handful of Dem bills and I'm sure TWU heavily lobbied.

In assembly, still holding because committees are supposed to be shut down BUT bill was amended and if senate passes, there will be increased pressure.

NYC Rs, IDC and Senate Dems.

From: Caroline [<mailto:caroline@transalt.org>]

Sent: Monday, June 22, 2015 11:32 PM

To: Norvell, Wiley

Cc: Soliman, Sherif; jlynch@dot.nyc.gov <jlynch@dot.nyc.gov>; Fink, Avi; Carrion, Marco A.;

nlopez1@dot.nyc.gov <nlopez1@dot.nyc.gov>

Subject: Re: Assembly Transportation Committee Members

I can try to activate FFS tomorrow am, yes. Sherif, can you shine a light on what changed? What is happening in the assembly? And who do you suggest we call on either side to have an impact?

Your guidance based on state of play now is appreciated.

Best,

Caroline

Caroline Samponaro

Deputy Director, Transportation Alternatives

@carolinesampo

(In transit, sorry for any typos!)

On Jun 22, 2015, at 11:14 PM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

Anything you want to activate on press side? Including CM's slamming the end-run around home rule?

From: <Soliman>, Sherif <SSoliman@cityhall.nyc.gov>
Date: Monday, June 22, 2015 at 11:08 PM
To: Jeff 'Lynch' <jlynch@dot.nyc.gov>
Cc: Caroline Samponaro <caroline@transalt.org>, "Fink, Avi" <AFink@cityhall.nyc.gov>, "Carrion, Marco A." <mcarrion@cityhall.nyc.gov>, Wiley Norvell <wnorvell@cityhall.nyc.gov>, "nlopez1@dot.gov" <nlopez1@dot.nyc.gov>
Subject: Re: Assembly Transportation Committee Members

Looks like the Senate is moving Dilan's amended bill tmrw. We will mobilize up here. Caroline, can FFSS make calls?

From: Lynch, Jeff [<mailto:jlynch@dot.nyc.gov>]
Sent: Wednesday, June 17, 2015 11:31 AM
To: Soliman, Sherif
Cc: Caroline Samponaro (caroline@transalt.org) <caroline@transalt.org>; Fink, Avi; Carrion, Marco A.; Norvell, Wiley; Lopez, Nivardo <nlopez1@dot.nyc.gov>
Subject: Re: Assembly Transportation Committee Members

Adding Nivardo here

I spoke to Caroline as well and she is pulling the ADs of the FFSS members that are coming up as well.

We figured the transportation committee, VZ champs, and members representing the FFSS members coming to Albany.

How does that sound?

Jeff

Sent from my iPhone

On Jun 17, 2015, at 11:25 AM, Soliman, Sherif <SSoliman@cityhall.nyc.gov> wrote:

Hey Caroline:

I think the first group of members you should meet with are transportation committee members.

Then, we should go to our traditional Vision Zero Champions – Glick, O'Donnell, Rosenthal etc.

Thanks.

From: Ports, Doug
Sent: Wednesday, June 17, 2015 11:18 AM
To: Soliman, Sherif
Subject: Assembly Transportation Committee Members

Committee:

[Transportation](#)
Tuesday 02:00 PM
Room 829 LOB

Chairperson:

[Gantt](#)

Members:

[Perry](#)
[Cusick](#)
[Lupardo](#)
[Schimel](#)
[DenDekker](#)
[Crespo](#)
[Thiele](#)
[Bronson](#)
[Roberts](#)
[Skartados](#)
[Skoufis](#)
[Steck](#)
[Brindisi](#)
[Kaminsky](#)
[Simon](#)
[Jean-Pierre](#)

[McDonough](#)
[Malliotakis](#)
[Ra](#)
[DiPietro](#)
[Lupinacci](#)
[Nojay](#)
[Murray](#)



TRANSPORTATION
ALTERNATIVES

MEMO OF OPPOSITION

Legislative Reference

A6048 / A6048-B 2015 (by Assembly Member Mosley)

S4494 / S4494-B 2015 (by Senator Dilan)

Summary of Legislation

In a collision between a vehicle and a pedestrian or bicyclist, this legislation calls for an appearance ticket to be issued to a professional for-hire driver of that vehicle (including a taxi or bus driver), if the investigating police officer has reasonable cause to believe that a traffic infraction or misdemeanor was committed by that driver, provided that the driver stays at the scene and complies with the immediate investigation.

Reasons for Opposition

Rushed through with no hearing – Home rule input cast aside

This legislation calls for such drastic changes to police practices that it must not irresponsibly be rushed through without legislators carefully considering public input from municipal administrations and police departments, who would be asked to implement the law immediately upon passage. The legislation is being rushed through in the 11th hour. As of June 16, 2015 no public hearing has been scheduled in committee. Furthermore, the legislation's memo section, justifying the bill, misrepresents the actual text being proposed.

Would apply to TLC taxi and Uber drivers

The text of this legislation is extremely broad. The special treatment it seeks would apply to "omnibus" drivers. New York's Vehicle and Traffic Law defines omnibus drivers as drivers of "for-hire" vehicles (VTL 126) which can include all MTA bus drivers, TLC licensed taxi drivers, livery-cab drivers and UBER, LYFT and similar drivers.

Freezing effect upon police

The legislation would mandate a new special treatment for certain drivers, forcing police departments across the state to scramble to come up with new procedures. A likely effect of this law would be that police officers would refrain from arresting or ticketing drivers even when probable cause exists.

Special treatment and different standards

This legislation would create a special treatment for a certain set of drivers, mandating different standards for police practices and how the rules of the road are applied. The bill attempts to micro-manage and hamstring the police in an area where police officers must have some level of discretion. Furthermore, the special treatment it seeks does not include an exception for suspected crimes that include more serious degrees of culpability. A police officer could be forced to provide this special treatment even for a reckless or intentionally violent act by a driver behind the wheel.

Would prohibit certain violent drivers from being detained and would threaten home rule

The proposed legislation would prohibit a police officer from detaining a taxi or bus driver reasonably believed to have committed assault or reckless endangerment of others (N.Y. Penal Law 120.00 and 120.20). No law in this area should summarily prohibit a police officer from detaining a driver believed

to pose a physical threat to others. Additionally, should this legislature establish new Penal Law misdemeanor offenses in the future, or if local municipalities create new infractions or misdemeanor offenses, then under the proposed legislation those new offenses could be inapplicable to taxi and bus drivers.

Bus drivers in NYC are NOT being handcuffed indiscriminately

This legislation paints a picture of discrimination and unjust treatment of bus drivers in New York City that simply does not exist. As of June 2015, a total of six bus drivers have been arrested under the City's Right of Way Law. However, only one driver was arrested at the scene (a driver who struck a 15 year old girl in the crosswalk severely injuring her, while she was crossing with the light). Of the remaining five drivers one was arrested the day after the crash, while the rest were arrested weeks, even months later. The Right of Way Law exists for a reason. In 2014 MTA bus drivers struck and killed nine pedestrians. In eight out of those nine cases the bus driver failed to yield when the pedestrian had the right of way in the crosswalk

Different standards risks eroding traffic safety laws

Professional drivers set the standard for driving behavior on our roads. The responsibility professional drivers have for the safety of others requires us to ensure they operate with the highest level of diligence, due care, and compliance with laws that exist to protect all of us, especially pedestrians, the most vulnerable people on our streets. We cannot have carve outs and special treatments that risk eroding the adherence to laws meant to protect all road users.

Intoxicated drivers could be left driving and leave police without evidence

Although the legislation has been amended in an attempt to avoid impacting drunk driving enforcement, drunk drivers may in fact be more likely to go unnoticed by the police under this legislation, leaving more drunk drivers on our roads and leaving police and prosecutors without vital evidence. Under the proposed legislation a driver would be free to leave after the "immediate investigation" is completed -- although if a police officer suspects driver impairment then the driver could be detained. However, police often conduct field sobriety tests in crashes even when there is no immediate suspicion of impairment. Further, police officers responding to a traffic crash frequently have to wait a long time at the scene for the arrival of specialized units and equipment that conduct alcohol and drug tests. The proposed legislation will create further doubt for police officers: "Do I wait until the drug testing unit or Collision Investigation Squad arrives?" (a squad that is chronically understaffed), "can I detain the driver?", "what if the field testing unit won't appear for another two hours?". Exactly when is the "immediate investigation" complete? The effect could be that drivers who previously were discovered to be impaired only after a routine test after a crash now would not even be tested, and would walk away, leaving police and prosecutors without vital evidence and an impaired driver operating a lethal vehicle.

We cannot backtrack on Vision Zero

Perhaps most importantly, this legislation sends the message that traffic violence, even assaulting someone with a vehicle, is not a serious crime. With more New Yorkers killed from traffic violence than are murdered by guns this is a message we cannot afford to send.

Families for Safe Streets is comprised of victims of traffic violence and families whose loved ones have been killed or severely injured by aggressive or reckless driving and dangerous conditions on New York City's streets. We represent the full breadth of New York's diversity and demand an end to traffic violence.

Transportation Alternatives is a safe streets advocacy non-profit organization.

From: [Schnake Mahl, Gabriel](#)
To: athomas@nycclc.org
Subject: For Hire Vehicles Bill
Date: Friday, July 17, 2015 3:39:26 PM
Attachments: [Fact Sheet - 7 17 2015.pdf](#)

This one pager is specific to bill. Certainly additional wider concerns.

Context for New York City's Proposed For-Hire Vehicle Study and One-Year Growth Limitation

In the past four years, Uber and companies like it have added the equivalent of almost two entire yellow taxi fleets worth of cars to New York City streets. There have been 25,000 new for-hire-vehicles added to the streets of New York City since 2011 (for reference, the yellow taxi fleet is approximately 13,587 vehicles). This represents a 63% increase in the total number of for-hire vehicles on the streets in just four years. This growth is expected to continue unabated, with 1,200 *net* vehicle licenses being issued each month of 2015.

These vehicles spend most of their time in the already-most congested areas of the city. According to trip data, 72% of pick-ups by high-growth for-hire vehicle companies are taking place in the congested Manhattan core.

As these vehicles have been added, congestion in the Manhattan core has increased, increasing travel times on buses and in cars. Even as fewer vehicles are *entering* Manhattan, congestion has increased, suggesting that the increases may be due to increased vehicles *circling and looking for fares* in the central business district. From 2010 to 2014, daily traffic *into* the central business district fell 6% (from 778,000 in 2010 to 731,000 in 2014) while congestion *increased* -- vehicle speeds in the central business district fell 9% from 9.35 mph to 8.51 mph from 2010 to 2014, corresponding with this rapid growth. Manhattan daytime bus speeds have declined by 3% in the past year, with 5% declines during rush hour. Preliminary data from 2015 confirm this trend is continuing: speeds in May 2015 are down to 7.96 mph compared to 8.29 mph in May 2014 (a 3.8% drop) and 9.18 mph in May 2010 (a 13.1% drop).

Average Manhattan Traffic Speeds	
Calendar Year	Avg. Speed (MPH)
2010	9.35
2011	8.93
2012	9.3
2013	8.9
2014	8.51

More cars on the road contribute to increased greenhouse gas, ozone, and asthma-causing particulate emissions. 14% of the city's aggregate carbon emissions and 17% of local particulate matter emissions come from passenger vehicles. Under current conditions the FHV fleet of 63,000 vehicles will be responsible for approximately a million metric tons of carbon dioxide emissions this year. If allowed to grow unchecked at the current rate, the FHV fleet will contribute an additional 230,000 metric tons of carbon dioxide emissions next year.

We need a study and period of limited growth in order to develop a comprehensive long-term strategy for a flourishing and sustainable for-hire vehicle market in New York City, that protects the environment, reduces congestion, and promotes customer choice. The City has proposed a comprehensive study of the for-hire vehicle market, and a year of limited growth to allow time to study the issue and make informed policy without an potentially actively worsening and irreversible congestion dynamic. When there is growth or change activity that impacts neighborhoods—new apartment buildings, long-term street closures, *even the issuance of more taxis on the streets of NYC*—the City of New York conducts a review to understand impacts on any number of factors including traffic, historic resources, open space, and socioeconomic conditions. The study for for-hire vehicles would follow a similar model.

New Yorkers will continue to enjoy a wide array of transportation options in for-hire vehicles. For the duration of the study, New Yorkers will continue to enjoy a dynamic market of 63,000 for-hire vehicles and more than 13,500 taxis, with widely available app-based service from many companies offering app-based, hail, or dial-a-car service. In addition, borough service will continue to improve as the number of green taxis serving upper Manhattan, Brooklyn, the Bronx, and Staten Island will continue to grow as required by state law.

New drivers will still be able to start working for Uber, and the temporary slowing of vehicle growth will encourage innovation in car-sharing and more efficient use of scarce road space. Drivers will still be able to sign up with new vehicles to drive for bases that have not yet hit their vehicle cap or drive a second shift on an existing vehicle. The proposal is not to slow the growth of drivers (and the income they get from driving) but to slow the growth in cars while the study is performed. No existing drivers will lose their jobs as a result of this proposal, and the proposal in no way prevents new drivers from entering the market or choosing which company to drive for. Already, Uber has placed renewed emphasis on "UberPool" and other systems to encourage more sharing of rides and a better value for riders and Lyft has begun to offer \$5 LyftLine pooled rides in Manhattan.

From: [Glen, Alicia](#)
To: [Daniel Rayner](#)
Subject: Fwd: DN: Opinion: A fair ride for New Yorkers: How the city should respond to the rapid rise of Uber
Date: Saturday, July 18, 2015 6:08:21 PM

We did a decent job on this.

Sent from my iPad

Begin forwarded message:

From: Clips <Clips@cityhall.nyc.gov>
Date: July 18, 2015 at 11:28:43 AM EDT
Subject: DN: Opinion: A fair ride for New Yorkers: How the city should respond to the rapid rise of Uber

Opinion: A fair ride for New Yorkers: How the city should respond to the rapid rise of Uber

DAILY NEWS - Bill de Blasio

<http://www.nydailynews.com/opinion/bill-de-blasio-fair-ride-new-yorkers-article-1.2296041>

Our responsibilities as public servants are clear: We're here to keep people safe, make sure workers and consumers are treated fairly, and keep this city growing and competitive.

And right now, like cities across the country and around the world, we're working to do all those things in an industry that's changing fast: the for-hire vehicle sector being reshaped by fast-growing companies like Uber.

More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan. For perspective, that means we're facing the addition of over 25,000 cars to our streets over the next year — the rough equivalent of two times the total number of yellow taxis in all of New York City.

While most businesses recognize the role of the city to set basic standards and look out for the broader public interest, Uber — a \$40 billion corporation — is out with multi-million dollar ads trying to convince New Yorkers that it doesn't need more oversight.

This isn't just a New York City issue. In Uber's home state of California, a court just recommended that the company be suspended and fined \$7.3 million for failing to share data with the state, as required by law, to ensure they are not discriminating against passengers.

London is looking at capping or slowing the increase in new for-hire services to address the growing crush of traffic on its streets. Massachusetts has moved to raise standards for Uber's workers. And Uber has tangled with regulators in

jurisdictions across the country over basic insurance requirements to keep drivers and passengers protected.

When you consider what's at stake — from ensuring workers can make a decent living, to managing the surge of more than 2,000 new cars on our streets every month, to protecting consumers from overcharges, to making sure we have more accessible vehicles for New Yorkers with disabilities — it's our responsibility to act.

New York City's for-hire vehicles have been regulated lightly compared to other sectors for decades because they were a relatively small part of our transportation system. That's all changed.

The upside for riders has been more options when someone needs a ride, and that's a very positive thing. But there are a host of challenges that come with this, and now that Uber has gone from upstart innovator to operating more cars than anyone else, we have to make sure that the rules are fair for all New Yorkers.

We want a data-driven approach, guided by detailed study, so we can develop a comprehensive, long-term strategy for a thriving, sustainable and innovative for-hire car market. And we support a short pause in the rapid increase of for-hire vehicles to make sure that the future growth of this industry lives up to the policies and principles we set out as a city.

We'll ensure that current service remains in place — and can even grow modestly — but our goal is to ensure that our streets aren't flooded with tens of thousands more cars before we can stand up new rules to govern the marketplace.

The principles that drive us are simple:

Protect workers. This industry is evolving so rapidly, with the number of vehicles skyrocketing even as the pool of New Yorkers who can afford to pay \$10 or \$20 to take car trip is far more limited.

There's a point at which more and more drivers will find themselves fighting over the same group of riders — something we see already with 72% of pick-ups made by high-growth companies like Uber taking place in the heavily congested Manhattan core.

While we see real benefits to drivers able to supplement their income and work with greater flexibility, we still need basic standards that ensure people who work hard in this sector can earn a decent living.

Protect riders. Riders deserve honest rates and security against surge-pricing schemes that look an awful lot like price-gouging. And Uber shouldn't get immunity if one of its drivers attacks or injures a customer.

Improve accessibility. We need to end discrimination in our transportation system. Because of hard work, half of all yellow taxis will become wheelchair accessible by 2020. But there are now nearly five times as many for-hire cars

than yellow taxis on our streets — and next to no compliance with the requirement that they provide accessible service to people with disabilities. We need more accessibility among for-hire vehicles.

Invest in public transit. For-hire trips by Uber and other companies should contribute to the MTA, just like every taxi trip currently gives 50 cents to keep our transit running. The MTA is facing a capital shortfall of more than \$15 billion over the coming five years, and the millions of riders who depend on our subways and buses see that deficit in delays and overcrowding.

We need everyone, Uber included, to pay a fair share so we can invest in the subways and buses that millions of New Yorkers rely upon every day.

Promote low-carbon transportation. The city is focused on making our transportation more sustainable by improving access to ride-sharing, investing in low-carbon and multi-modal options like walking and biking, and reducing dependency on private fossil fuel vehicles.

Keep our transportation system moving. More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan, and traffic is getting worse. Last year was the slowest year on record for the streets of the Manhattan — barely 8.5 mph on average, and preliminary data from this May shows speeds dropping further to under 8 mph.

We need to find a way to manage the huge increase in new vehicles to keep our streets moving, protect air quality and make sure our buses and other vehicles can also get around.

Uber is welcome in New York City. Passengers deserve more and better service — and new companies like Uber are helping provide it. There are and will continue to be more for-hire cars and drivers on our roads than at any time in our history.

But no company's multi-billion-dollar political war chest gives it a blank check to skirt vital protections and oversight for New Yorkers. We wouldn't let ExxonMobil or Wal-Mart or any other corporate giant operate in New York City without basic rules in place to protect the public. And no number of lobbyists or ad campaigns will change that.

From: [Walzak, Phil](#)
To: [Schnake Mahl, Gabriel](#); [Lupo, Jon Paul](#); [Wolfe, Emma](#); [Williams, Dominic](#)
Subject: [REDACTED]
Date: Monday, July 20, 2015 6:09:11 PM

----- Forwarded message -----

From: **UberNYC** <uber@stuloeser.com>
Date: Mon, Jul 20, 2015 at 3:48 PM
Subject: Advisory for Tomorrow, July 21: Uber Kicks Off Citywide Jobs Tour; Hundreds of Job-Seeking New Yorkers, Uber Driver-Partners, and Supporters to Gather
To: matt.flegenheimer@nytimes.com

MEDIA ADVISORY FOR TUESDAY, JULY 21

Contact: Alix Anfang, [\(917\) 623-8052](tel:(917)623-8052)

UBER KICKS OFF CITYWIDE JOBS TOUR

HUNDREDS OF NEW YORKERS INTERESTED IN JOINING UBER TO JOIN CURRENT DRIVER-PARTNERS, ELECTEDS, & UBER OFFICIAL Long Island City, New York – Tomorrow, **July 21st at 12pm**, Uber will kick off a citywide jobs tour, gathering hundreds of Uber driver-partners and New Yorkers who have expressed interest in joining the Uber platform. New Yorkers will have the opportunity to learn about the Uber platform and the process to become an Uber partner, and enjoy music, food, and outdoor games. Remarks will be provided by Uber General Manager Josh Mohrer, Uber driver-partners, and Assemblyman Michael Blake.

The upcoming jobs tour, which we hope to continue beyond the July 21st kick off event, will consist of six additional events in the outer boroughs in the following six weeks, offering thousands of New Yorkers good paying, flexible job opportunities through the Uber platform. Meanwhile, on Thursday, July 23rd, the New York City Council may vote on a bill to cap for-hire vehicles, limiting Uber's growth to just 1 percent over the next year. If this bill passes, 10,000 future jobs for New Yorkers – particularly those outside of Manhattan – will be destroyed, and the City would effectively close the door on New Yorkers looking for work. This includes those attending the jobs tour.

WHAT: Uber Kicks Off Citywide Jobs Tour; Hundreds of driver-partners, supporters, and job-seeking New Yorkers interested in joining the platform to gather

WHEN: **Tuesday, July 21**
12pm

WHERE: Queensbridge Park
21st St, Long Island City, NY 11101

WHO: Hundreds of Uber Driver-Partners
New Yorkers interested in joining Uber

Josh Mohrer, General Manager, Uber NYC
Assemblymember Michael A. Blake (D, 79th District -
The Bronx)

###

From: [Fink, Avi](#)
To: [Singh, Manvir](#)
Subject: FW: Bill de Blasio: A fair ride for New Yorkers
Date: Tuesday, July 21, 2015 3:47:43 PM

From: Perez, Roberto
Sent: Tuesday, July 21, 2015 3:47:42 PM (UTC-05:00) Eastern Time (US & Canada)
To: Fink, Avi
Cc: Carrion, Marco A.
Subject: FW: Bill de Blasio: A fair ride for New Yorkers

FYI--

From: [REDACTED]
Sent: Tuesday, July 21, 2015 3:46 PM
To: Perez, Roberto
Subject: Re: Bill de Blasio: A fair ride for New Yorkers

i would love an op-ed from the Mayor anytime
Nussbaum

-----Original Message-----

From: Perez, Roberto <RPerez@cityhall.nyc.gov>
To: [REDACTED]
Sent: Tue, Jul 21, 2015 3:32 pm
Subject: Bill de Blasio: A fair ride for New Yorkers

Bill de Blasio: A fair ride for New Yorkers

<http://m.nydailynews.com/opinion/bill-de-blasio-fair-ride-new-yorkers-article-1.2296041?cid=bitly>

Our responsibilities as public servants are clear: We're here to keep people safe, make sure workers and consumers are treated fairly, and keep this city growing and competitive. And right now, like cities across the country and around the world, we're working to do all those things in an industry that's changing fast: the for-hire vehicle sector being reshaped by fast-growing companies like Uber.

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From: [Soglin, Paul](#)
To: [Gann, Georgia](#)
Cc: [Schwartz, Regina](#); [Yazgi, Stephanie](#)
Subject: RE: Analysis
Date: Tuesday, July 21, 2015 8:34:10 PM
Attachments: [Local Taxicab Regulation by Mayor Paul R. Soglin, Madison WI.docx](#)
[taxi presentation.doc](#)
[uber slides.doc](#)
[UberLyft-Soglin Oped.txt](#)

1. Local Taxicab Regulation.....a proposed resolution for USCM that was killed in 2014 that summarizes the issues.
2. taxi presentation - Notes for part of my PowerPoint presentation
- 3, Uber slides – more notes for PowerPoint presentation that follows the slides.
4. OP ED

MORE TO FOLLOW

Paul R. Soglin
Mayor
City of Madison
210 MLK Jr. Blvd
Madison, WI 53703

Office: 608-266-4611

Casey Stengel "The secret to managing is to keep the guys who hate you away from the ones who are undecided."

From: Gann, Georgia [mailto:GGann@cityhall.nyc.gov]
Sent: Tuesday, July 21, 2015 6:36 PM
To: Soglin, Paul
Cc: Schwartz, Regina; Yazgi, Stephanie
Subject: Analysis

Mayor Soglin,

Great to speak with you just now. Will you send us over any analysis you have on environmental, equity, integrated transportation, etc. on for-hire vehicles? I'm also ccing Gina and Stephanie from NYC who may follow up!

Best,

Georgia B. Gann
Senior Legislative Advisor
Transportation and Infrastructure Specialist
New York City Office of Federal Affairs

1301 Pennsylvania Ave NW, Suite 350

Tel. (202) 624-5912

Cell. (347) 497-1740

ggann@cityhall.nyc.gov

Resolution No.

Submitted by:

Local Taxicab Regulation

Whereas, a major function of local government is to bring equity to the market place and to ensure the health and safety of the public;

Whereas the cities of our nation have the responsibility to ensure a robust and comprehensive public transportation system, which includes buses, bicycling, walking, and taxicabs so as to ensure the equitable distribution of services to an economically diverse community in a sustainable way;

Whereas, governments have a long and successful history of regulating utilities and quasi-utilities including telephone, electric, cable, and transportation services so as to ensure that access is provided to the most remote areas, the most economically disadvantaged, and the physically disabled, especially in situations that are of little interest to the private sector because of the lack of profitability;

Whereas, throughout this nation's history, regulatory agencies licensed and franchised certain services such as taxicabs so as to guarantee the level and quality of service and to make sure that those who served all parts of the community, including the non-profitable areas, were not put in an unfair competitive position;

Whereas, cities throughout the United States have regulatory standards for taxi cab companies designed to protect the public and provide equitable service;

Whereas, the need for regulations vary based in the size and individual characteristics of these cities;

Whereas, the purpose of the regulations are to:

- Ensure public accommodations – that every individual and every neighborhood is served.
- Ensure a full complement of service – that cab service is available every day of the week, every hour.
- Ensure that every passenger confidently knows that the driver and the vehicle are adequately insured.
- Ensure that every driver is vetted and that a responsible locally licensed business can identify and vouch for that driver.

Whereas, Uber and Lyft refuse to meet these standards, and to date, choose to muscle their way into local markets rather than meeting with the established commissions to discuss their disagreements with our regulatory framework,

Whereas, questions remain as to the adequacy of insurance coverage for Uber and Lyft vehicles that are not licensed, especially in that period of time that they are mobile having left their home base and before receiving notification of a fare, which poses an issue of liability for the public,

Whereas, the business model of transportation network providers such as Uber and Lyft does not provide equitable or reliable service to the broader public or for people with disabilities as these businesses seek to profit from peak demand in ways that will make it impossible for other more highly regulated taxi services to be financially sustainable in many cities;

Now therefore be it resolved, that regulation of public passenger vehicles for hire should remain a local concern under the control of local governments, not state governments or the Federal Trade Commission, which demonstrates little understanding of local conditions or the principles of equity;

Be it further resolved that local communities are in the best position to ensure their communities have regulations that protect the public as well as provide equitable, efficient and competitive service.

Be it further resolved that the U.S. Conference of Mayors calls upon Uber, Lyft and their competitors, to cease and halt all operations in municipalities until such time that they are properly regulated and licensed pursuant to law.

Disclosure to drivers:

1. The manufacturer's warranty on vehicle may be voided if used for commercial purposes.
2. Notify your insurance carrier so they know the use of your vehicle, you do not forfeit your insurance, and there are no gaps in coverage or subrogation issues which is of concern not only to you and your passenger but an innocent third party.
3. You may have to disclose that the vehicle was for hire when you sell it, pursuant to your state law.
4. Be aware of the costs of operating your private vehicle as a for hire taxicab which is not disclosed by Uber and Lyft:
 - Fuel
 - Service costs
 - Additional wear and tear of city driving, particularly tires
 - Self employment taxes and obligations to report income. The 1099

Disclosure to passengers:

1. Police background checks of driver's, not private
2. Qualified annual inspections of vehicles
3. Disclosure of rates –especially surge prices, if available.

Disclosure and/or service to public:

1. Company 24/7 service; no cherry picking – critical to preserve service at all times.
2. Service to all areas and neighborhoods of licensing authority
3. No gouging during emergencies or high volume periods.
4. Phone number and local office to locate lost items, lodge complaints, ensure supervision.

1. Slide with three words with bullets:

Distributive

Redistributive

Regulatory

2. Police and/or firefighters

3. school children eating lunch

4. utility poles with lots of wires

5. on same slide in one corner a TV, in another a toaster, in another a landline telephone

6. lonely house in a rural area with a wire to it

7. interstate highway clogged with cars from California or florida or texas – clearly the south or southwest

8. taxicab in NYC

9 lonely taxi in isolated area

10 THE PUBLIC

11. slide with taxi, private car, public bus and subway

12. passenger getting into cab

13. police officer

14 insurance contract

15 picture of wealth home

16 airport

17 low income area

18 diverse people

19 handicapped people in van

20 THE DRIVER

21 insurance contract –notify carrier subrogation

22 vehicle warranty

23 1099 tax form

24 THE Economics

25 \$ 80% of revenues made during 20% of the week

26 Bullets

Bar time

Athletic events

Conventions

Students

27 surge pricing

28 SF from \$390-470 for an in city trip Forbes 8-12-14 Peter Himler

29 NYC \$100 to go a couple of blocks in a blizzard

30. which is more: 80% or 40%

31 maintenance

Insurance

Office of the Mayor

Paul R. Soglin, Mayor

City-County Building, Room 403

210 Martin Luther King, Jr. Boulevard

Madison, Wisconsin 53703-3345

Phone: (608) 266-4611

Fax: (608) 267-8671

mayor@cityofmadison.com

www.cityofmadison.com

April 9, 2014

City of Madison Regulation of Taxi Cabs

A major function of government is to bring equity to the market place and to ensure the health and safety of the public. When the City of Madison licensed Charter Communications predecessor to provide cable TV, the regulatory function was exercised, requiring a plan to wire the entire city, not cherry pick the wealthiest and most convenient neighborhoods.

When the federal government authorized the creation of the Tennessee Valley Authority to provide electricity to the remote areas of Appalachia, the redistributive function of government was exercised with intent to serve communities that were of little interest to the private sector.

Throughout this nation's history, regulatory agencies of state governments, usually public service commissions, ensured that telephone service was available to all residents and that companies that served the disadvantaged were not put in an unfair competitive position.

Cities like Madison, New York, Chicago, and Minneapolis have regulatory standards for taxi cabs

companies designed to protect the public, and those companies committed to equitable service.

The purpose of the regulations are multiple.

- . To ensure public accommodations *f* that every individual and every neighborhood is served.
- . To ensure a full complement of service *f* that cab service is available every day of the week, every hour.
- . To ensure that every passenger confidently knows that the driver and the vehicle are adequately ensured.
- . To ensure that every driver is vetted and that a responsible locally licensed business that can identify and vouch for that driver.

Uber and Lyft refuse to meet these standards, and to date, refuse to respect Madison ordinances, choosing to muscle their way into the Madison market rather than meeting with the established commissions to discuss their disagreements with our regulatory framework.

The Wisconsin State Journal assertion Advocates for more competition say it hasn't been hard to find a ride late at night in cities that have encouraged Uber and Lyft.™ is false. As anyone who hails a cab in Washington D.C., a city with an extensive Uber presence, knows it is very difficult to find a cab at night particularly when there is inclement weather. On the night of January 21, 2014, those waiting for taxi service, both Uber and conventional, at National Airport, stood in the cold and snow for over two hours.

In 2008, the Wisconsin legislature deregulated companies that provide cable and internet services to our

residents. As a result, the digital divide continues to grow and low income households with children, the overwhelming majority of which are African-American, Asian, and Latino, cannot access the internet.

Finally, these companies have no ability to provide equal transportation to people with disabilities, which is inconsistent with our ADA and EO ordinance. With limited access to taxi transportation, this further disenfranchises the disability community.

There is a lot of talk about achieving racial and social equity. This issue will test that commitment with a

real life example of reasonable and responsible government regulation as opposed to deregulation in the name of free enterprise that leaves vulnerable communities with reduced levels of service.

From: [Gann, Georgia](#)
To: ["Soglin, Paul"](#)
Cc: [Schwartz, Regina](#); [Yazgi, Stephanie](#)
Subject: RE: Analysis
Date: Tuesday, July 21, 2015 8:34:25 PM

Thank you!

Georgia B. Gann
Senior Legislative Advisor
Transportation and Infrastructure Specialist
New York City Office of Federal Affairs
1301 Pennsylvania Ave NW, Suite 350
Tel. (202) 624-5912
Cell. (347) 497-1740
ggann@cityhall.nyc.gov

From: Soglin, Paul [<mailto:PRSoglin@cityofmadison.com>]
Sent: Tuesday, July 21, 2015 8:31 PM
To: Gann, Georgia
Cc: Schwartz, Regina; Yazgi, Stephanie
Subject: RE: Analysis

1. Local Taxicab Regulation.....a proposed resolution for USCM that was killed in 2014 that summarizes the issues.
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From: [Soglin, Paul](#)
To: [Gann, Georgia](#)
Cc: [Schwartz, Regina](#); [Yazgi, Stephanie](#)
Subject: RE: Analysis
Date: Tuesday, July 21, 2015 8:40:22 PM
Attachments: [New Orleans Sept 2014.pptx](#)

1. New Orleans slide presentation from Feb, 2014 updated Sept 2014..
- 2 I cannot find the voice to accompany the presentation – I think we failed to save it!!

I have a rambling video –about 30 minutes with notes on all of this if you care to see it.;

Lastly I am going to forward an email to you that contains about a dozen old articles on Uber that we collected.

On the issue of serving low income neighborhoods—

- All Uber has is anecdotes of cab company failures and its heroics
- The thousands of time Uber is not around in a low income neighborhood there is no documentation of their absence
- Uber has a self-selecting method of documenting which customers it picks up in low income neighborhoods – those with a credit card, and a smart phone thus culling out many of the residents.

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A blue-tinted photograph of a building with a sign that reads "BUILDING COMMUNITY". The sign is mounted on a wooden post and has a decorative top. The building in the background has a gabled roof and a porch. There are trees and bushes in the foreground.

BUILDING COMMUNITY

IATR Presentation NOLA

**Paul Soglin, Mayor
City of Madison, Wisconsin**

September 24, 2014

A group of diverse young students, including boys and girls of various ethnicities, are smiling and looking towards the camera. They are in a classroom setting. In the background, a large map of the United States is visible, featuring a globe in the center and stars around it. The text is overlaid on this image.

Functions of Government

- Distributive
- Redistributive
- Regulatory

Distributive



Redistributive



Regulatory



Purpose: Access



RURAL ELECTRIFICATION

This farm was the first in Wisconsin to obtain central station electric power from a rural electric cooperative. The farm home was constructed and wired for electric service by James Hanold in 1917. The Richland Cooperative Electric Association, incorporated January 8, 1936, energized the first section of its rural electric system built into this area and connected this farm to its lines on May 7, 1937.

Loan funds, available to all electric power suppliers to aid in electrifying rural America, were obtained from the Rural Electrification Administration, created by executive order of President Franklin D. Roosevelt May 11, 1935, and continued as an agency of our federal government by Act of Congress May 20, 1936.

Erected 1966



Profitable?

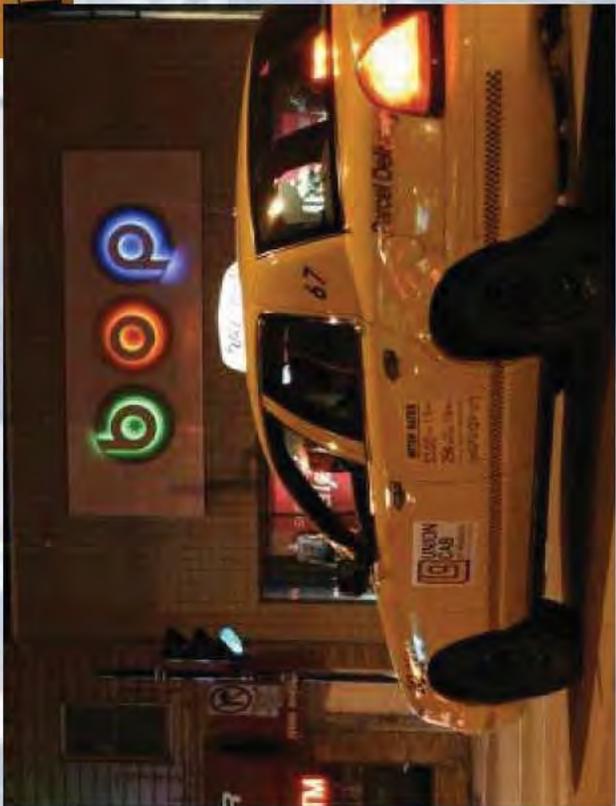


Tim Keller photography

Distributive Redistributive Regulatory

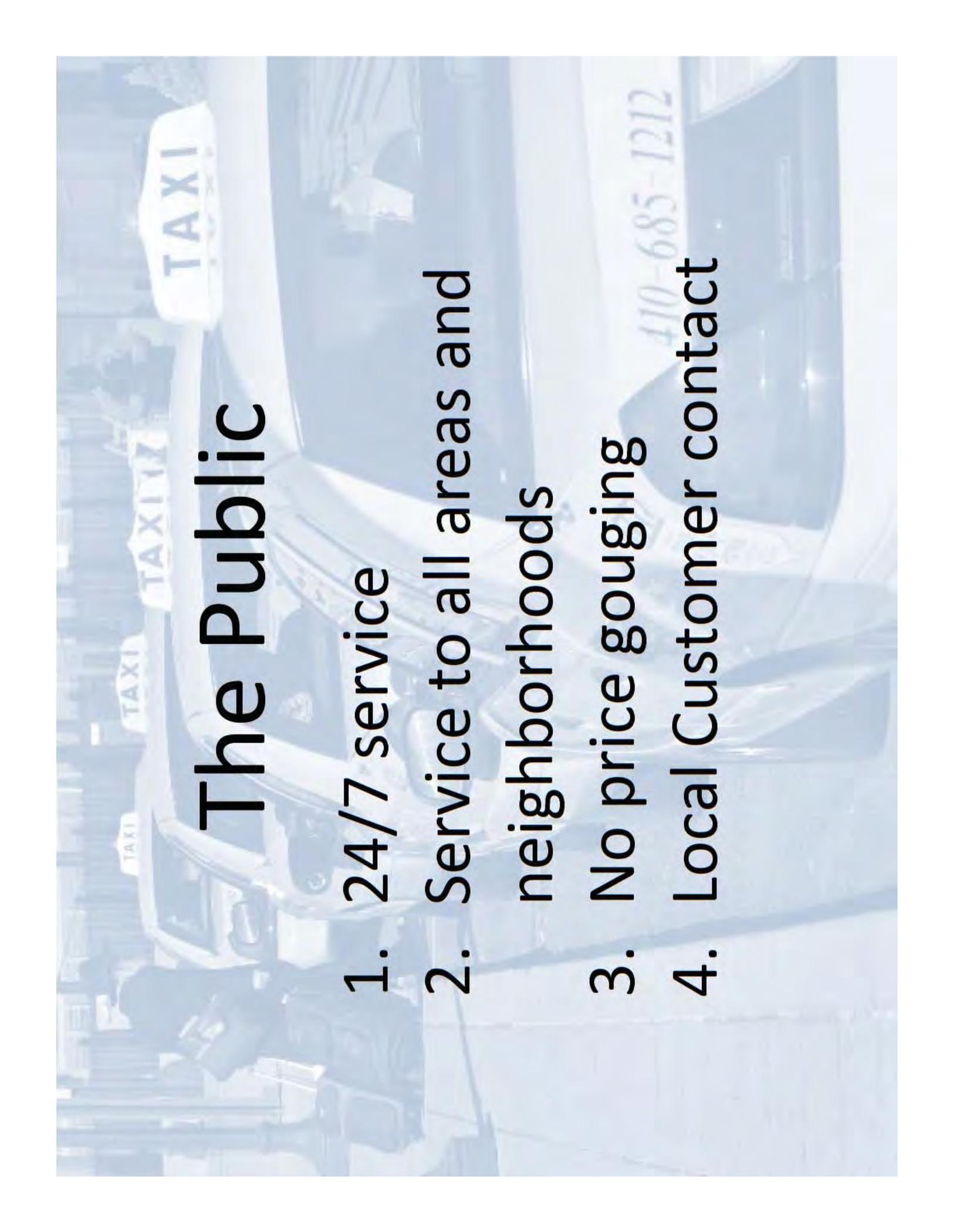


Urban



Rural





The Public

1. 24/7 service
2. Service to all areas and neighborhoods
3. No price gouging
4. Local Customer contact

Complete Service



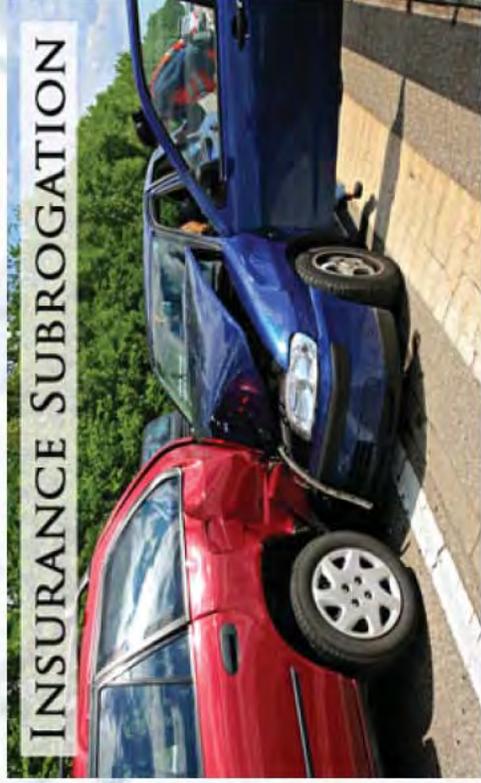
Multi-modal Interdependency



Background Checks Public Safety



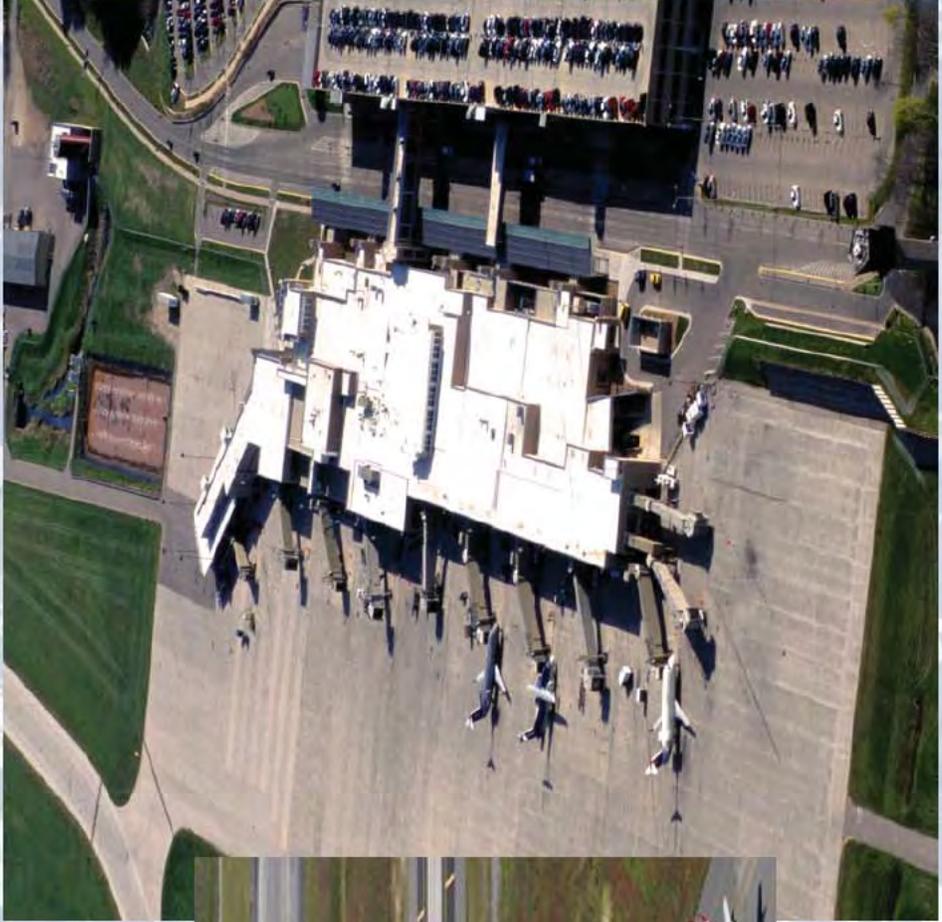
Gaps in coverage Issue of subrogation



Cherry Picking



Cherry Picking



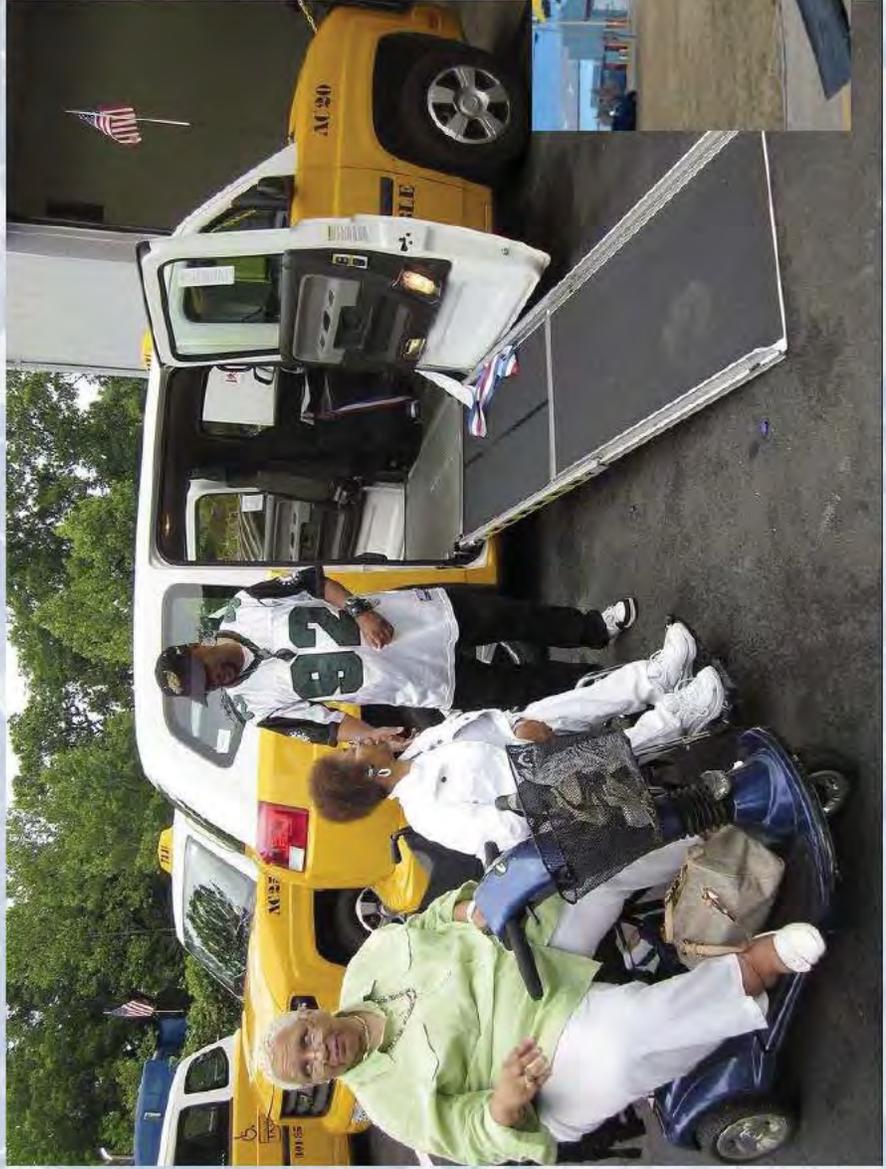
Cherry Picking ?



Equity and Access



Equity and Access



The Driver

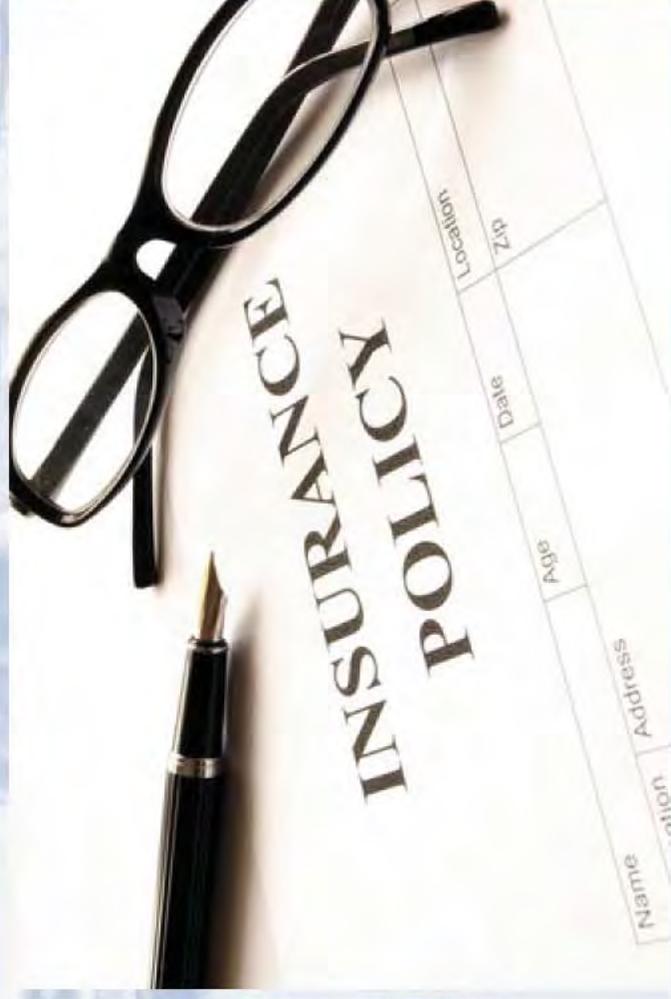
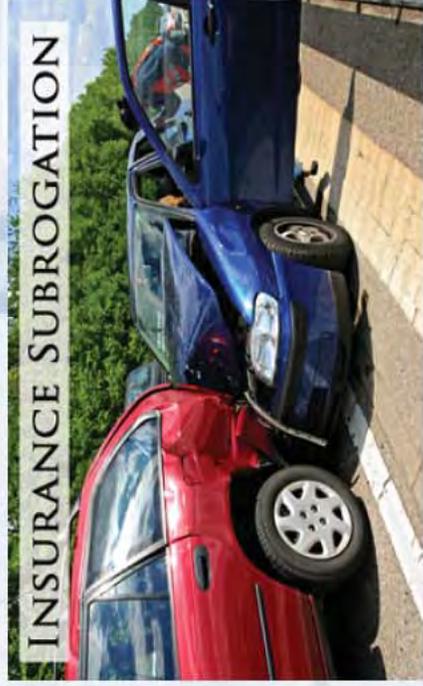


Driver: *Accountant, Nurse, Social Worker?*



Driver: *Insurance Agent?*

“Notify carrier-subrogation”



Driver: *Mechanic, auto-dealer?*

Vehicle Warranty



Driver: Tax Accountant?

Ronald Green, a sole proprietor who does business as Y Drywall. During the year, Z Builders pays Mr. Green \$5,500. Z Builders must file Form 1099-MISC because they paid Mr. Green \$600 or more in the course of their trade or business, and Mr. Green is not a corporation.

1595 <input type="checkbox"/> VOID <input type="checkbox"/> CORRECTED PAYER'S name, street address, city or town, province or state, country, ZIP or foreign postal code, and telephone no.		OMB No. 1545-0115 2014 Form 1099-MISC		Miscellaneous Income Copy A For Internal Revenue Service Center File with Form 1096. For Privacy Act and Paperwork Reduction Act Notice, see the 2014 General Instructions for Certain Information Returns.
Z Builders 123 Maple Avenue Oaktown, AL 00000 555-555-1212		1 Rents \$ 2 Royalties \$ 3 Other income \$ 4 Federal income tax withheld \$ 5 Fishing boat proceeds \$ 6 Medical and health care payments \$ 7 Nonemployee compensation \$ 8 Substitute payments in lieu of dividends or interest \$ 9 Payer made direct sales of \$5,000 or more of consumer products to a buyer (recipient) for resale <input type="checkbox"/> \$ 5500.00 10 Crop insurance proceeds \$ 11 Market discount \$ 12 Gross proceeds paid to an attorney \$ 13 Excess golden parachute payments \$ 14 State tax withheld \$ 15a Section 409A deferrals \$ 15b Section 409A income \$ 16 State tax withheld \$ 17 State/Payer's state no. \$ 18 State income \$		
PAYER'S federal identification number 10-9999999		RECIPIENT'S identification number 123-00-6789		
RECIPIENT'S name Ronald Green dba/Y Drywall Street address (including apt. no.) 456 Flower Lane City or town, province or state, country, and ZIP or foreign postal code Oaktown, AL 00000		Account number (see instructions) 2nd TIN not <input type="checkbox"/>		
Form 1099-MISC Cat. No. 14425J www.irs.gov/form1099misc		Department of the Treasury - Internal Revenue Service		



The Economics
80% of revenues made
during 20% of the week

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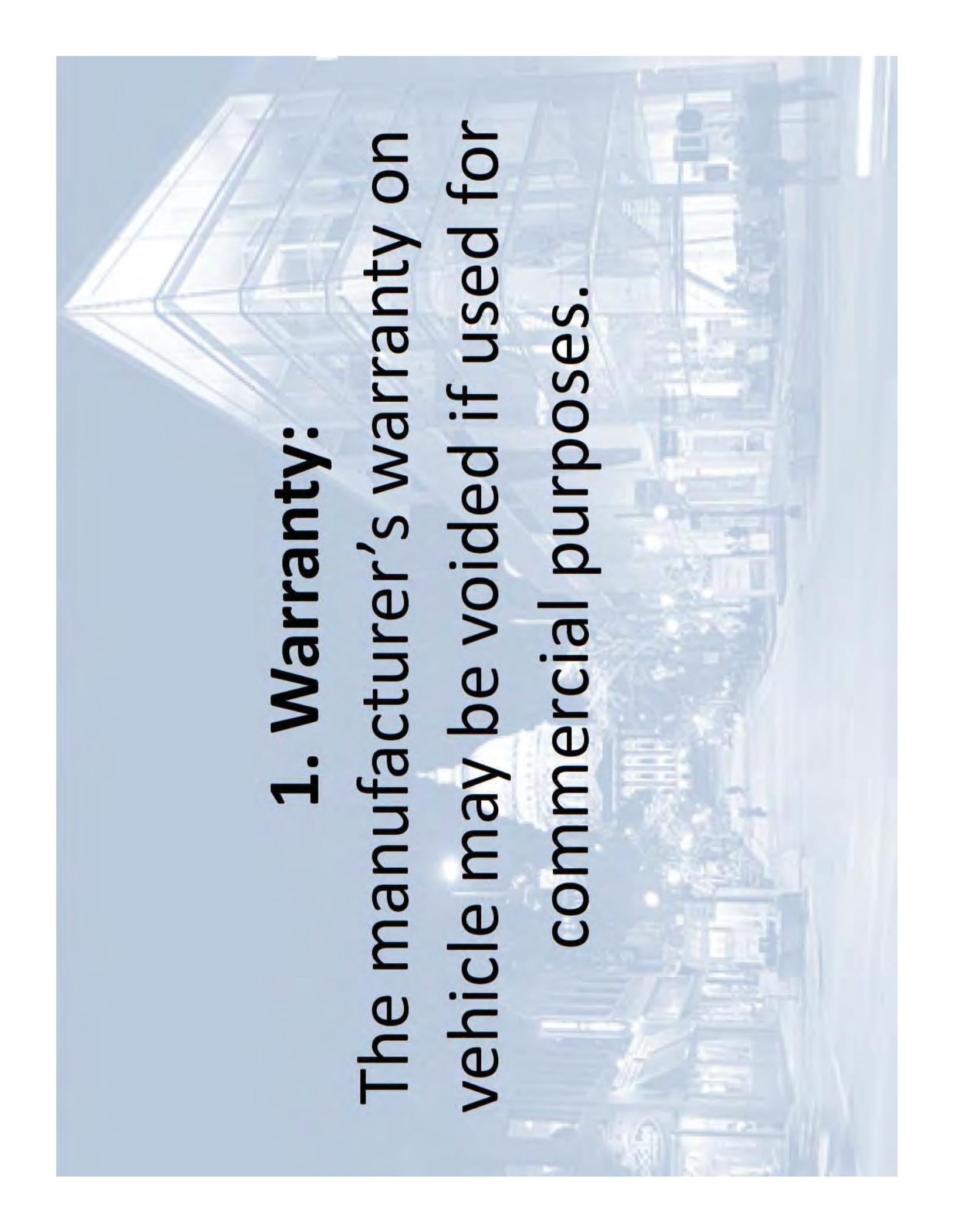
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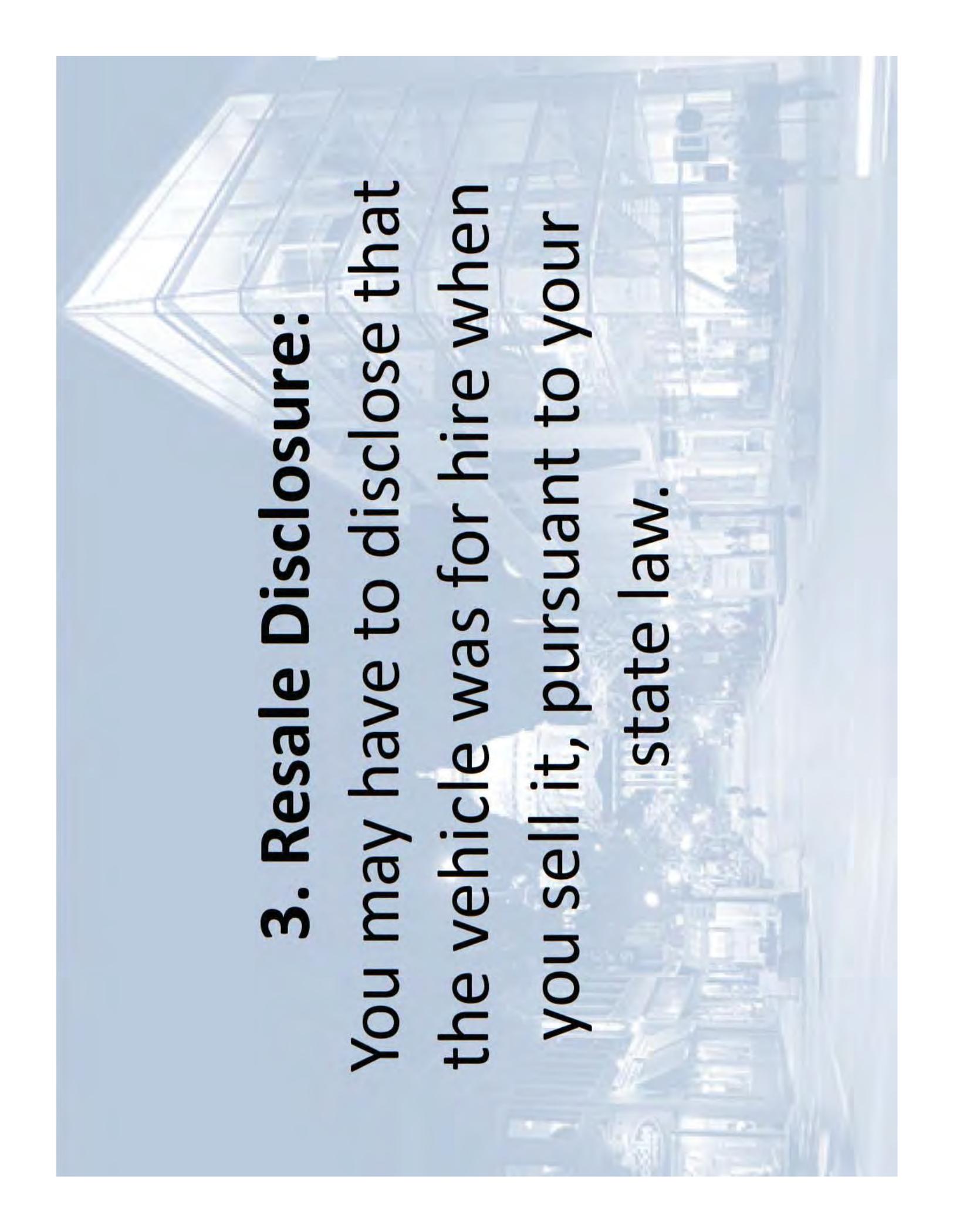


1. Warranty:
The manufacturer's warranty on
vehicle may be voided if used for
commercial purposes.

2. Notify insurance carrier of commercial use of vehicle to avoid:

- Forfeit of insurance
- Gaps in coverage
- Subrogation issues

These are issues of concern not only to you and your passenger but an innocent third party.



3. Resale Disclosure:
You may have to disclose that
the vehicle was for hire when
you sell it, pursuant to your
state law.

4. Hidden Costs:

Not disclosed by Uber & Lyft:

- Fuel
- Service costs
- Additional wear & tear of city driving, particularly tires
- Self employment taxes & obligations to report income. (1099 income tax form)

Disclosure to Passengers

1. Police background checks of drivers – not private
2. Qualified annual vehicle inspections
3. Disclosure of rates – especially surge prices, if available.

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Phone number and local office to locate lost items, lodge complaints, ensure supervision.



Madison, Wisconsin 1969

From: [Soglin, Paul](#)
To: [Gann, Georgia](#)
Cc: [Schwartz, Regina](#); [Yazgi, Stephanie](#)
Subject: RE: Analysis
Date: Tuesday, July 21, 2015 8:41:23 PM
Attachments: [Uber Lyft City Channell Taping Oct 2014.pptx](#)

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[Uber's Fleet Partnerships Might Be Undercutting Uber's Promise To Drivers](#)

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http://sfappeal.com/wp-content/uploads/2013/09/sfappeal_favicon.png

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Best,

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Issues in Licensing Uber and Lyft as Taxi Cabs

**Paul Soglin, Mayor
City of Madison, Wisconsin**

October 2014

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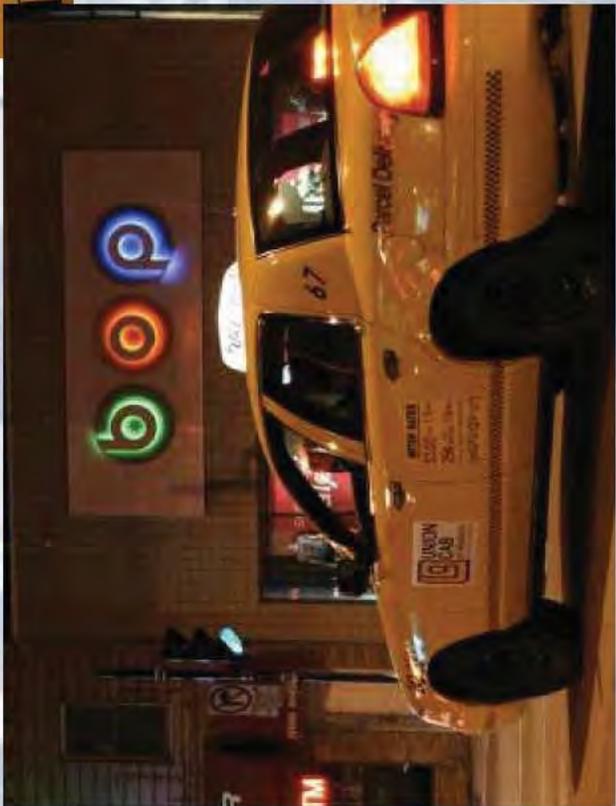


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Distributive Redistributive Regulatory



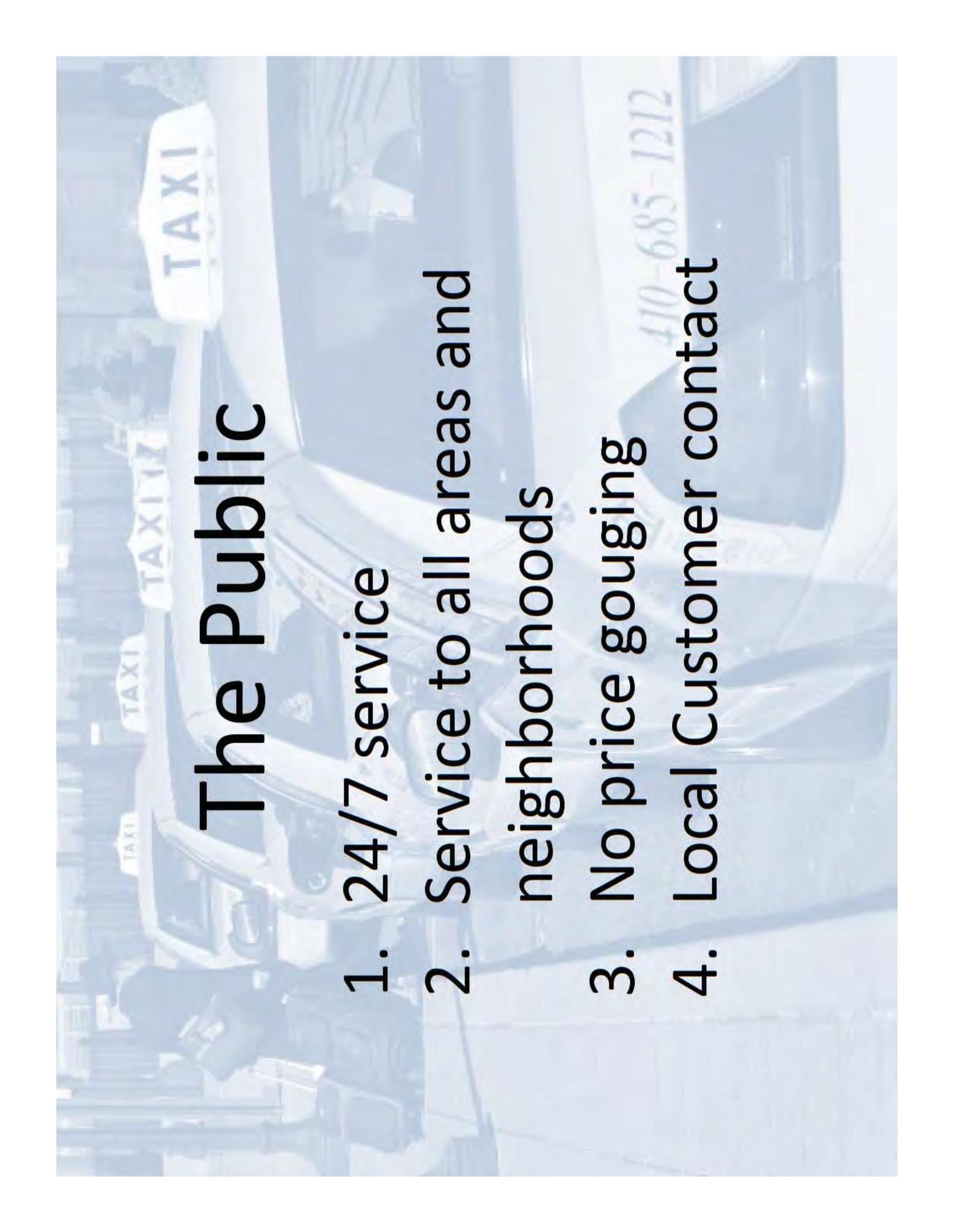
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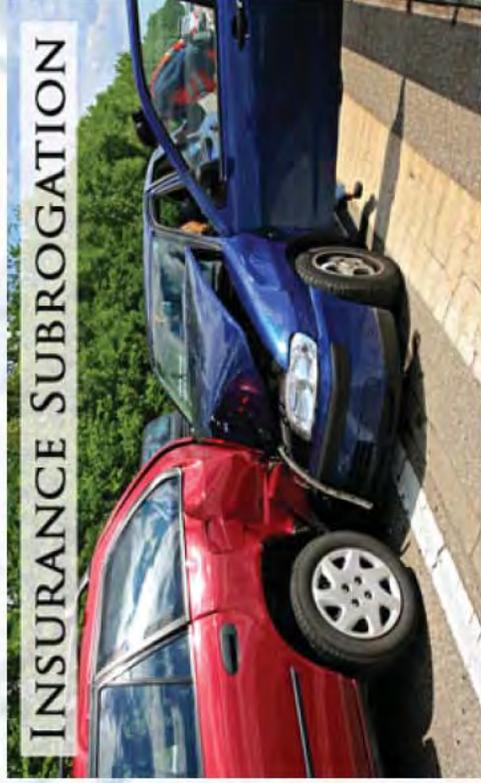
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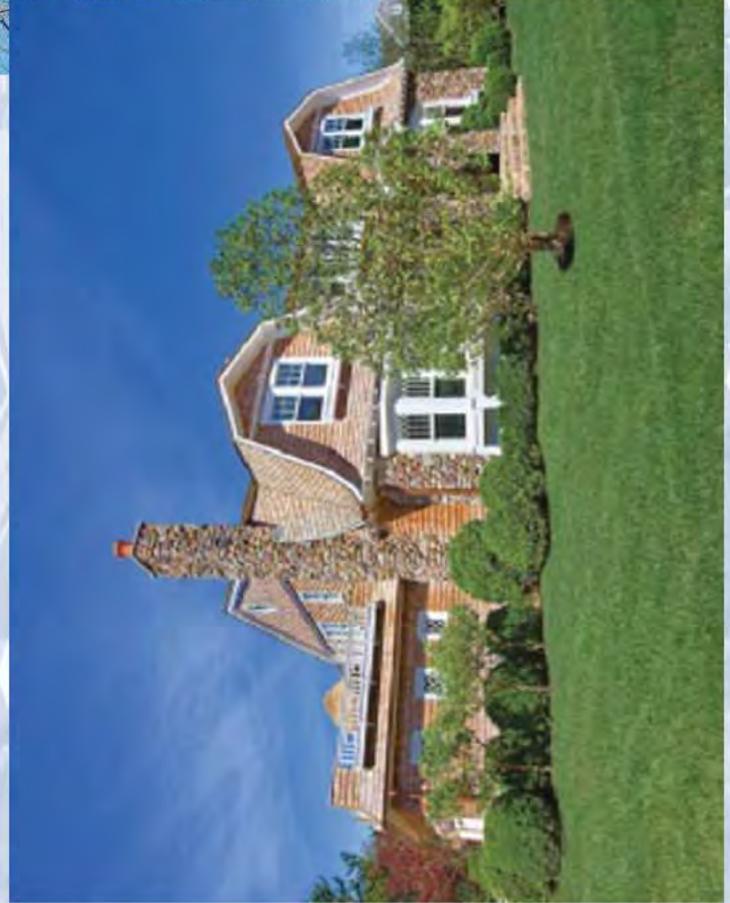
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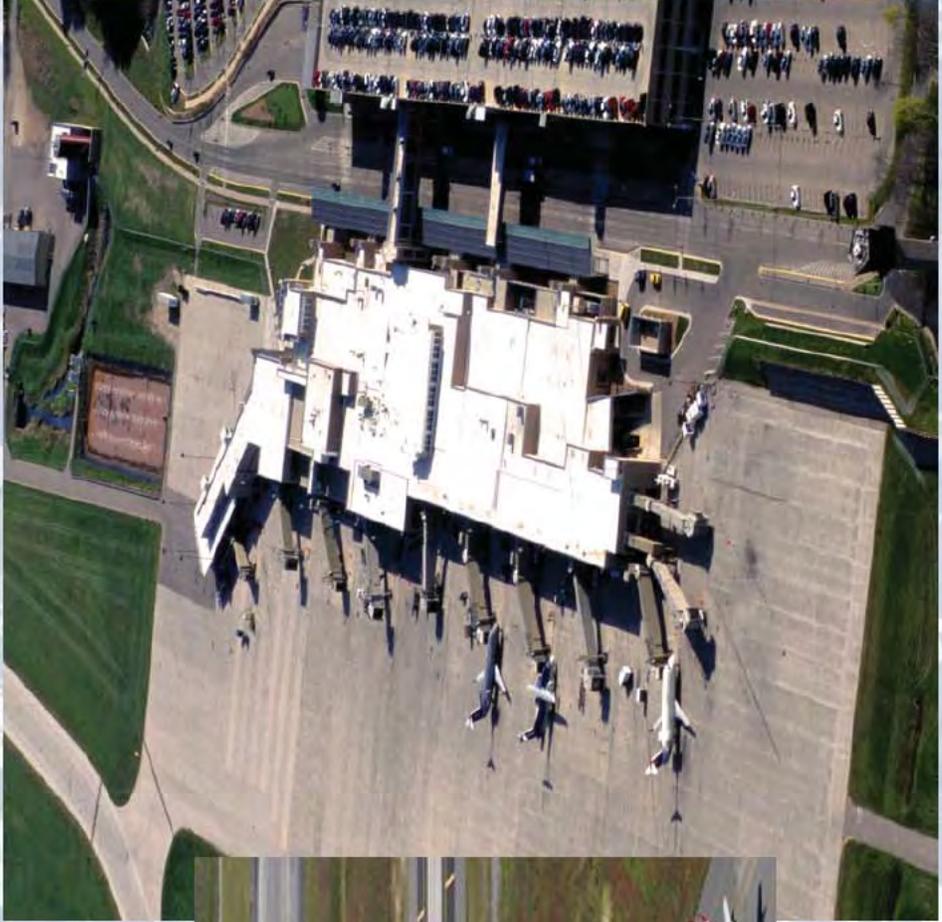
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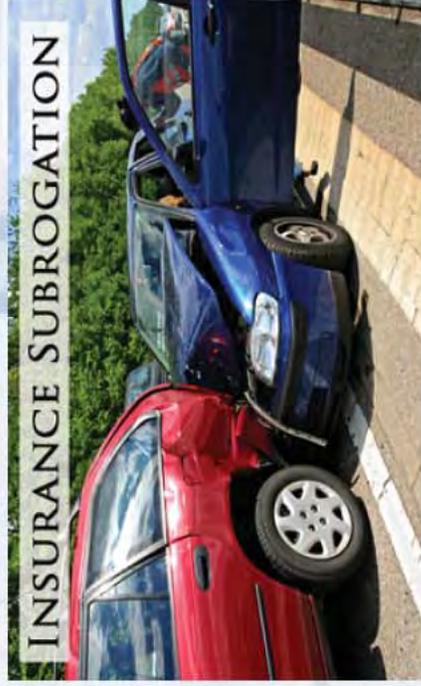


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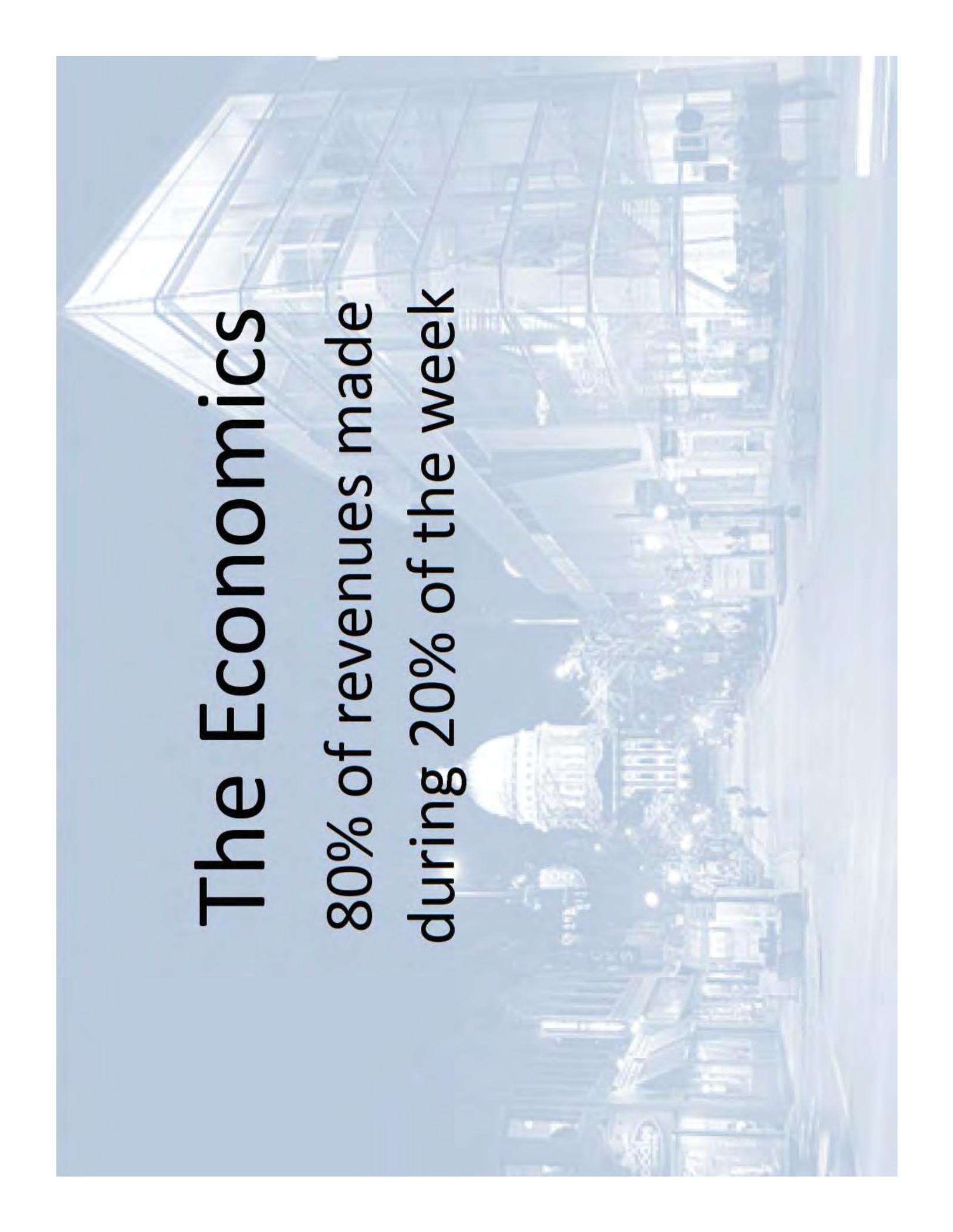


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1595 VOID CORRECTED

PAYER'S name, street address, city or town, province or state, country, ZIP or foreign postal code, and telephone no.		OMB No. 1545-0115	
Z Builders 123 Maple Avenue Oaktown, AL 00000 555-555-1212		2014	
PAYER'S federal identification number		Form 1099-MISC	
10-9999999		4 Federal income tax withheld	
RECIPIENT'S name		5 Other income	
Ronald Green dba/Y Drywall		\$	
Street address (including apt. no.)		6 Medical and health care payments	
456 Flower Lane		\$	
City or town, province or state, country, and ZIP or foreign postal code		7 Nonemployees compensation	
Oaktown, AL 00000		\$	
Account number (see instructions)		8 Substitution payments in lieu of dividends or interest	
15a Section 409A deferrals		\$	
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\$		\$	
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\$		\$	
17 State/Payer's state no.		11 Market discount	
\$		\$	
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\$		\$	
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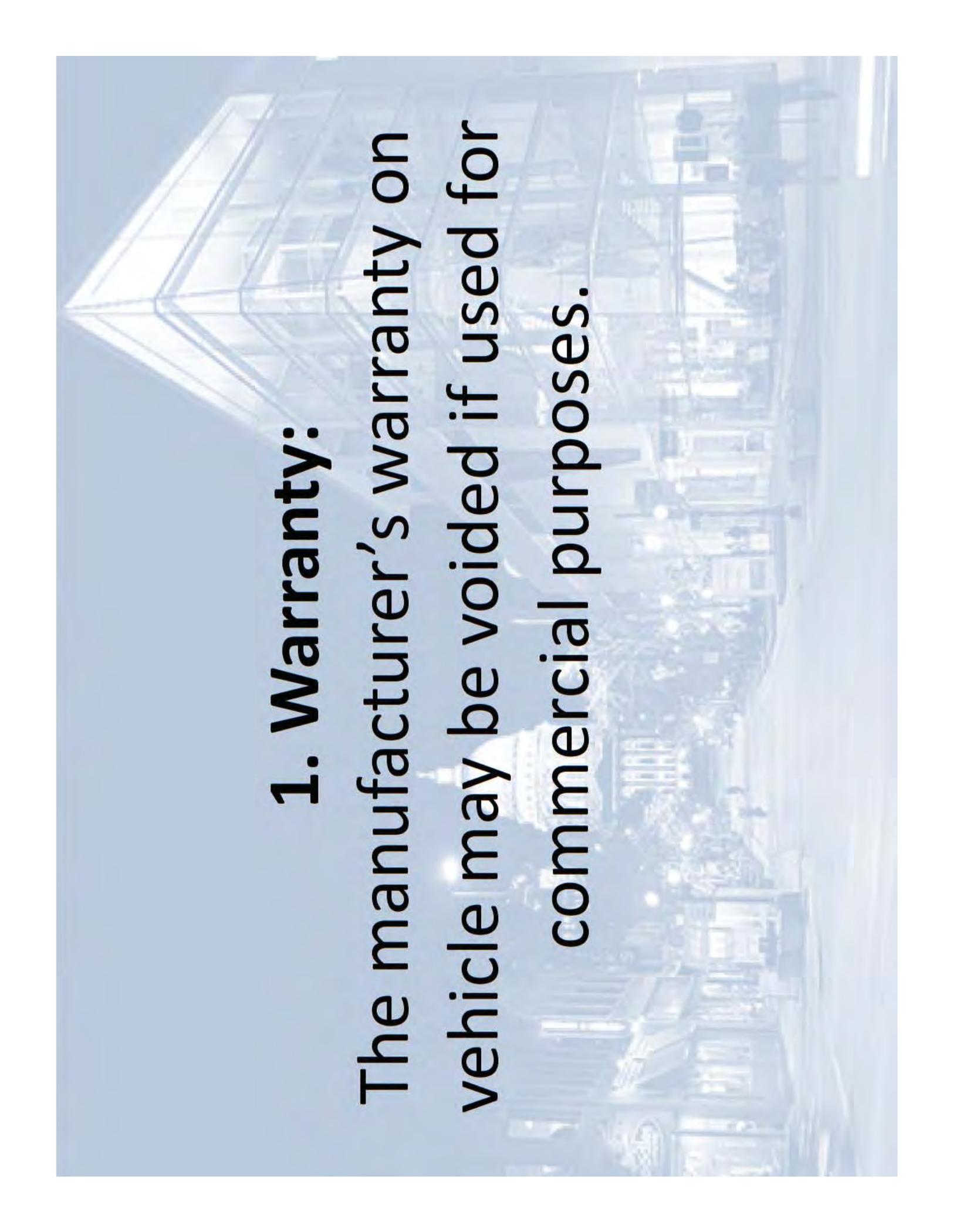
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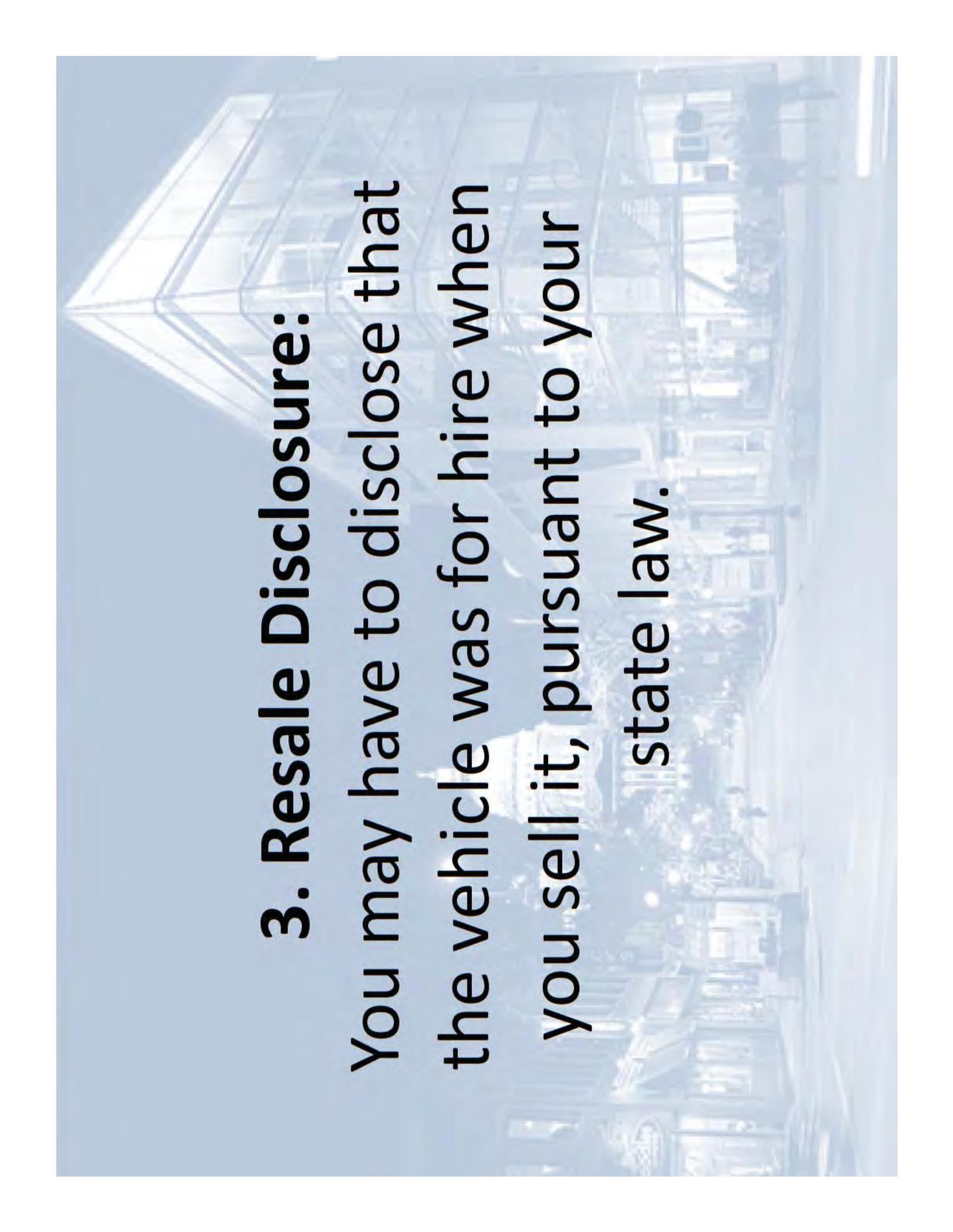


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To: "Soglin, Paul"
Cc: [Schwartz, Regina](#); [Yazgi, Stephanie](#)
Subject: RE: Analysis
Date: Tuesday, July 21, 2015 8:47:55 PM

Thank you again!

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From: [Fink, Avi](#)
To: [Singh, Manvir](#)
Subject: FW:
Date: Wednesday, July 22, 2015 9:47:28 AM

From: Schnake Mahl, Gabriel
Sent: Wednesday, July 22, 2015 9:47:27 AM (UTC-05:00) Eastern Time (US & Canada)
To: Fink, Avi
Subject:

****ADVISORY FOR WEDNESDAY, JULY 22, 2015****

PROGRESSIVE ADVOCATES UNEARTH MEMO SHOWING UBER TELLS DRIVERS TO FOCUS ON MANHATTAN, CONTRARY TO ITS 'OUTER BOROUGH' CLAIM

\$50 billion company told drivers to "position" themselves in busiest part of city to make guaranteed \$5k a month

WHO: New York Communities for Change, Make the Road New York, the Black Institute, drivers, supporters and advocates.

WHAT: Press conference during which progressive advocates and communities of color will unveil a memo Uber sent its drivers that contradicts the company's claim that it primarily serves the outer boroughs and people of color. The Dec. 2014 memo tells drivers they must position themselves in "busiest areas of the city" [and provides a map that defines the preferred areas as Manhattan \(below 110th\) and some of the most affluent parts of Brooklyn.](#)

WHEN: [Wednesday, July 22, 2015. 1p.m.](#)

WHERE: City Hall steps, Lower Manhattan.

WHY: Uber, a \$50 billion international conglomerate, is spending millions on slick ads and a scorched earth lobbying campaign against City Council bills that would limit its growth in the few months it would take to conduct a study measuring the impact on the environment and traffic if Uber is allowed to put thousands more for-hire-vehicles on the streets. Despite its shady practices, Uber's mostly white male leadership is spreading illogical assertions that that legislation to cap for-hire-vehicles will [affect underserved outer-boroughs and communities of color.](#)

From: [Norvell Wiley](#)
To: [Hinton Karen](#); [Walzak Phil](#); [Wolfe Emma](#); [Lupo Jon Paul](#); [Williams Dominic](#); [Shorris Anthony](#); [Schnake Mahl Gabriel](#)
Subject: Gothamist--Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn
Date: Wednesday, July 22, 2015 10:53:30 AM
Attachments: [image002.png](#)

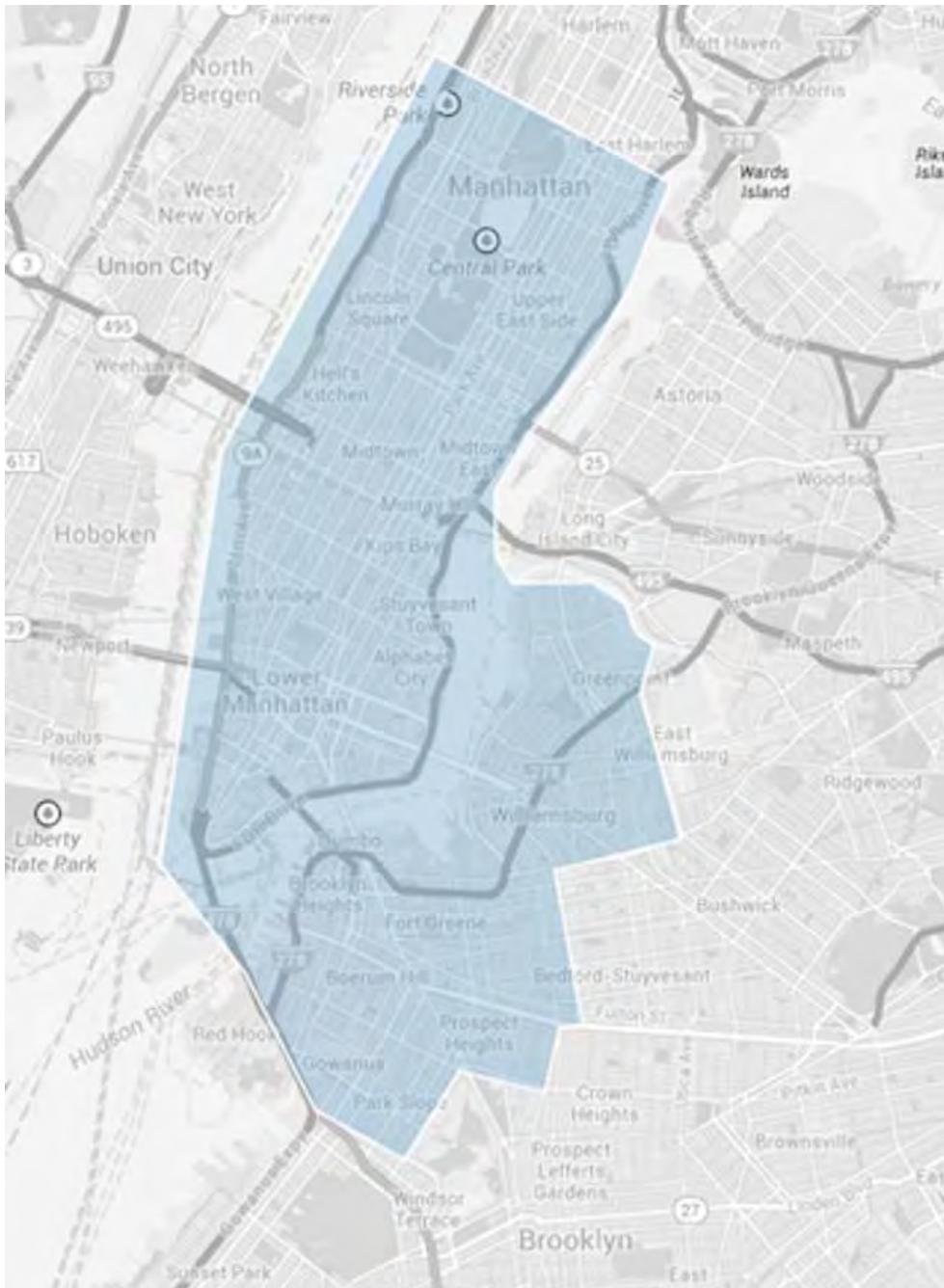
http://gothamist.com/2015/07/22/uber_fight_day_5782.php **Gothamist--Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn**

BY **EMMA WHITFORD** IN **NEWS** ON JUL 22, 2015 10:48 AM



(Jean Phillippe WALLET/Shutterstock)

A mass e-mail sent to new Uber drivers in New York City late last fall encouraged those drivers to "position" themselves in the "busiest areas of the city"—Manhattan below the north end of Central Park, plus a swath of Brooklyn from Greenpoint south to Park Slope—if they hoped to receive a "guaranteed" \$5,000 for their first full month of driving. The e-mail states: "If you are found avoiding busy areas, you will not be eligible for the guarantee."



Map presented to new Uber drivers last December, incentivizing them to position themselves in the highlighted areas (via Uber)

An Uber spokesperson confirmed that this particular incentive was only in place between October and December of last year. The Mayor's office counters that, regardless, the incentive (which was also published on Uber's website, and is [still outlined on the app's Newsroom page](#)) contradicts the message that Uber has been sending in recent weeks—that Uber fills a void in the outer boroughs, where taxis "often refuse people in minority neighborhoods."

De Blasio spokesman Wiley Norvell said of the incentive, "It takes some serious duplicity to run millions of dollars in ads talking about a five borough city, while pushing and paying drivers to spend all their time in lower Manhattan and a small fraction of Brooklyn." He added, "This multi-billion dollar corporation is not being straight with New Yorkers. Far from solving inequities, these practices just augment them." Norvell also pointed out that the three month promotion encompassed several of New York's [official gridlock alert days](#), when the DOT encourages New Yorkers to take public transit in Manhattan.

Here is Uber's cheeky response to the Mayor's office, in full:

"Last time I checked, Hell's Kitchen to East Harlem was not 'lower Manhattan' and Park Slope to Greenpoint was not just a small fraction of Brooklyn. This was a short-term incentive to meet high demand during the holiday season and has not been in effect anytime this year. During the short time it was in place, reliable rides were still readily available in the outer boroughs."

Included in Uber's map of "busiest areas" is Manhattan's Central Business District below 60th Street, which has been central to the TLC and DOT's argument in favor of capping the growth of for-hire vehicles [FHVs] until next April. At a City Council hearing last month, the TLC and DOT [pointed out](#) that since 2011, the number of licensed FHVs in the city has jumped 66% from 25,000 to 63,000—specifically in the already-congested Manhattan CBD where, according to DOT data, 72% of FHV pickups take place.

Under the proposed legislation, which will likely go to a vote on Thursday, Uber would only be allowed to add 200 additional drivers to its platform between now and April 2016.

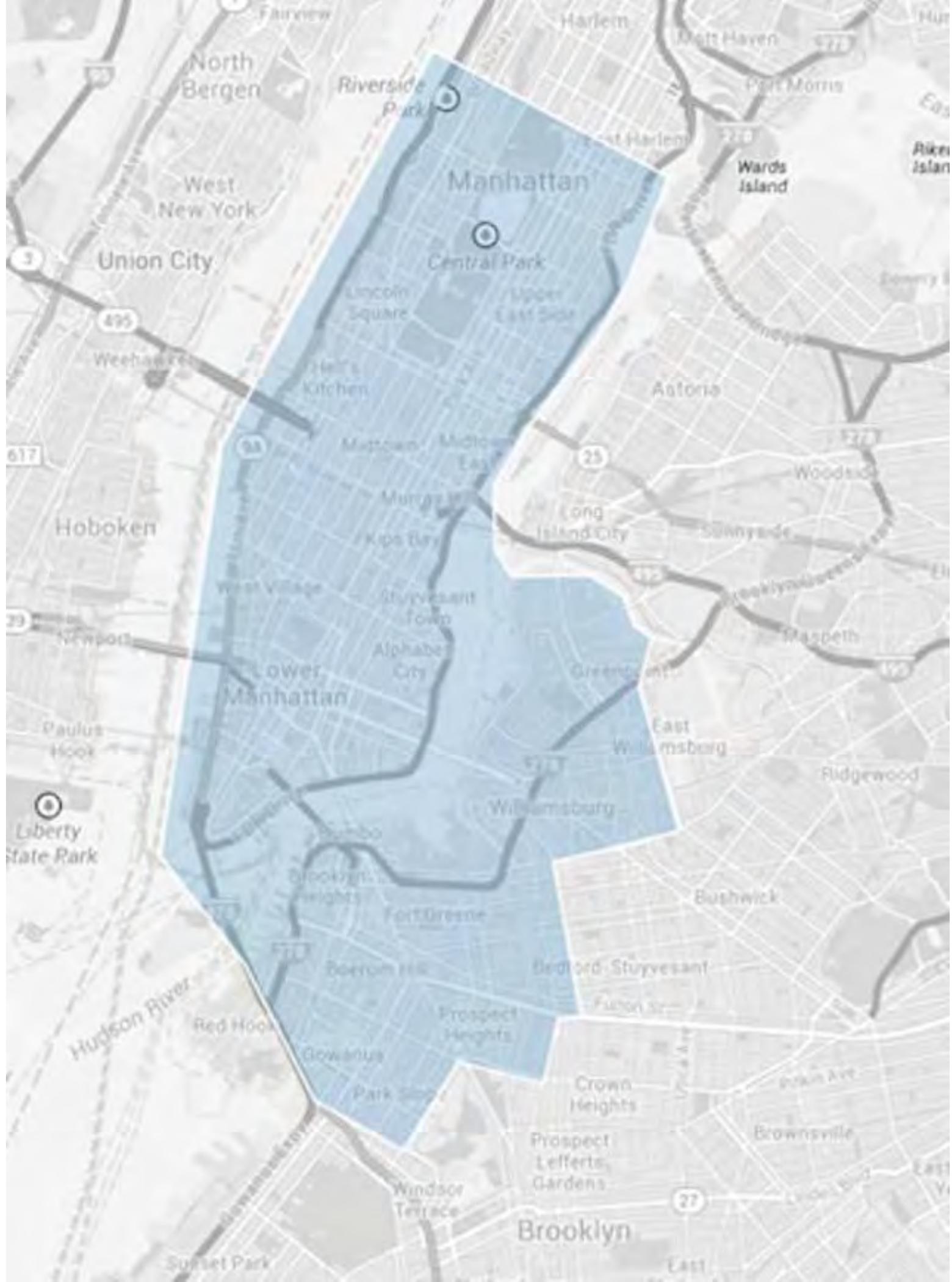
Meanwhile, Uber has argued vehemently that their drivers do *not* contribute to congestion in Manhattan's busiest corridors. Instead, they posit that de Blasio is [acting under pressure from taxi barons](#). ([Bloomberg News reports](#) that de Blasio received over \$500,000 in campaign donations in 2013 for his mayoral campaign from the "traditional taxi and limousine industry.") In [an interview with Fusion](#) earlier this week, Uber's New York GM Josh Mohrer stressed that "Uber encourages the use of mass transit (especially in the outer boroughs) by providing a 'last mile' link to the subway." Interestingly, Mohrer frets that the cap will result in the same Manhattan-centric strategy Uber implemented last fall. In this context, it's used as a threat: "If you supply-constrain Uber, it too will eventually become unreliable. Vehicles will focus on the high end in midtown Manhattan, rather than the outer boroughs," he said.

And this morning, Uber [shared its usage data from June 1st through July 19th](#), which shows that although there are 20,448 registered Ubers in New York City (compared to 13,587 licensed yellow cabs and 8,043 green cabs), on average, in the last month and a half, only 1,904 of them were on the road in Manhattan below 59th Street, between 7:00 a.m. and 7:00 p.m. In a statement accompanying these numbers, Mohrer accused de Blasio of withholding information. "For months, we have provided the de Blasio administration with data that shows this exact same trend," he said. "Yet apparently the Mayor's approach was to hide this data from the public and blame Manhattan's congestion on Uber even when his own facts show the exact opposite."

Uber also loves to point out that, according to the [2014 Taxi Cab Fact Book](#), 94% of yellow cab rides originate in Manhattan, or at one of the city's airports.

Brooklyn Borough President Eric Adams spoke out against the Uber cap yesterday, on the grounds that the app serves minority communities in the outer boroughs. "One of the biggest struggles I had was the fact that many people who were in the yellow cab industry were too yellow to come to Brooklyn," he told reporters, at an [Uber job fair in Long Island City](#). "Many of you... provided a service that was absent to many people who lived in the outer boroughs. Your story is the American Dream." But several other advocacy groups, including New York Communities for Change, Make the Road New York, the Black Institute, will rally outside of City Hall this afternoon, on the grounds that "Uber's mostly white male leadership is spreading illogical assertions that legislation to cap for-hire-vehicles will affect underserved outer-boroughs and communities of color."

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Deputy Press Secretary
Office of New York City Mayor Bill de Blasio
(212) 788-2958
(917) 428-8307 (mobile)
wnorvell@cityhall.nyc.gov
@wileynorvell



From: [Yazgi, Stephanie](mailto:Stephanie.Yazgi@cityofmadison.com)
To: [Walzak, Phil](mailto:Phil.Walzak@cityofmadison.com); [Schwartz, Regina](mailto:Regina.Schwartz@cityofmadison.com); [Viguers, Jonathan](mailto:Jonathan.Viguers@cityofmadison.com); [Gann, Georgia](mailto:Georgia.Gann@cityofmadison.com)
Subject: FW: Analysis
Date: Wednesday, July 22, 2015 11:27:28 AM

From: Soglin, Paul [<mailto:PRSoglin@cityofmadison.com>]
Sent: Wednesday, July 22, 2015 11:21 AM
To: Yazgi, Stephanie
Subject: RE: Analysis

http://host.madison.com/news/local/crime_and_courts/second-uber-driver-accused-of-inappropriate-contact-with-female-passenger/article_d5dd2615-38b5-5ed7-879a-5108bf3ba60f.html

This occurrence in Madison points to the issue as to why every driver needs to be screened by local police AND THERE BE A RECORD AS MAINTAINED FOR regular taxi drivers:

Note:

1. Uber's private screening misses many drivers.
2. You will get Uber driver's coming in from outside the city and have no clue as to who you are looking for.
3. With a licensed cab company, when there is an investigation, the police have immediate access to the identity of the driver, home address, etc, and access to the vehicle.
4. Uber plays a duplicitous game: they tell the public they are cooperating with local authorities and then refuse to provide information about the driver to law enforcement without a search warrant or subpoena. In the Madison case the driver fled the country by time we got the search warrant and executed it.

Paul R. Soglin
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City of Madison
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Madison, WI 53703

Office: 608-266-4611

Casey Stengel "The secret to managing is to keep the guys who hate you away from the ones who are undecided."

From: Yazgi, Stephanie [<mailto:syazgi@cityhall.nyc.gov>]
Sent: Wednesday, July 22, 2015 10:10 AM
To: Soglin, Paul

Subject: RE: Analysis

This is all great. Thanks, Mayor!

From: Soglin, Paul [<mailto:PRSoglin@cityofmadison.com>]

Sent: Tuesday, July 21, 2015 8:41 PM

To: Gann, Georgia

Cc: Schwartz, Regina; Yazgi, Stephanie

Subject: RE: Analysis

The ghastly video if you want to torment an intern and make the poor soul watch it and take notes.

And the links to articles:

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[The Switchboard: Uber drivers protest rate cuts around the world - The Washington Post](#)

[The Teamsters Of The 21st Century: How Uber, Lyft, And Facebook Drivers Are Organizing | Fast Company | Business + Innovation](#)

[Uber's Fleet Partnerships Might Be Undercutting Uber's Promise To Drivers](#)

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[Why Uber Drivers Just Can't Quit - Business Insider](#)

http://sfappeal.com/wp-content/uploads/2013/09/sfappeal_favicon.png

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Sent: Tuesday, July 21, 2015 7:34 PM
To: Soglin, Paul
Cc: Schwartz, Regina; Yazgi, Stephanie
Subject: RE: Analysis

Thank you!

Georgia B. Gann
Senior Legislative Advisor
Transportation and Infrastructure Specialist
New York City Office of Federal Affairs
1301 Pennsylvania Ave NW, Suite 350
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From: Soglin, Paul [<mailto:PRSoglin@cityofmadison.com>]

Sent: Tuesday, July 21, 2015 8:31 PM
To: Gann, Georgia
Cc: Schwartz, Regina; Yazgi, Stephanie
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Cc: Schwartz, Regina; Yazgi, Stephanie
Subject: Analysis

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Great to speak with you just now. Will you send us over any analysis you have on environmental, equity, integrated transportation, etc. on for-hire vehicles? I'm also ccing Gina and Stephanie from NYC who may follow up!

Best,

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From: [Yazgi, Stephanie](#)
To: [Walzak, Phil](#); [Schwartz, Regina](#); [Viguers, Jonathan](#); [Norvell, Wiley](#); [Wolfe, Emma](#)
Subject: Fw: Analysis
Date: Wednesday, July 22, 2015 3:31:35 PM

[REDACTED]

[REDACTED]

From: Soglin, Paul <PRsoglin@cityofmadison.com>
Sent: Wednesday, July 22, 2015 3:25 PM
To: Yazgi, Stephanie
Subject: RE: Analysis

Stephanie:

I have to be in NYC sometime in August for two other meetings. If you would like I would be more than happy to meet with your team to review Uber and their strategy for both expanding in the NYC market and how they plan to win the public battle.

If you want to meet, send me a note with times and dates. No rush, I am out of town till Monday.

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From: [Walzak, Phil](#)
To: [Wolfe, Emma](#); [Williams, Dominic](#); [Lupo, Jon Paul](#)
Subject: RE: connecting
Date: Wednesday, July 22, 2015 4:07:06 PM

http://www.nytimes.com/2015/07/23/nyregion/de-blasio-administration-dropping-plan-for-uber-cap-for-now.html?_r=0

De Blasio Administration Dropping Plan for Uber Cap, for Now

By **MATT FLEGENHEIMER** JULY 22, 2015

Photo



Uber drivers and their supporters protested in front of the offices of the Taxi and Limousine Commission in New York City in May. Credit Seth Wenig/Associated Press

Advertisement

The de Blasio administration has backed away from [its fight](#) with the app company Uber, agreeing on Wednesday to drop for now its plan to place a cap on the number of vehicles operated by Uber in New York City.

The agreement brings a temporary end to a fractious struggle that had

consumed City Hall for several days, and inundated parts of the city with mailers, phone calls, advertisements and even celebrity endorsements.

Under the agreement, according to three people familiar with the agreement, the city will conduct a four-month study on the effect of Uber and other for-hire vehicle operators on the city's traffic and environment.

A City Council bill, which was to come to a vote as early as Thursday, had called for a cap on the company's growth during the study. City officials said that a cap remained a possibility down the line.

The people said the agreement also called for Uber to release some of the data it had been seeking.

Before the announcement, the fractious, rollicking debate over Uber showed little signs of fading on Wednesday.

With a possible City Council vote one day away, the company's aggressive campaign had denounced the mayor on the airwaves, insulted him on the company's own app and, most recently, found its arguments reinforced on the celebrity Twitter accounts of Ashton Kutcher, Kate Upton, Neil Patrick Harris and other infrequent participants in the municipal taxi dialogue.

Perhaps the company's most potent new ally, though, was a less surprising mayoral critic: Gov. Andrew M. Cuomo, who waded into the conflict on Wednesday as a staunch defender of the company that Mayor [Bill de Blasio](#) had cast as a corporate behemoth.

In a radio interview on Wednesday morning, Mr. Cuomo, with whom Mr. de Blasio is enmeshed in an [open feud](#), called Uber "one of the great inventions of this new economy."

"I don't think government should be in the business of trying to restrict job growth," he said.

The City Council proposal, bolstered by the mayor, was designed to limit the growth of for-hire vehicle companies like Uber to 1 percent, pending a study of city traffic patterns. The city has suggested that Uber may be responsible for slower traffic speeds in Manhattan, a charge the company has rejected.

Since 2011, the year Uber debuted in the city, the number of for-hire vehicles in the city has grown by more than 60 percent, to more than 60,000. About 20,000 of the vehicles are Uber's, according to the city's Taxi and Limousine Commission.

For several days, the company has sustained a hard-charging campaign against City Hall, most notably in television ads depicting Mr. de Blasio as a protector of the yellow taxi industry, whose leaders have been significant campaign contributors to the mayor. The sides have also tussled over who represents the interests of working class drivers and passengers, holding dueling rallies this week as the administration sought to frame its concerns as a progressive cause.

Though Ydanis Rodriguez, the chair of the Council's transportation committee, said on Wednesday that supporters of the bill had the necessary votes, several prominent Democrats across local government have expressed opposition in recent days.

Some of them, like Representative Hakeem Jeffries and the city comptroller, Scott M. Stringer, have rarely been shy about tweaking the mayor. Others, like Eric Adams, the Brooklyn borough president, are generally close City Hall allies.

From: Wolfe, Emma
Sent: Wednesday, July 22, 2015 4:04 PM
To: Walzak, Phil; Williams, Dominic; Lupo, Jon Paul
Subject: Re: connecting

[REDACTED]

From: Walzak, Phil
Sent: Wednesday, July 22, 2015 4:02 PM
To: Williams, Dominic; Lupo, Jon Paul; Wolfe, Emma
Subject: FW: connecting

[REDACTED]

[REDACTED]

From: Koch, Eric [<mailto:EKoch@council.nyc.gov>]
Sent: Wednesday, July 22, 2015 4:02 PM
To: Matt McKenna
Cc: Walzak, Phil
Subject: Re: connecting

We good w these edits too

Sent from my iPhone

On Jul 22, 2015, at 3:59 PM, Matt McKenna <mckenna@uber.com> wrote:

Sounds like the below is going to work.

Ours will be significantly shorter, as most of the meat is covered in yours. Coming (very) shortly.

On Jul 22, 2015, at 3:55 PM, Walzak, Phil <PWalzak@cityhall.nyc.gov> wrote:

Very good

Also, pending agreement w mtg participants, I could edit the cap portion to minimize it as such –

“Today the Administration, City Council and Uber have agreed to a framework that will advance the city’s vital policy goals for passengers, drivers and the public. It sets in motion a plan to guide a comprehensive and fair public response, driven by data, to the increase in for-hire vehicles. And it ensures that the future growth of this industry matches the values and the interests of New Yorkers.

“Specifically, the City will move forward with a traffic study, to conclude at the end of November, to examine the impact of Uber and the for-hire-vehicle industry on traffic congestion on New York City streets. Uber will share information for the study above and beyond what has previously been provided, with safeguards to protect privacy. Uber has also agreed to maintain its approximate current rate of growth and not flood of the streets with new licenses and vehicles. In addition to the traffic study, the City and transportation stakeholders will participate in a larger review of the entire taxi, FHV and livery industries, with a particular focus on revenue for public transit, consumer protections, driver and employee protections, and accessibility for people with disabilities. The cap legislation currently before the City Council will be tabled ~~throughout traffic study process. for tomorrow’s session, yet it remains a potential option if research determines it to be the right policy prescription for issues of traffic and the influx of for-hire vehicles onto New York City streets.~~

“Taken together, these elements represent a smart and fair way to address the issues posed by the FHV industry in New York. The City’s goals and obligations are clear – protect the public, encourage growth and innovation, and keep New York City moving. This framework enables the City to accomplish each of these critical responsibilities.”

From: Matt McKenna [<mailto:mckenna@uber.com>]
Sent: Wednesday, July 22, 2015 3:54 PM
To: Walzak, Phil
Cc: Koch, Eric
Subject: Re: connecting

Got it. I’m going to have someone here reach out to someone there so the three of us don’t have to fight this out.

On Jul 22, 2015, at 3:50 PM, Walzak, Phil
<PWalzak@cityhall.nyc.gov> wrote:

This piece was laid out by Emma in the mtg
We are having her and Ramon verify w Uber participants

I was in the mtg and this was laid out, but will get verification

From: Matt McKenna [<mailto:mckenna@uber.com>]
Sent: Wednesday, July 22, 2015 3:47 PM
To: Walzak, Phil

Cc: Koch, Eric
Subject: Re: connecting

I wasn't in the meeting but it's my understanding is the following was not agreed to:

yet it remains a potential option if research determines it to be the right policy prescription for issues of traffic and the influx of for-hire vehicles onto New York City streets.

On Jul 22, 2015, at 3:36 PM, Walzak, Phil
<PWalzak@cityhall.nyc.gov> wrote:

Our suggested version:

“Today the Administration, City Council and Uber have agreed to a framework that will advance the city’s vital policy goals for passengers, drivers and the public. It sets in motion a plan to guide a comprehensive and fair public response, driven by data, to the increase in for-hire vehicles. And it ensures that the future growth of this industry matches the values and the interests of New Yorkers.

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From: Koch, Eric [<mailto:EKoch@council.nyc.gov>]
Sent: Wednesday, July 22, 2015 3:28 PM
To: 'Matt McKenna'
Cc: Walzak, Phil
Subject: RE: connecting

Ok with your change. This ok to be final, all?

**Statement from New York City Council Speaker
Melissa Mark-Viverito**

“At a meeting today, an agreement was reached in which Uber will provide more information and data for a study examining the environmental impact of for-hire vehicles in New York City. All along, the goal has been to thoughtfully address the impacts of the explosive growth in the for-hire vehicle industry and it has become clear that we can achieve this through cooperation between the city and the industry in the interest of a range of New Yorkers – among them, drivers, passengers and environmental advocates.

This has been a thoughtful and deliberative process. We look forward to a real partnership with the for-hire vehicle industry along with genuine data-sharing that will give us a better picture of their impact on our streets.”

Background

- Council will not vote on Int. 842 today and has agreed to table the bill.
- Uber will provide trip data to a consultant that will conduct a study on the environmental impacts on growth in the for-hire vehicle industry that we hope to complete by the end of the year.
- Uber has agreed to participate in a broader conversation of a number of issues facing the taxicab and for-hire vehicle industries, including accessibility, driver earnings, how surcharges and taxes levied on taxicabs and for-hire vehicles support the MTA and transportation infrastructure, and consumer protections

Bill Being Voted On:

- Introduction 847-A, sponsored by Council Member Ydanis Rodriguez, would require a study on how growth in the taxi and for-hire vehicle industries has impacted traffic, air quality, noise, and public health by April 30, 2016.

###

From: Matt McKenna [<mailto:mckenna@uber.com>]
Sent: Wednesday, July 22, 2015 3:23 PM
To: Koch, Eric
Cc: Walzak, Phil
Subject: Re: connecting

In bold:

“At a meeting today, an agreement was reached in which **Uber will provide more information and data for a study** examining the environmental impact of for-hire vehicles in New York City. All along, the goal has been to thoughtfully address the impacts of the explosive growth in the for-hire vehicle industry and it has become clear that we can achieve this through cooperation between the city and the industry in the interest of a range of New Yorkers – among them, drivers, passengers and environmental advocates.

This has been a thoughtful and deliberative process. We look forward to a real partnership with the for-hire vehicle industry along with genuine data-sharing that will give us a better picture of their impact on our streets.”

On Jul 22, 2015, at 3:18 PM, Koch, Eric
<EKoch@council.nyc.gov> wrote:

Suggested change?

From: Matt McKenna
[<mailto:mckenna@uber.com>]
Sent: Wednesday, July 22, 2015 3:17 PM
To: Koch, Eric
Cc: Walzak, Phil
Subject: Re: connecting

Quick question on this line:

At a meeting today, an
agreement was reached in

which **Uber will provide more information and data while also** participating in a study examining the environmental impact of for-hire vehicles in New York City.

My understanding was the data-sharing was for the purpose of the study and the line above could be interpreted as pointing to a permanent arrangement.

On Jul 22, 2015, at 3:11 PM, Koch, Eric <EKoch@council.nyc.gov> wrote:

Happy to entertain

Matt, a few slight late tweaks from my legislative team

Statement from New York City Council Speaker Melissa Mark-Viverito

“At a meeting today, an agreement was reached in which Uber will provide more information and data while also participating in a study examining the environmental impact of for-hire vehicles in New York City. All along, the goal has been to thoughtfully address the impacts of the explosive growth in the for-hire vehicle industry and it has become clear that we can achieve this through cooperation between the city and the industry in the interest of a range of New Yorkers – among them, drivers, passengers and environmental advocates.

This has been a thoughtful and deliberative process. We look forward to a real partnership with the for-hire vehicle industry along with genuine data-sharing that will give us a better picture of their impact on our streets.”

Background

- Council will not vote on Int. 842 today and has agreed to table the bill.
- Uber will provide trip data to a consultant that will conduct a study on the environmental impacts on growth in the for-hire vehicle industry that we hope to complete by the end of the year.
- Uber has agreed to participate in a broader conversation of a number of issues facing the taxicab and for-hire vehicle industries, including accessibility, driver earnings, how surcharges and taxes levied on taxicabs and for-hire vehicles support the MTA and transportation infrastructure, and consumer protections

Bill Being Voted On:

- Introduction 847-A, sponsored by Council Member Ydanis Rodriguez, would require a study on how growth in the taxi and for-hire vehicle industries has impacted traffic, air quality, noise, and

public health by April
30, 2016.

###

From: Matt McKenna
[mailto:mckenna@uber.com]
Sent: Wednesday, July 22,
2015 2:56 PM
To: Walzak, Phil
Cc: Koch, Eric
Subject: Re: connecting

I'm going to let you two
work this out but please
keep me copied because I'm
enjoying watching.

On Jul 22, 2015,
at 2:54 PM,
Walzak, Phil
<PWalzak@cityhall.nyc.gov
> wrote:

I'd love to but we
shud all be
sharing victory
lap

From: Koch, Eric
[mailto:EKoch@council.nyc.gov]

Sent:
Wednesday, July
22, 2015 02:41
PM
To: Walzak, Phil;
'Matt McKenna'
<mckenna@uber.com >

Subject: RE:
connecting

Can we have one
little nugget? :)

From: Walzak,
Phil
[mailto:PWalzak@cityhall.nyc.gov]

Sent:
Wednesday, July
22, 2015 2:40 PM
To: Koch, Eric;
'Matt McKenna'
Subject: RE:

connecting

Why don't we
say the
convening was
mutual, for the
trio's sake

From: Koch, Eric
[mailto:EKoch@council.nyc.gov]

Sent:
Wednesday, July
22, 2015 2:37 PM
To: 'Matt
McKenna';
Walzak, Phil
Subject: RE:
connecting

Here is a
statement from
our end;

**Statement
from New
York City
Council
Speaker
Melissa Mark-
Viverito**

“The Speaker’s
Office convened
a meeting today
and has reached
an agreement in
which Uber will
provide more
information and
data while also
participating in
a study
examining the
environmental
impact of for-
hire vehicles in
New York City.

All along, the
goal has been to
thoughtfully
address the
impacts of the
explosive
growth in the

for-hire vehicle industry and it has become clear that we can achieve this through cooperation between the city and the industry.

This has been a thoughtful and deliberative process. We look forward to a real partnership with the for-hire vehicle industry along with genuine data-sharing that will give us a better picture of their impact on our streets.”

Background

- Council will not vote on Int. 842 and have agreed to table the bill
- Uber will provide trip data to a 3rd party consultant to do a study
- Uber will support a review of a number of issues facing

the taxi
and
FHV
industry,
including
accessibility,
driver
earnings,
MTA
and tax
support,
and
consumer
protections

Bill Being
Voted On:

- Introduction
847-A,
sponsored
by
Council
Member
Ydanis
Rodriguez,
would
require
the TLC
to
conduct a
study on
how
growth in
the taxi
and for-
hire
vehicle
industries
has
impacted
traffic, air
quality,
noise, and
public
health by
April 30,
2016.

###

From: Matt
McKenna

[mailto:mckenna@uber.com]

Sent:

Wednesday, July
22, 2015 2:31 PM

To: Walzak, Phil

Cc: Koch, Eric

Subject: Re:
connecting

Good with three
separate.

Clarifying;
we're talking
about three
separate
statements and
three separate
emails as well,
correct? (We
would also be
ok forwarding
whatever you
send to our list
under the
Mayor/Council
header with a
quote from us
inside)

Good with
seeing
beforehand.

Good with 3:40
p.m EDT.

On
Jul
22,
2015,
at
2:22
PM,
Walzak,
Phil
<PWalzak@cityhall.nyc.gov
>
wrote:

Also
can
we
agree
that

other
communication
on
this
issue
stick
to
the
stmnts
we
agree
on –
like
any
email
blasts
or
whatever
– so
we
have
consistency?

From:
Koch,
Eric
[mailto:EKoch@council.nyc.gov]

Sent:
Wednesday,
July
22,
2015
2:14
PM

To:
Walzak,
Phil;
'mckenna@uber.com
,

Subject:
RE:
connecting

3
sep
ones
I
think
best

Agree
on
seeing

Check
on
340

From:
Walzak,
Phil [<mailto:PWalzak@cityhall.nyc.gov>]

Sent:
Wednesday,
July
22,
2015
2:10
PM

To: 'mckenna@uber.com

,'
Koch,
Eric

Subject:
Re:
connecting

+3
stmnts
simultaneous
send
@ 4
pm
(do
we
want
on
one
joint
email)

+We
all
see
each
others
stmnts
and
approve
before
send

+i
ask
we

hold
on
informing
our
respective
stakeholders
and
notifications
until
340
or
so
to
minimize
leaks
ahead
of 4
pm
send

Anything
else?

From

:
Matt
McKenna [<mailto:mckenna@uber.com>]

Sent

:
Wednesday,
July
22,
2015
02:02
PM

To:

Koch,
Eric
<EKoch@council.nyc.gov>

Cc:

Walzak,
Phil

Subject

:
Re:
connecting

Thanks,
Eric.
Much
appreciated

Best

for
me
is
(406)
581-
4279.

On
Jul
22,
2015,
at
2:00
PM,
Koch,
Eric
<EKoch@council.nyc.gov
>
wrote:

Wanted
to
put
us
all
on
an
email
so
we
can
coordinate
statements

What
was
relayed
to
me
was
3
statements
(Uber,
Mayor,
Council)
at
approx.

4pm.

CONFIDENTIALITY

NOTICE:

This
e-
mail
message
is
intended
only
for
the
person
or
entity
to
which
it
is
addressed
and
may
contain
CONFIDENTIAL
or
PRIVILEGED
material.
Any
unauthorized
review,
use,
disclosure
or
distribution
is
prohibited.
If
you
are
not
the
intended
recipient,
please
contact
the
sender
by
reply
e-
mail
and
destroy
all
copies
of
the
original
message.
If
you
are
the
intended
recipient
but
do
not
wish
to
receive
communications
through
this
medium,
please
so
advise
the
sender
immediately.

CONFIDENTIALITY
NOTICE:

This
e-
mail
message
is
intended
only
for
the
person
or
entity
to
which
it is
addressed
and
may
contain
CONFIDENTIAL
or
PRIVILEGED
material.
Any
unauthorized
review,
use,
disclosure
or
distribution
is
prohibited.
If you
are
not
the
intended
recipient,
please
contact
the
sender
by
reply
e-
mail
and
destroy
all
copies
of the
original
message.
If you
are
the
intended
recipient
but
do
not
wish
to
receive
communications
through
this
medium,
please
so
advise
the
sender
immediately.

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From: [Norvell, Wiley](#)
To: [Glen, Alicia](#)
Cc: [Lupo, Jon Paul](#)
Subject: FYI
Date: Wednesday, July 22, 2015 4:17:34 PM

Statement from First Deputy Mayor Anthony Shorris

“Today the Administration, City Council and Uber have agreed to a framework that will advance the city’s vital policy goals for passengers, drivers and the public. It sets in motion a plan to guide a comprehensive and fair public response, driven by data, to the increase in for-hire vehicles. And it ensures that the future growth of this industry matches the values and the interests of New Yorkers.

“Specifically, the City will move forward with a traffic study, to conclude at the end of November, to examine the impact of Uber and the for-hire-vehicle industry on traffic congestion on New York City streets. Uber will share information for the study above and beyond what has previously been provided, with safeguards to protect privacy. Uber has also agreed to maintain its approximate current rate of growth and not flood of the streets with new licenses and vehicles. In addition to the traffic study, the City and transportation stakeholders will participate in a larger review of the entire taxi, FHV and livery industries, with a particular focus on revenue for public transit, consumer protections, driver and employee protections, and accessibility for people with disabilities. The cap legislation currently before the City Council will be tabled throughout the traffic study process.

“Taken together, these elements represent a smart and fair way to address the issues posed by the FHV industry in New York. The City’s goals and obligations are clear – protect the public, encourage growth and innovation, and keep New York City moving. This framework enables the City to accomplish each of these critical responsibilities.”

From: [Gunaratna, Mahen](#)
To: [@Press Office](#); [@IGA](#); [Walzak, Phil](#); [Shorris, Anthony](#); [Williams, Dominic](#); [Snyder, Thomas](#)
Subject: FW: ***FOR IMMEDIATE RELEASE*** STATEMENT BY SPEAKER MELISSA MARK-VIVERITO RE: FOR-HIRE VEHICLES
Date: Wednesday, July 22, 2015 4:47:14 PM
Attachments: [image001.png](#)
[image002.png](#)

From: Varghese, Amy [mailto:AVarghese@council.nyc.gov]
Sent: Wednesday, July 22, 2015 4:46 PM
To: Varghese, Amy
Subject: ***FOR IMMEDIATE RELEASE*** STATEMENT BY SPEAKER MELISSA MARK-VIVERITO RE: FOR-HIRE VEHICLES



*THE COUNCIL OF THE CITY OF NEW YORK
OFFICE OF COMMUNICATIONS*

City Hall
New York, NY 10007
(212) 788-7116

****FOR IMMEDIATE RELEASE****

July 22, 2015

Contact: (212) 788-7116
Release : 90-2015

STATEMENT BY SPEAKER MELISSA MARK-VIVERITO

Re: For-Hire Vehicles

“At a meeting today, an agreement was reached in which Uber will provide more information and data for a study examining the environmental impact of for-hire vehicles in New York City. All along, the goal has been to thoughtfully address the impacts of the explosive growth in the for-hire vehicle industry and it has become clear that we can achieve this through cooperation between the city and the industry in the interest of a range of New Yorkers – among them, drivers, passengers and environmental advocates.

“This has been a thoughtful and deliberative process. I would also like to thank Council Members Stephen Levin and Ydanis Rodriguez for their hard work. We look forward to a real partnership with the for-hire vehicle industry along with genuine data-sharing that will give us a better picture of their impact on our streets.”

Background

- The Council will not vote on Int. 842 tomorrow and has agreed to table the legislation.
- Uber will provide trip data to a consultant that will conduct a study on the

environmental impacts on growth in the for-hire vehicle industry that we hope to complete by the end of the year.

- Uber has agreed to participate in a broader conversation on a number of issues facing the taxicab and for-hire vehicle industries, including accessibility, driver earnings, how surcharges and taxes levied on taxicabs and for-hire vehicles support the MTA and transportation infrastructure, and consumer protections.

Bill To Be Voted On:

- Introduction 847-A, sponsored by Council Member Ydanis Rodriguez, would require a study on how growth in the taxi and for-hire vehicle industries has impacted traffic, air quality, noise, and public health by April 30, 2016

###

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From: firstdeputymayor@cityhall.nyc.gov
To: [de Blasio, Bill](#)
Subject: STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS
Date: Thursday, July 23, 2015 12:23:38 PM

THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE: July 22, 2015

STATEMENT FROM FIRST DEPUTY MAYOR ANTHONY SHORRIS

"Today the administration, City Council and Uber have agreed to a framework that will advance the city's vital policy goals for passengers, drivers and the public. It sets in motion a plan to guide a comprehensive and fair public response, driven by data, to the increase in for-hire vehicles. And it ensures that the future growth of this industry matches the values and the interests of New Yorkers.

"Specifically, the City will move forward with a traffic study, to conclude at the end of November, to examine the impact of Uber and the for-hire vehicle industry on traffic congestion on New York City streets. Uber will share information for the study above and beyond what has previously been provided, with safeguards to protect privacy. Uber has also agreed to maintain its approximate current rate of growth and not flood the streets with new licenses and vehicles. In addition to the traffic study, the City and transportation stakeholders will participate in a larger review of the entire taxi, FHV and livery industries, with a particular focus on revenue for public transit, consumer protections, driver and employee protections, and accessibility for people with disabilities. The cap legislation currently before the City Council will be tabled throughout the traffic study process.

"Taken together, these elements represent a smart and fair way to address the issues posed by the FHV industry in New York. The City's goals and obligations are clear – protect the public, encourage growth and innovation, and keep New York City moving. This framework enables the City to accomplish each of these critical responsibilities."

###

From: [Gunaratna Mahen](#)
To: [@Press Office](#); [@IGA](#); [Walzak Phil](#); [Shorris Anthony](#); [Williams Dominic](#)
Subject: FW: **FOR IMMEDIATE RELEASE** COUNCIL REACHES AGREEMENT ON STUDYING FOR-HIRE VEHICLE GROWTH
Date: Thursday, July 23, 2015 1:17:56 PM
Attachments: [image001.png](#)
[image004.png](#)
[image005.png](#)

From: Foreman, Marlin [mailto:MForeman@council.nyc.gov]
Sent: Thursday, July 23, 2015 1:14 PM
To: Foreman, Marlin
Subject: **FOR IMMEDIATE RELEASE** COUNCIL REACHES AGREEMENT ON STUDYING FOR-HIRE VEHICLE GROWTH



*THE COUNCIL OF THE CITY OF NEW YORK
OFFICE OF COMMUNICATIONS*

City Hall
New York, NY 10007
(212) 788-7116

FOR IMMEDIATE RELEASE

July 23rd, 2015

Contact: (212) 788-7116
Release #: 091-2015

COUNCIL REACHES AGREEMENT ON STUDYING FOR-HIRE VEHICLE GROWTH

Council will also vote on legislation to reform City's Adult Protect Services Program

City Hall – Today the City Council will vote on a bill to require a study on the environmental impacts of growth in the for-hire vehicle industry, which will be supplemented by trip data Uber has agreed to share. The Council will also vote on two bills to reform adult protective services in New York City. Additionally, the Council will vote on legislation to monitor compliance with the Americans with Disabilities Act for city parks. Finally, the Council will vote on legislation co-naming 52 streets and public places in New York City.

For-Hire Vehicle Growth Study

After years of remaining relatively flat, the number of licensed for-hire vehicles—a category including liveries, black cars, and luxury limousines—jumped from 37,782 in 2010 to nearly 63,000 as of June 2015. The demand for new licenses continues to rise, with TLC issuing approximately 2,000 new licenses each month so far this year, resulting in a net of over 1,200 new cars on the road.

The Council will vote on Introduction 847-A, sponsored by Council Member Ydanis Rodriguez, requiring a study on how growth in the taxi and for-hire vehicle industries has impacted traffic, air quality, noise, and public health. In order to conduct a thorough review of the impact of for-hire vehicles, the Council reached an agreement with Uber to provide information and data for a study to be completed by December 1, 2015.

Additionally, the Council and the Administration—with the participation of Uber—will begin a broader conversation on a number of issues facing the taxicab and for-hire vehicle industries, including accessibility, driver earnings, how surcharges and taxes levied on taxicabs and for-hire vehicles support the MTA and transportation infrastructure, and consumer protections.

“This Council is committed to supporting innovation and protecting the City's environmental interests—today we're proving that those concepts are not mutually exclusive,” said **Council Speaker Melissa Mark-Viverito**. “This has been a thoughtful and deliberative process. We look forward to a real partnership with the for-hire vehicle industry along with genuine data-sharing that will give us a better picture of their impact on our streets.”

“After much deliberation I am proud that the Council will achieve our desired goal of garnering the information necessary to combat the real problem of congestion in our city,” said **Council Member Ydanis Rodriguez**. “We have a responsibility to equitably regulate industries for their greater good of our city, in this case public health. With the passage of INT 847 we arm ourselves with the tools necessary to effectively create policies to fully understand the breadth of the changes in this rapidly changing industry.”

Adult Protective Services

Adult Protective Services (APS) is a division of the New York City Human Resources Administration (HRA), that provides social services to adult New Yorkers, regardless of income who meet the following criteria:

- Are mentally and/or physically impaired
- Due to these impairments, are unable to manage their own resources, carry out the activities of daily living, or protect themselves from abuse, neglect, exploitation or other hazardous situations without assistance from others
- Do not have anyone willing and able to responsibly provide them with assistance

Introduction 89-A, co-sponsored by Council Member Steve Levin at the request of Manhattan Borough President Gale Brewer, would require HRA to prepare semiannual reports which would be submitted to the Council and posted on HRA's website regarding referrals to APS. The bill would require the reports to include the total number of referrals received, the number of referred individuals who were determined ineligible for services, disaggregated by the reason such individuals were determined ineligible, a general description of the source of the referrals, and the council district, community board, and zip code of the referred individuals. The bill would require the first report to cover the period of July 1, 2015 to December 31, 2015. The bill would take effect immediately and would expire and be deemed repealed on January 1, 2023.

“Adult Protective Services provides critical social services to New Yorkers who need them most. This bill will allow us to gather more information about

how and where services are being accessed and referrals are being made in order to ensure that programs are efficiently and effectively serving the needs of residents,” said **Council Member Steve Levin**

“How we work to protect our vulnerable and at-risk community members defines us as a society,” said **Manhattan Borough President Gale A. Brewer** “This legislation will ensure our city government has the information it needs to ensure Adult Protective Services is effectively serving our communities, and I thank Councilmember Levin for his leadership in steering this bill to today’s vote ”

Additionally, Introduction 830-A, co-sponsored by Speaker Melissa Mark-Viverito and Council Member Paul Vallone, would require HRA to conduct biannual trainings for appropriate employees of several agencies on best practices in identifying potential APS clients and how to refer such individuals to APS Many individuals who could potentially be eligible for APS may go unidentified, and agency employees interacting with such individuals may be unaware of how to refer them to APS This legislation would provide greater awareness to employees of agencies who frequently interact with the public

“It’s essential to ensure that everyone who qualifies for assistance from Adult Protective Services is getting the help they need that no one in need of help slips through the cracks,” said **Council Speaker Melissa Mark-Viverito** “Through these trainings, we’ll ensure that other city agencies can identify candidates for Adult Protective Services and appropriately refer them ”

Street Co-Namings.

Introduction ###, sponsored by Council Speaker Melissa Mark-Viverito, would co-name 52 52 thoroughfares and public places in New York City

Among others, streets will be co-named to honor:

- Detective First Grade Brian Moore Way – Police Officer who was murdered earlier this year
- Sgt Charles H Cochrane Way- first openly gay police officer
- Robert Lowery Way first African American fire commissioner
- EMT Luis De Pena Jr Square – first responder who died of 9/11 related illnesses
- FDNY Capt John R Graziano Way- first responder who died of 9/11 related illness

Communications Resiliency

Introduction 425-A, sponsored by Council Member Mark Treyger, tasks the New York City Climate Change Adaptation Task Force with evaluating the possible effect of climate change on telecommunications infrastructure The Department of Information Technology and Telecommunications would be included as a member of the task force and representatives from the telecommunications industry would be included among the public members of the task force The task force’s report would also be required to include short and long-term recommendations for improving the resiliency of existing public and private telecommunications infrastructure The bill also requires that outreach be conducted to telecommunication service providers, including all those with a franchise agreement with the City, to request their cooperation in obtaining needed information If any providers declined to cooperate, the bill requires that to be noted in the report

“After spending two decades as an attorney working hand in hand with the judicial system, hospitals, health care providers and clients for those in greatest need during guardianship proceedings, I was determined to address the troubled history of APS ” said **Council Member Paul Vallone, Chair of the Subcommittee on Senior Centers** “The additional training required by my bill, coupled with the improved data regarding referrals to APS we will receive, thanks to Council Member Levin’s bill, will go a long way towards protecting and assisting our seniors and those most vulnerable and in need Also, our call on Albany to address elder abuse and financial exploitation was sorely needed as so many of our seniors are devastated by financial abuse I look forward to continuing to work with my colleagues to improve the social safety net for seniors who deserve the best from our City ”

“One of the biggest challenges we faced in the immediate aftermath of Hurricane Sandy was getting in touch with loved ones and receiving vital information due to widespread phone, internet and cable service outages across the city As we learn important lessons from Sandy and prepare for the next major storm, we must look for ways to prevent crippling breakdowns in the city’s communications infrastructure in order to keep the public safe and informed My thanks to Speaker Melissa Mark-Viverito and my colleagues for supporting this critical addition to our city’s emergency response efforts and to my committee staff for their hard work on this bill This will go a long way towards making the city more resilient and better equipped to handle severe weather and other emergencies,” said **Council Member Treyger, Chair of the Committee on Recovery & Resiliency.**

Americans with Disabilities Act Compliance in City Parks

Introduction 558-A, sponsored by Council Member Mark Levine, would require the Parks Department (DPR) to issue a report to the Mayor and Council that would provide an annual accounting of which facilities under its jurisdiction were assessed for compliance with the Americans with Disabilities Act (ADA) standards for accessible design The report would detail whether each assessment was done during the course of regular construction work or as the result of a complaint, as well as what work was done and what work will be done to bring such facilities into compliance during the calendar year when the report is issued It would also include an updated list of DPR facilities that are specifically designed for use by disabled persons

“If our park system is truly going to be for all New Yorkers, then that must include those New Yorkers with disabilities But sadly today, far too many elements of our parks system are simply not accessible to wheelchair users and those with other disabilities The question of how quickly we are making progress toward the critical goal of 100% accessibility in our parks facilities is one the public deserves an answer to This bill is designed to provide that answer, by giving us, for the first time, regular reports on accessibility assessments and retrofitting plans at our parks I thank my colleagues for supporting this important piece of legislation,” said **Council Member Mark Levine.**

###





From: [Yazgi, Stephanie](#)
To: [Hagelgans, Andrea](#); [Walzak, Phil](#); [Wolfe, Emma](#); [Schwartz, Regina](#)
Subject: Fw: Analysis
Date: Monday, July 27, 2015 10:45:36 PM

From: Soglin, Paul <PRSoglin@cityofmadison.com>
Sent: Monday, July 27, 2015 4:20 PM
To: Yazgi, Stephanie
Subject: RE: Analysis

Stephanie:

I have no love to be in NYC in August but possible dates shaping up for the trip include Aug 20-21 or two days between Aug 25-28. If any of these days are possible for your team, let me know. So far my other contacts are flexible for these days. Figure a good discussion will go 1-1.5 hours.

Paul R. Soglin
Mayor
City of Madison
210 MLK Jr. Blvd
Madison, WI 53703

Office: 608-266-4611

Casey Stengel "The secret to managing is to keep the guys who hate you away from the ones who are undecided."

From: Yazgi, Stephanie [<mailto:syazgi@cityhall.nyc.gov>]
Sent: Wednesday, July 22, 2015 2:31 PM
To: Soglin, Paul
Subject: Re: Analysis

Will definitely offer this to the team and send you some options. Thank you so much!
Let us know if you need anything while you are visiting with us.
Be well,
Stephanie

From: Soglin, Paul
Sent: Wednesday, July 22, 2015 3:25 PM
To: Yazgi, Stephanie
Subject: RE: Analysis

Stephanie:

I have to be in NYC sometime in August for two other meetings. If you would like I would be more

than happy to meet with your team to review Uber and their strategy for both expanding in the NYC market and how they plan to win the public battle.

If you want to meet, send me a note with times and dates. No rush, I am out of town till Monday.

Paul R. Soglin
Mayor
City of Madison
210 MLK Jr. Blvd
Madison, WI 53703

Office: 608-266-4611

Casey Stengel "The secret to managing is to keep the guys who hate you away from the ones who are undecided."

From: Yazgi, Stephanie [<mailto:syazgi@cityhall.nyc.gov>]
Sent: Wednesday, July 22, 2015 10:10 AM
To: Soglin, Paul
Subject: RE: Analysis

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Thank you!

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From: [Yazgi, Stephanie](#)
To: [Salazar-Rodriguez, Prisca](#); [Viguers, Jonathan](#)
Cc: [Schwartz, Regina](#)
Subject: FW: Analysis
Date: Friday, July 31, 2015 10:50:52 AM

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I believe it seems MBdB, Phil Walzac (Uber), Nisha Agarwal from Immigrant Affairs and someone from either EDC or Small Business Services should be your points of contact. Jonathan and I will take you around.

Looking forward to it and we will get back to you with more information!

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From: [Klein, Monica](#)
To: [Williams, Dominic](#); [Lupo, Jon Paul](#)
Cc: [Leopold, Elana](#)
Subject: q from bdb
Date: Friday, July 31, 2015 1:52:14 PM

What Uber owes the disabled: Make all the e-hail giant's cars wheelchair-accessible, and do it soon

DAILY NEWS - James Weisman - July 30, 2015

In the wake of outmaneuvering Mayor de Blasio and helping to defeat his proposal to tightly limit the growth of Uber for a year, Gov. Cuomo's has proposed creating a new "statewide regulatory framework" for e-hail apps aimed at ironing out government oversight on "insurance, taxes, vehicles . . . access to the airports" and the like.

But this also presents an unprecedented opportunity to provide greater transportation access for New Yorkers with disabilities — one that Cuomo must seize.

Early in any discussions, policymakers must make this clear to the upstart, \$40 billion company that now dominates the for-hire vehicle market: It is time to commit to making all of their vehicles in New York City wheelchair-accessible, and to do so within a few years.

Nearly a million New Yorkers — more than one in 10 residents — has a disability. But we still rely on Access-A-Ride and a minuscule number of accessible taxis and other for-hire vehicles to get around the city.

It's shameful that while every cab in London is accessible to people with disabilities, fewer than 5% of New York City taxis are. The Taxi & Limousine Commission chief even admitted last year that when it comes to all car services, a person using a wheelchair will fail to get a ride nine times out of 10.

We were on the cusp of major progress before Uber reshaped the landscape. In 2013, we found ourselves in a similar situation on what was then the dominant for-hire automobile network: yellow cabs. The disability community had very limited access to taxis; only 231 yellow taxis in New York City were wheelchair-accessible.

With pressure from federal lawsuits, we worked with the city and taxi owners to agree to a deal that would allow disabled New Yorkers the same basic transportation options as everyone else. The agreement struck: As old, inaccessible cabs were phased out, accessible ones would be phased in. Half of New York City taxis would be wheelchair-accessible by 2020.

This commitment was the first step in a long process to get equal treatment, but it was not a sufficient outcome. There should be no argument that the standard should be anything other than

100% accessible vehicles — because wheelchair users should have the same access as anyone else.

Why should e-hailing apps like Uber and Lyft, which could well be as pervasive tomorrow as cabs are today, be held to different standards?

Uber has experienced tremendous growth since it was introduced in New York City in 2011. In just four years, it has expanded its fleet to include more than 20,000 operating vehicles. For people who can walk, these cars have brought new mobility options — and tremendous convenience.

But not a single one of those more than 20,000 cars is wheelchair-accessible. Technology could and should be a boon to people with disabilities, but so far, in this revolution, we've been on the outside looking in.

Earlier this year, Uber told the Daily News Editorial Board that it would try to persuade some of its drivers, possibly those with family members with disabilities, and therefore a built-in incentive to drive an accessible vehicle, to switch to wheelchair-friendly cars and vans. Josh Mohrer, head of the company's operations in New York City, said Uber would "probably . . . assist in the cost of that change."

Such vague promises are woefully insufficient given the active discrimination that thousands of people suffer daily.

There's a simple way to move forward now that the proposal to cap Uber's growth has been shelved for four months while the city conducts a study. When a potential cap is revisited four months from now, put a new idea on the table: Let Uber grow at will, so long as the cars it adds can pick up and drop off any passenger in the city.

If that means giving Uber some formal incentive to roll out a new fleet of state-of-the-art accessible vehicles, fine. But I doubt any incentive is necessary given the company's huge market cap and growing market share.

De Blasio hailed July as "Disability Pride Month," and thousands of New Yorkers with disabilities recently turned out for a parade to celebrate the 25th anniversary of the Americans With Disabilities Act.

Unfortunately, a quarter century after the law's enactment, people with disabilities are still an afterthought and companies are still getting away with acts of discrimination toward disabled New Yorkers.

As July comes to a close, it is time for Uber to work together with Cuomo and de Blasio to commit all of their vehicles to be wheelchair-accessible and ensure disabled New Yorkers have equal access to transportation options.

Weisman is president and CEO of the United Spinal Association.

From: [redacted]
To: [redacted]
Subject: August 2015 Newsletter: Sidewalk accessibility, Grant applications, An Upcoming Congestion Hearing, Events and more...
Date: Tuesday, August 04, 2015 3:14:16 PM

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CBNewsletterAugust2015HEADER



MBPO study reveals 90% of curb cuts along Broadway are deficient.

Fewer than 10 percent of Broadway curb cuts are fully compliant with the Americans with Disabilities Act, according to a census conducted by staff and volunteers from my office.

Even as we marked the ADA's 25th anniversary last month—and the substantial progress in accessibility that the ADA has made possible—this statistic, on only one of the City's main thoroughfares indicates how far we still have to go to make our city truly accessible for all.

My office surveyed 1,357 locations where curb cuts should exist by law on Broadway, from Bowling Green through Inwood. Of those locations, only 1,209 curb cuts could be located and measured. Of those existing curb cuts, nearly 90 percent were missing the required “bumps” to warn vision-impaired New Yorkers of the presence of a ramp; 28 percent were too steep to comply with ADA specifications; 24 percent were crumbling; 18 percent were blocked by garbage cans, newsstands, or scaffolding; and 6 percent led directly into a pothole.

Since property owners are responsible for maintenance of these ramps, my office is urging the de Blasio administration to step up efforts to educate property owners on their responsibilities and ADA requirements, and provide more resources for the Department of Transportation to undertake inspections and compliance work.



group web



I was proud to help instigate the USWNT ticker tape parade in early July—and even prouder to sponsor a viewing party for Manhattan girls teams at the United Federation of Teachers headquarters overlooking the parade route!



Expense grant applications now available; deadline Sept 10.

Applications for **Manhattan Community Award Program (MCAP)** grants to nonprofit organizations and public schools are now available. This year, grant applications will be **accepted online** for the first time. The deadline for applying is Sept. 10, 2015.

Applicants may request grants in amounts between \$3,500 to \$5,000, and grants are awarded by my office through a competitive review process, finalized by an independent panel of professionals from nonprofits and foundations serving Manhattan.

These grants can make a big difference for local neighborhoods and the schools and organizations serving them. Whether it's supporting a shelter for homeless and runaway youth, or a writing and mentoring program for girls in our schools, MCAP grants help programs that enrich neighborhoods and help change lives. For more information on MCAP grants, **visit our website**.

MBPO public hearing on congestion announced.

Worsening Manhattan street congestion has been cited by Mayor de Blasio's administration as a key factor in its push to cap growth in the for-hire vehicle industry. According to the Taxi & Limousine Commission, the number of for-hire vehicles on our streets has spiked by 63 percent since 2011, and right now we are adding vehicles at a rate of 2,000 per month. These increases, driven by Uber and other e-hail services, may be exacerbating Manhattan's traffic problems.

But Uber and similar for-hire vehicles are only one piece of a larger congestion puzzle, and we need to have a broader conversation on congestion causes and solutions in Manhattan. That's why my office will conduct a public hearing on Manhattan traffic congestion on September 10—to get the full picture of all sources of traffic increases, and potential solutions to the gridlock that afflicts Manhattan.

It's my hope that this public hearing will enable New Yorkers to get the full picture of both the problem and potential solutions from a broad range of experts and interested parties. Check my [website](#) for event details as September approaches.

New Community Liaison for CBs 3, 4, & 5.

Our newest community liaison is Drew Lombardi. A 2013 graduate of New York University, he spent two years working at Generation Citizen--a nonprofit which helps deliver high-impact civics training at public schools nationwide, and he completed the Fellowship for Emerging Leaders in Public Service at NYU's Robert F. Wagner Graduate School of Public Service last spring. A Providence, RI native, we are delighted to have him bring his passion for social justice and civic engagement to our office!

EVENTS

My office is co-sponsoring a number of events as part of the [Harlem Week](#) celebration:

- **August 8: Youth Technology & Career Conference 2.0.**

11am - 5pm, Our Children's Foundation, 527 West 125th Street;

This conference for young people ages 13-24, will feature sessions on careers in technology ("21st Century Jobs"), technology-based exhibits and demonstrations in the workplace and special hackathon activities focused on health, music & arts, and community relations.

- **August 15-16: Harlem Day Children's Festival.**

12 - 7pm, West 135th St bet Malcolm X & Adam Clayton Powell Jr. Blvds

Featuring exhibits, games, arts & crafts, live music, dance, free health testing

and sports clinics.

▪ **August 22: Join us at the Percy Sutton Harlem 5K Run and Walk.**
8:30am, Edgecombe Avenue at 135th Street

A 5K run & “All Lives Matter” walk through historic Harlem to bring us all together. Join the MBPO delegation in the walk by RSVPing to [Athena Moore](#). Register for the 5k on the [New York Road Runners](#) website; registration closes on Thursday, August 20 at midnight.

August 14-16: 50th Anniversary of Holcombe Rucker Park Basketball.

My office is proud to support the 50th Anniversary celebration of the famed courts at Holcombe Rucker Park the 3rd weekend in August. It’s going to be a special celebration, with many NBA pros returning to where they got their start: 155th and 8th Avenue. For more information on all the events, contact our Northern Manhattan Office at (212) 531-1609 or George Ball, Deputy Commissioner, Rucker Pro Legends, (347) 928-9730.

Arts Students League’s 22” x 30” show continues in the MBPO Gallery.

This juried exhibition from students at the Art Students League explores how 40 different artists conceive and execute vastly different approaches on the same size “canvas.” Closes August 25.



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Date: Monday, August 10, 2015 3:10:07 PM

Great. I'll make sure Jonathan adds this in as he is coordinating logistics for this day.
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Added agenda item? What does NYC have it terms of dealing with the cost of storing the video from police body cameras? That would not necessarily entail a meeting.

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To: Soglin, Paul
Subject: RE: Analysis

This is all great. Thanks, Mayor!

From: Soglin, Paul [<mailto:PRSoglin@cityofmadison.com>]
Sent: Tuesday, July 21, 2015 8:41 PM
To: Gann, Georgia
Cc: Schwartz, Regina; Yazgi, Stephanie
Subject: RE: Analysis

The ghastly video if you want to torment an intern and make the poor soul watch it and take notes.

And the links to articles:

[Uber customer outraged over \\$539 bill for 18-mile ride caused by 'surge pricing' - NY Daily News](#)

[Hellish Halloween Rates Catch Uber Users Off-Guard - Time Warner Cable News](#)

['Surge pricing' shocks Uber customers on Georgia-Florida weekend | www.actionnewsjax.com](#)

[Uber's claim of \\$90K average pay for drivers is overestimated | New York Post](#)

[Uber Drivers Say They're Making Less Than Minimum Wage - Business Insider](#)

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[Uber drivers in New York strike to protest lower pay | New York Post](#)

[San Francisco Uber Driver Accused Of Forcibly Pulling Rider From Car, Smashing Her Phone In Dispute Over Directions « CBS San Francisco](#)

[The Switchboard: Uber drivers protest rate cuts around the world - The Washington Post](#)

[The Teamsters Of The 21st Century: How Uber, Lyft, And Facebook Drivers Are Organizing | Fast Company | Business + Innovation](#)

[Uber's Fleet Partnerships Might Be Undercutting Uber's Promise To Drivers](#)

[Uber Recruits Veterans As Drivers For Its Ride-Sharing Service](#)

[Why Uber Drivers Just Can't Quit - Business Insider](#)

http://sfappeal.com/wp-content/uploads/2013/09/sfappeal_favicon.png

<http://dealbook.nytimes.com/2014/11/19/uber-needs-to-grow-up/>

<http://www.nytimes.com/2014/11/20/business/media/uber-email-michael-sarah-lacy.html?partner=rss&emc=rss>

['God View': Uber Allegedly Stalked Users For Party-Goers' Viewing Pleasure \(Updated\) re: 'God View'](#)

http://www.oregonlive.com/today/index.ssf/2014/11/sex_the_single_girl_and_ubers.html Re: 'Rides of Glory'

CBS:

[Is the Obama agenda compatible with companies like Uber? - CBS News](#)

Paul R. Soglin
Mayor
City of Madison
210 MLK Jr. Blvd

Madison, WI 53703

Office: 608-266-4611

Casey Stengel "The secret to managing is to keep the guys who hate you away from the ones who are undecided."

From: Gann, Georgia [<mailto:GGann@cityhall.nyc.gov>]
Sent: Tuesday, July 21, 2015 7:34 PM
To: Soglin, Paul
Cc: Schwartz, Regina; Yazgi, Stephanie
Subject: RE: Analysis

Thank you!

Georgia B. Gann
Senior Legislative Advisor
Transportation and Infrastructure Specialist
New York City Office of Federal Affairs
1301 Pennsylvania Ave NW, Suite 350
Tel. (202) 624-5912
Cell. (347) 497-1740
ggann@cityhall.nyc.gov

From: Soglin, Paul [<mailto:PRSoglin@cityofmadison.com>]
Sent: Tuesday, July 21, 2015 8:31 PM
To: Gann, Georgia
Cc: Schwartz, Regina; Yazgi, Stephanie
Subject: RE: Analysis

1. Local Taxicab Regulation.....a proposed resolution for USCM that was killed in 2014 that summarizes the issues.
2. taxi presentation - Notes for part of my PowerPoint presentation
- 3, Uber slides – more notes for PowerPoint presentation that follows the slides.
4. OP ED

MORE TO FOLLOW

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Casey Stengel "The secret to managing is to keep the guys who hate you away from the ones who are undecided."

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Sent: Tuesday, July 21, 2015 6:36 PM
To: Soglin, Paul
Cc: Schwartz, Regina; Yazgi, Stephanie
Subject: Analysis

Mayor Soglin,

Great to speak with you just now. Will you send us over any analysis you have on environmental, equity, integrated transportation, etc. on for-hire vehicles? I'm also ccing Gina and Stephanie from NYC who may follow up!

Best,

Georgia B. Gann
Senior Legislative Advisor
Transportation and Infrastructure Specialist
New York City Office of Federal Affairs
1301 Pennsylvania Ave NW, Suite 350
Tel. (202) 624-5912
Cell. (347) 497-1740
ggann@cityhall.nyc.gov

From: [Matthew W. Daus](#)
To: [Schnake Mahl Gabriel](#)
Subject: Matt Daus: "To Cap or Not To Cap?" NYC For-Hire Vehicles – That is the Regulatory Question!
Date: Tuesday, August 11, 2015 3:49:04 PM

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Matt Daus is now on
Twitter! For
transportation news,
updates, and events, be
sure to follow
[@Matt_Daus](#).

Professor Matthew W. Daus, Esq.
President, International Association of Transportation Regulators
Distinguished Lecturer, University Transportation Research Center, Region 2
Partner and Chairman, Windels Marx Transportation Practice Group
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T. 212.237.1106 | F. 212.262.1215

and

Phillip Hom, Esq.
Special Counsel, Windels Marx Lane & Mittendorf, LLP
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156 West 56th Street | New York, NY 10019
T. 212.237.1049 | F. 212.262.1215



"To Cap or Not To Cap?" NYC For-Hire Vehicles - That is the Regulatory Question!

New York City (NYC) has always been a bellwether for for-hire transportation regulatory best practices around the world. Based upon recent escapades by Uber, the situation in NYC is somewhat comparable to the Iowa caucus and New Hampshire primary in U.S. Presidential elections; or maybe the recent political disruption caused by the entry of Donald Trump into the race. The grass roots campaigning and media, political and lobbying approach taken by Uber has been highly effective in many ways. While many supporters welcome it, just as many critics find it reprehensible or unethical. "Is it democracy or a disruption of democracy?" - is the true question. Or, "to Cap or not to Cap" is the more direct regulatory question to ask, as Mayor Bill de Blasio and the NYC Council attempted to hit a pause button on the unprecedented growth of the open licensing system for for-hire vehicles, including Uber.

The July 2015 FHV Cap issue in NYC played out just like a soliloquy, with all the makings of a William Shakespeare play. Recent events on the political and media stage were reminiscent of the nunnery scene in Hamlet, where a troubled Prince Hamlet poses the rhetorical question --"to be or not to be?" Hamlet did so while contemplating his life, and the unfairness of life, but then realizes the alternative is far worse, as he decides to avenge his father's death upon his uncle, stepfather and King Claudius.

The recent political theatre in NYC was like a summer version of "Shakespeare in the Park!" - complete with dueling press conferences, political mayhem and revenge, shifting and redefined industry and political coalitions, and Mayor de Blasio taking center stage. As our Prince Hamlet, with plummeting polls and criticisms being leveled everywhere at him^[1], Mayor de Blasio held firm in his resolve to level the regulatory playing field by helping to alleviate traffic congestion and improve the environment. Then along came a NY State Governor (Andrew Cuomo), who was recently criticized by the Mayor for supposedly calculating the defeat of many other Mayoral proposed state legislative initiatives. Allegedly on behalf of Uber, the Governor called the NYC Council Speaker, Melissa Mark-Viverito (a de Blasio ally), to convince her to not hold a vote on the FHV Cap legislation^[2], pending a study to be conducted to determine the next steps on the growth of the industry. Then, there was a so-called negotiation that the Council and the Mayoral Administration both claimed to hold with Uber where, in exchange for a temporary reprieve on the cap to conduct a study, Uber will now need to turn over its data to NYC and its Taxi and Limousine Commission (TLC). ^[3]

The FHV Cap saga started when the New York City Council ("Council") held a hearing on June 30th regarding two bills affecting Uber. The bills were introduced at the Council a few days before this hearing. One bill would institute a cap on the number of newly licensed for-hire vehicles that can affiliate with a base, depending on the size of the base.^[1] The second bill would require a study analyzing the impact of the growth of taxicabs and for-hire vehicles on traffic and the environment.^[2]

There was no doubt about the importance of this legislation to Mayor De Blasio because his office sent two commissioners and the Director of his Office of Sustainability to testify in support of the bills.^[3] The panel testified about why a study was needed to examine the increase in traffic and pollution, because of the addition of thousands of new for-hire vehicles, and that a cap was needed to keep variables constant. They also testified about the increase in pollution.

Uber's testimony framed the proposed cap as a job destroyer. The company testified that a cap would immediately cause 700 drivers to lose their jobs and eliminate another 10,000 jobs they were planning to add in the next year.^[4] Uber also questioned the motives for the study and said that the methodology was flawed and biased. A panel of technology and business advocacy

groups testified against the bills stating that they would harm small businesses and stifle innovation. A few companies that lease vehicles to the for-hire vehicle industry also testified against the bills, citing the potential negative effects on their businesses. A panel of disability advocates testified in support of the bills, stating that for-hire vehicles do not have the same accessibility requirements as taxis and that their explosive growth threatened the City's mandate to require half of all taxicabs become accessible by 2020. Taxicab industry advocates also testified in support of the bills, citing the negative effect of uncontrolled growth on taxi driver income.

The Council was expected to vote on both bills on July 23rd, but late on July 22nd, the Mayor announced that there would be no cap.[5] Instead the Council just voted to require the study, which must be completed by April 1, 2016 according to the bill, but will likely be completed by December 1, 2015, according to Council Speaker Melissa Mark-Viverito.[6] The decision to drop the cap came after Uber conducted a multi-million dollar campaign against the Mayor and Council Members, with mailers, television ads and the recruitment of allies in the minority community.[7]

The bill requires the TLC, in collaboration with other relevant City agencies, to complete a study on the impact of the growth of the taxicab, street hail livery, livery, black car and luxury limousine industries. Among the impacts that the study will focus on are traffic, air quality, noise and public health. Among some of the factors to be considered include the number of drivers' and vehicle licenses issued, renewed and non-renewed within the past three years, as well as usage of the various types of taxis and for-hire vehicles in the past three years. The Mayor signed this bill into law on August 10, 2015, and it will take effect immediately.[8]

The bill placing a cap on for-hire vehicle licenses, which was not enacted, would have slowed the growth of for-hire bases with 500 or more affiliated cars to no more than 1% for newly licensed vehicles. Those bases with 499 to 20 affiliated vehicles would be allowed to add 5% more newly-licensed vehicles, and those bases with less than 20 affiliated vehicles could add only an additional 15% of newly-licensed vehicles. This temporary cap would have been in effect until April 30, 2016.[9]

The recent political, lobbying and media showdown that took place at the end of July 2015 in NYC between the Mayor, the Governor and the NYC Council made national and international news, and developed into a major public spectacle. This "spectacle" included celebrity tweets from Ashton Kutcher, Kate Upton, Neil Patrick Harris and others, endorsements and objections by interest groups and elected officials, involved political campaign style direct mail and television advertisements, and a massive "Uber-style" grass roots political campaign. This type of media circus has not been seen in NYC since the showdown between former Mayor Michael R. Bloomberg and the owners of Madison Square Garden on the failed New York Jets' West Side football stadium proposal several years ago.

Certainly the debate and the fight are far from over. There is still a major environmental and traffic study that may ultimately propose a cap or limitation on for-hire vehicle growth in NYC, with possibly exemptions for ride-sharing, wheelchair accessible vehicles and alternative fueled vehicles as mitigating factors. Most cities around the country do not technically impose absolute caps on the number of taxicabs, and actually have a legal standard for growth, and a process for transportation companies to apply for and receive new permits. These review standards typically require analysis of vehicle supply and passenger demand, traffic congestion and environmental issues, and it is very possible new legislation may put such standards into place to allow for "checked" -- instead of "unchecked" -- growth. The political face saving, retribution, personalities, political supporters and stakeholders will all be mobilizing once again after December 2015 or early in January 2016, after the report is issued, as the report is likely to be a blueprint for proposed legislation by the NYC Mayor's Office and the Council. It is also possible that Uber may lobby the Governor and the State Legislature intensely to pass a state law preempting any such new laws proposing a cap, moratorium or "growth-check" process for for-hire vehicles.

On other issues, the TLC regulations and the data that may be collected (under the alleged "Uber deal" to table the legislation), will become part of the study, and the TLC will obtain a much better picture of the economic impact Uber is really having on its competitors, traffic and the environment. It is very possible that the "surge" pricing bill[10] (capping fares to no more than double the normal range of fares) could be resuscitated at the local level and that the insurance legislation[11] (creating Transportation Network Company (TNC) group insurance policies, making it easier for TNCs, to operate in New York State and possibly NYC) could receive new life with the Governor looking into the issue following the recent "NYC Uber Spectacle." Also, there are pending lawsuits from the industry[12] that could cause the entire focus to shift, and both the incumbent industry and Uber could bring additional legal actions following the passage of any new laws as well.

The battle is actually just beginning in NYC, but it may have a ripple effect on other states. Similarly, due to insurance, accessibility and criminal background check controversies, Texas, Connecticut and Florida all recently tabled and did not pass new TNC statewide laws. The attention focused on NYC may not be good for Uber in some ways as legislators, the riding public and the media around the country now may become more aware of the fact that Uber is licensed there just like everyone else (taxicabs and black cars), dominates the market with more than 18,000 vehicles, and is still fighting to take a further share by adding thousands of more vehicles. The millions spent by Uber in NYC also may have helped their cause nationally in some ways by

over-exaggerating Mayor de Blasio's decision as having somehow "caved" to Uber. This Shakespearean Uber spin may set a bad precedent for other elected officials around the country, as the message will be - "your poll numbers could drop and you could lose your re-election bid unless you do everything Uber tells you to do." However, the recent re-election of San Antonio's Mayor Ivy Taylor under similar circumstances when she objected to Uber-style background checks and other deregulation attempts disproves that theory. Mayor de Blasio's drop in the polls mid-term are not unusual for sitting Mayors, and former Mayor Bloomberg had even lower poll numbers prior to a resounding re-election victory many years ago. As Hamlet would say, "to sleep, perchance [Uber is] to dream, that is the rub."

Many jurisdictions around the United States (and the world) may follow and replicate what is done in NYC from a transportation regulation standpoint, and despite the unique nature of the NYC market, the recent NYC battle could very well change the debate, direction and the legislative dynamic of what happens in 2016 and beyond around the nation. The disruption continues like a hydra, and shows no sign yet of settling down. In fact, the Uber issue may continue to be an issue in the 2016 Presidential race and debate as part of worker rights and protections for part-time workers in the sharing economy.[13] So far, Hillary Clinton has raised concerns about Uber's labor issues, while Republican candidates Marco Rubio and Jeb Bush had both made favorable comments about the company.

As Mayor de Blasio seeks to regroup while the study proceeds over the next several months, Hamlet's nunnery scene will play out, with the Mayor and the Council contemplating the question of whether "to cap or not to cap." Whilst Uber doth thou object to the study's findings? Will pursuing the cap further be political suicide? Will the Mayor avenge the death of the cap bill? Will there be retaliation by and between Uber and between various high-level elected officials? Was criticism that Uber levied the cause of a recent drop in poll approval ratings for the Mayor fair? Is political life and transportation regulation in the "Big City" fair? Will city officials find, as Hamlet said, that "Tis nobler in the mind to suffer the slings and arrows of outrageous fortune, or take arms against a sea of troubles, and by opposing end them?" All of those questions (some being rhetorical), and many more, will play out over the next several months on the political stage, with more theatre to follow. This was only the first Act, in an unfinished performance.

[1] http://www.nytimes.com/2015/08/06/nyregion/mayor-de-blasios-approval-ratings-hit-a-low-point.html?_r=0

[2] <http://www.capitalnewyork.com/article/city-hall/2015/07/8572594/cuomo-urges-city-council-delay-uber-vote#>

[3] <http://www.crainsnewyork.com/article/20150722/POLITICS/150729934/de-blasio-agrees-to-delay-vote-on-uber-cap>

[1] <http://legistar.council.nyc.gov/LegislationDetail.aspx?ID=2364032&GUID=38613BB6-5A68-416E-9C27-9F43E3C60372&Options=ID|Text|&Search=int+842>

[2] <http://legistar.council.nyc.gov/LegislationDetail.aspx?ID=2364031&GUID=87C7D249-891A-43BC-8127-6617FB856429&Options=ID|Text|&Search=int+847>

[3] Commissioner Polly Trottenberg of the New York City Department of Transportation, Commissioner Meera Joshi of the New York City Taxi and Limousine Commission and the Director of the Mayor's Office of Sustainability, Nilda Mesa, testified on behalf of the Mayor.

[4] <http://nypost.com/2015/07/12/700-uber-drivers-to-be-fired-under-new-bill/>

[5] http://www.nytimes.com/2015/07/23/nyregion/de-blasio-administration-dropping-plan-for-uber-cap-for-now.html?_r=0

[6] <http://legistar.council.nyc.gov/LegislationDetail.aspx?ID=2364031&GUID=87C7D249-891A-43BC-8127-6617FB856429&Options=ID|Text|&Search=int+847>

[7] <http://www.nydailynews.com/new-york/uber-meets-minority-workers-fight-proposed-car-cap-article-1.2292479>

[8] <http://legistar.council.nyc.gov/LegislationDetail.aspx?ID=2364031&GUID=87C7D249-891A-43BC-8127-6617FB856429&Options=ID|Text|&Search=847>

[9] <http://legistar.council.nyc.gov/LegislationDetail.aspx?ID=2364032&GUID=38613BB6-5A68-416E-9C27-9F43E3C60372&Options=ID|Text|&Search=int+842>

[10] <http://legistar.council.nyc.gov/LegislationDetail.aspx?ID=2073899&GUID=0C1C4C28-9D46-4021-8AA6-EAC0D95D5F09&Options=ID|Text|&Search=556>

[11] <http://open.nysenate.gov/legislation/bill/S4108C-2015>

[12] See <http://www.crainsnewyork.com/article/20150527/BLOGS04/150529893/taxi-interests-sue-city-predicting-collapse-of-their-industry> and <http://www.nydailynews.com/new-york/cabbies-claim-tlc-uber-customers-article-1.2169132>.

[13] Democratic Presidential Candidate Hillary Clinton recently stated she would crack down on companies that misclassify their workers as independent contractors, which many have interpreted as being directed towards Uber and other sharing economy type companies. Republican candidates were quick to criticize her remarks as anti-innovation.

<http://www.businessinsider.com/grover-norquist-hillary-clinton-uber-2015-7>

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From: [Yazgi, Stephanie](#)
To: ["Soglin, Paul"](#)
Cc: [Rottman, Monica](#); [Viguers, Jonathan](#)
Subject: RE: Analysis
Date: Thursday, August 13, 2015 6:26:11 PM

Mayor Soglin:
Thanks for the well wishes- all part of a day's work!

So right now here is the schedule I have:
1130 to 12PM Mayor Soglin and Mayor de Blasio
12 to 1230 PM Mayor Soglin and Phil Walzac re: Uber lessons

We can do the MOIA meeting on Municipal ID at EITHER 1030AM -1130AM
Or 1230 to 130PM- up to you.
All can be done in/ near City Hall

Let us know your preference!
Jonathan will try to schedule the remaining pieces with NYPD or SBS when he is back on Monday.

Thank you and be well,
Stephanie
917.374.8235

From: Soglin, Paul [<mailto:PRSoglin@cityofmadison.com>]
Sent: Thursday, August 13, 2015 11:54 AM
To: Yazgi, Stephanie
Cc: Rottman, Monica
Subject: RE: Analysis

Stephanie:

Any tentative outline for the August 27th meetings? I may want to schedule some other meetings that day.

No rush, I know you are swamped and under siege. Good luck.

I am copying my assistant, Monica Rottman

Thanks

Paul R. Soglin
Mayor
City of Madison

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Madison, WI 53703

Office: 608-266-4611

Casey Stengel "The secret to managing is to keep the guys who hate you away from the ones who are undecided."

From: Yazgi, Stephanie [<mailto:syazgi@cityhall.nyc.gov>]
Sent: Friday, July 31, 2015 9:46 AM
To: Soglin, Paul
Cc: Viguers, Jonathan
Subject: RE: Analysis

Mayor:

This is good news. I will check with Mayor de Blasio's schedule about when he might be available and we will try to find proper points in administration on other issues... I'm cc'ing Jonathan here to help me coordinate your schedule.

I believe it seems MBdB, Phil Walzac (Uber), Nisha Agarwal from Immigrant Affairs and someone from either EDC or Small Business Services should be your points of contact. Jonathan and I will take you around.

Looking forward to it and we will get back to you with more information!

Thanks,
Stephanie

From: Soglin, Paul [PRSoglin@cityofmadison.com]
Sent: Friday, July 31, 2015 10:36 AM
To: Yazgi, Stephanie
Subject: RE: Analysis

Stephanie: I can be available for a four or five hour block of time on Thursday August 27th, between 9:00 am and 5:00 pm to go over Uber and I would like to learn about your city ID program and what NYC is doing regarding saving local retail from the onslaught of the internet (someone in economic development?).

Paul R. Soglin
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Casey Stengel "The secret to managing is to keep the guys who hate you away from the ones who are undecided."

From: Yazgi, Stephanie [<mailto:syazgi@cityhall.nyc.gov>]

Sent: Tuesday, July 28, 2015 11:08 AM
To: Soglin, Paul
Subject: RE: Analysis

I will find out the Mayor's availability during that time. Also, our press secretary Phil Walzak is very excited to meet with you.

Please let me know when your plans firm up!

Thanks, Mayor Soglin. We are very grateful to have such a wonderful ally in you!

Stephanie

From: Soglin, Paul [<mailto:PRSoglin@cityofmadison.com>]
Sent: Tuesday, July 28, 2015 11:51 AM
To: Yazgi, Stephanie
Subject: RE: Analysis

Stephanie:

I know the mayor is busy and cannot meet with every mayor who visits The City. That said, I would love to see him and say hello if he is not too busy. As my schedule firms up, August 25-28 is best

Paul R. Soglin
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Casey Stengel "The secret to managing is to keep the guys who hate you away from the ones who are undecided."

From: Yazgi, Stephanie [<mailto:syazgi@cityhall.nyc.gov>]
Sent: Monday, July 27, 2015 4:31 PM
To: Soglin, Paul
Subject: Re: Analysis

Mayor Soglin: Will check in about this- would you like to meet with Mayor de Blasio?

From: Soglin, Paul
Sent: Monday, July 27, 2015 4:20 PM
To: Yazgi, Stephanie
Subject: RE: Analysis

Stephanie:

I have no love to be in NYC in August but possible dates shaping up for the trip include Aug 20-21 or

two days between Aug 25-28. If any of these days are possible for your team , let me know. So far my other contacts are flexible for these days. Figure a good discussion will go 1-1.5 hours.

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From: Yazgi, Stephanie [<mailto:syazgi@cityhall.nyc.gov>]
Sent: Wednesday, July 22, 2015 2:31 PM
To: Soglin, Paul
Subject: Re: Analysis

Will definitely offer this to the team and send you some options. Thank you so much!
Let us know if you need anything while you are visiting with us.
Be well,
Stephanie

From: Soglin, Paul
Sent: Wednesday, July 22, 2015 3:25 PM
To: Yazgi, Stephanie
Subject: RE: Analysis

Stephanie:

I have to be in NYC sometime in August for two other meetings. If you would like I would be more than happy to meet with your team to review Uber and their strategy for both expanding in the NYC market and how they plan to win the public battle.

If you want to meet, send me a note with times and dates. No rush, I am out of town till Monday.

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The ghastly video if you want to torment an intern and make the poor soul watch it and take notes.

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['Surge pricing' shocks Uber customers on Georgia-Florida weekend | www.actionnewsjax.com](#)

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http://sfappeal.com/wp-content/uploads/2013/09/sfappeal_favicon.png

<http://dealbook.nytimes.com/2014/11/19/uber-needs-to-grow-up/>

<http://www.nytimes.com/2014/11/20/business/media/uber-email-michael-sarah-lacy.html?partner=rss&emc=rss>

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Thank you!

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New York City Office of Federal Affairs
1301 Pennsylvania Ave NW, Suite 350
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Cell. (347) 497-1740
ggann@cityhall.nyc.gov

From: Soglin, Paul [<mailto:PRSoglin@cityofmadison.com>]
Sent: Tuesday, July 21, 2015 8:31 PM
To: Gann, Georgia
Cc: Schwartz, Regina; Yazgi, Stephanie
Subject: RE: Analysis

1. Local Taxicab Regulation.....a proposed resolution for USCM that was killed in 2014 that summarizes the issues.
2. taxi presentation - Notes for part of my PowerPoint presentation
- 3, Uber slides – more notes for PowerPoint presentation that follows the slides.
4. OP ED

MORE TO FOLLOW

Paul R. Soglin
Mayor
City of Madison
210 MLK Jr. Blvd
Madison, WI 53703

Office: 608-266-4611

Casey Stengel "The secret to managing is to keep the guys who hate you away from the ones who are undecided."

From: Gann, Georgia [<mailto:GGann@cityhall.nyc.gov>]
Sent: Tuesday, July 21, 2015 6:36 PM
To: Soglin, Paul
Cc: Schwartz, Regina; Yazgi, Stephanie
Subject: Analysis

Mayor Soglin,

Great to speak with you just now. Will you send us over any analysis you have on environmental, equity, integrated transportation, etc. on for-hire vehicles? I'm also ccing Gina and Stephanie from NYC who may follow up!

Best,

Georgia B. Gann
Senior Legislative Advisor
Transportation and Infrastructure Specialist
New York City Office of Federal Affairs

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ggann@cityhall.nyc.gov

From: [Gunaratna, Mahen](#)
To: [Hinton, Karen](#); [Shorris, Anthony](#); [Wolfe, Emma](#); [Lupo, Jon Paul](#)
Subject: FW: NEWS RELEASE: Uber signs ridesharing agreement, returns to San Antonio
Date: Tuesday, October 13, 2015 4:31:52 PM

From: City Government & Public Affairs [mailto:Office.Communications@sanantonio.gov]
Sent: Tuesday, October 13, 2015 4:30 PM
Subject: NEWS RELEASE: Uber signs ridesharing agreement, returns to San Antonio

NEWS RELEASE



CITY OF SAN ANTONIO GOVERNMENT & PUBLIC AFFAIRS DEPARTMENT

FOR IMMEDIATE RELEASE

CONTACT: Thea Setterbo, 210-207-7349

thea.setterbo@sanantonio.gov

Uber signs ridesharing agreement, returns to San Antonio

Company hopes to recruit 2,000 new drivers

SAN ANTONIO (Oct. 13, 2015) — Mayor Ivy R. Taylor today announced that Uber has signed an operating agreement with the City in compliance with the ordinance passed on Aug. 13, 2015 that will allow the ridesharing platform to again serve the people of San Antonio.

“I am pleased to announce that Uber is returning to San Antonio,” Mayor Taylor said. “The City of San Antonio is committed to providing safe transportation options, and we are excited to welcome Uber, a company facilitating more than one million safe rides a day, back to town. This operating agreement provides consumer choice when it comes to personal safety and allows for innovative transportation options to move around San Antonio.”

Effective immediately, San Antonio residents and visitors can use the Uber app to request a ride.

Mayor Taylor also announced that Uber will work with the City to host several events focused on recruiting 2,000 new drivers to the platform. While new drivers will be recruited from across the city, Uber has committed to specifically focusing its efforts on military personnel, veterans and their families.

“We recognize that Uber has the ability to help us tackle an issue facing all major cities—transportation for our residents” Mayor Taylor said. “We are excited to partner with Uber to

provide more transportation options to all San Antonians, while at the same time creating opportunities for people to make additional income on their own schedules.”

In June, Mayor Taylor asked City Manager Sheryl Sculley to develop recommendations that would provide a policy framework in which transportation network companies could operate in San Antonio. The policy framework was approved by the City Council on Aug. 13, 2015.

District 1 City Councilman Roberto C. Treviño, who led the City’s efforts to create the operating agreement, said, “We are glad to welcome Uber back to San Antonio in the spirit of collaboration.”

Brad Parscale, co-founder of local advocacy group Tech Bloc, said, “Uber’s re-launch in San Antonio sends a loud signal that this city is open for business. Uber is more than a convenient and affordable ride, it increases exploration of the city, reduces DWIs and will help us attract top talent looking to move to a liveable urban city. This is a small step that makes a large impact in our community.”

A copy of the signed agreement with Uber is available here:
www.sanantonio.gov/Portals/0/Files/GovPA/PDF/uberOA.pdf.

###

City on the Rise: San Antonio

San Antonio is a city on the rise for the new face of America—a diverse, progressive and globally competitive city with a solid vision for national and international economic development. The City of San Antonio maintains a strong financial position with a “AAA” general obligation bond rating from all three major rating agencies. In 2014, Forbes labeled San Antonio the “Best City in the Southwest” for adults ages 18-34 for its dynamic economy, employment opportunities and affordable living. As the seventh-largest city in the United States, San Antonio is experiencing solid economic growth in 21st century industries such as bioscience, aerospace, cybersecurity and healthcare, which contribute billions to the local economy. San Antonio has also positioned itself at the forefront of the New Energy Economy in the United States, committed to investing and creating employment opportunities in green industries. San Antonio continues to experience the addition of missions at its several military commands, further fostering a significant relationship spanning more than 200 years. Thirty-one million visitors come to San Antonio every year, generating more than \$13.4 billion annually and making the travel industry a vital asset to the city’s economic health. For more information, visit www.sanantonio.gov.

From: [Gunaratna, Mahen](#)
To: [Shorris, Anthony](#); [Williams, Dominic](#); [Wolfe, Emma](#); [Walzak, Phil](#)
Subject: FW: RELEASE: MAYOR GARCETTI ANNOUNCES "LYFT-OFF" AT LAX
Date: Tuesday, December 22, 2015 5:41:00 PM

From: connie.llanos@lacity.org [mailto:connie.llanos@lacity.org] **On Behalf Of** Mayor News
Sent: Tuesday, December 22, 2015 5:36 PM
Subject: RELEASE: MAYOR GARCETTI ANNOUNCES 'LYFT-OFF' AT LAX

**MAYOR ERIC GARCETTI
CITY OF LOS ANGELES**

SOCIAL MEDIA CHANNELS

Facebook: facebook.com/garcetti

Twitter: @LAMayorsOffice

Instagram: @LAMayorsOffice

FOR IMMEDIATE RELEASE

December 22, 2015

CONTACT: Communications Office, [213-978-0741](tel:213-978-0741)

MAYOR GARCETTI ANNOUNCES 'LYFT-OFF' AT LAX
Just in time for the holiday season, pick-ups will start tomorrow

LOS ANGELES - To make mobility in Los Angeles easier for residents and visitors, Mayor Garcetti announced that pick-ups from transportation network companies (TNCs) will officially launch tomorrow – just in time for the rush of holiday travel.

At 8 a.m. tomorrow, December 23, Lyft will begin pick-ups at LAX, making the rideshare company the first TNC to be licensed for this service at the airport, and expanding transportation options for travelers who already enjoy access to taxis, shuttles, and the popular FlyAway® service.

“Tomorrow, we will have ‘Lyft-off’ at LAX, giving our passengers what they have been asking for, another safe and convenient way to get to and from the airport,” said Mayor Garcetti. “As we continue rebuilding nearly every terminal at the airport, and work to bring rail to LAX, our passengers deserve access to all available options to ensure they have an excellent experience.”

Mayor Garcetti has made improving amenities at LAX a priority, leading efforts to allow pick-ups by transportation network companies (TNCs) at LAX. Now allowed to pick up passengers on the upper Departure level of LAX, transportation network companies who successfully complete the application process will pay the airport \$4 per trip, while following rules to reduce congestion in the central terminal area. Tomorrow culminates a thorough policy development process during which Los Angeles World Airports (LAWA) staff held several public comment periods and considered input from dozens of stakeholders, including passengers, neighborhood groups, transportation network companies, taxicab companies, limo

companies, disability advocates, and environmental advocates.

The Los Angeles City Council approved the license agreement that came out of that policy development process earlier this year, paving the way for TNC pick-ups at LAX.

"Innovative app-based transit options like Lyft have fundamentally altered the way Angelenos experience our city," said Councilmember Bob Blumenfield, the chair of the Los Angeles City Council's Innovation, Grants, Technology, Commerce and Trade Committee, which oversees the airport. "I was proud to work with Mayor Eric Garcetti to bring TNCs to LAX in a way that is convenient, regulated, and above all, safe, to ensure Los Angeles residents and visitors access and continue our push to make Los Angeles the most forward thinking big city in America."

TNC's that successfully apply for and obtain a license from LAWA will now be permitted to both pick up and drop off at LAX, giving passengers the power to choose their preferred transportation option.

"I am stoked that we are leading the way in passenger convenience by allowing Lyft to operate at LAX," said Councilmember Mike Bonin, who represents LAX and nearby neighborhoods. "Lyft will broaden the range of choices for passengers, making it easier to go to and from the airport. The agreement negotiated by the Board of Airport Commissioners protects nearby neighborhoods with technology that prevents drivers from parking on their streets while they wait for calls. This is a 'win-win' for passengers and neighborhoods that we should all celebrate."

Other TNCs are currently in various stages of LAWA's application process to obtain a license agreement. Prior to issuing a license agreement to a TNC, LAWA carefully reviews each application to ensure the TNC and its drivers are able to comply with the rules and regulations necessary to ensure safe and reliable service for passengers at LAX.

Deborah Flint, executive director of Los Angeles World Airports, added "LAX passengers can now make use of the same transportation options at the airport that they already have throughout Los Angeles. The license agreement governing Transportation Network Companies was designed to benefit travelers, help decrease traffic congestion at the airport, promote fair competition among transportation companies in both regulations and fees, and generate revenue from commercial users of airport property that can be invested to further improve the guest experience at LAX."

"We're excited that Los Angeles visitors and residents will be able to get a Lyft ride to and from LAX, just in time for the holiday season," said Bakari Brock, Lyft's Senior Director of Business Operations. "This is a big step forward for consumers, and we want to thank the Los Angeles World Airports Board of Airport Commissioners and Mayor Garcetti for their work to bring modern transportation options like Lyft to the airport."

###

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From: [Walzak, Phil](#)
To: [Norvell, Wiley](#); [Williams, Dominic](#)
Cc: [Wolfe, Emma](#); [Leopold, Elana](#); [Schwartz, Regina](#); [Schnake Mahl, Gabriel](#)
Subject: RE: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy
Date: Friday, January 08, 2016 5:05:12 PM

[REDACTED]

From: Norvell, Wiley
Sent: Friday, January 08, 2016 5:05 PM
To: Williams, Dominic; Walzak, Phil
Cc: Wolfe, Emma
Subject: RE: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy

[REDACTED]

From: Williams, Dominic
Sent: Friday, January 08, 2016 4:38 PM
To: Walzak, Phil
Cc: Norvell, Wiley; Wolfe, Emma
Subject: Re: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy

[REDACTED]

Sent from my iPhone

On Jan 8, 2016, at 4:33 PM, Walzak, Phil <PWalzak@cityhall.nyc.gov> wrote:

[REDACTED]

[REDACTED]

From: Norvell, Wiley
Sent: Friday, January 08, 2016 4:33 PM
To: Walzak, Phil; Williams, Dominic
Cc: Wolfe, Emma
Subject: RE: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy

[REDACTED]

From: Walzak, Phil
Sent: Friday, January 08, 2016 4:31 PM
To: Norvell, Wiley; Williams, Dominic
Cc: Wolfe, Emma
Subject: RE: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy

[REDACTED]

[REDACTED]

From: Norvell, Wiley
Sent: Friday, January 08, 2016 4:30 PM

To: Williams, Dominic
Cc: Walzak, Phil; Wolfe, Emma
Subject: RE: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy
Importance: High

[REDACTED]

From: Norvell, Wiley
Sent: Friday, January 08, 2016 3:08 PM
To: Williams, Dominic
Cc: Walzak, Phil; Wolfe, Emma
Subject: RE: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy

[REDACTED]

[REDACTED]

[REDACTED]

From: Williams, Dominic
Sent: Friday, January 08, 2016 7:48 AM
To: Norvell, Wiley
Cc: Walzak, Phil; Wolfe, Emma
Subject: Re: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy

[REDACTED]

Sent from my iPhone

On Jan 8, 2016, at 7:47 AM, Norvell, Wiley <WNorvell@cityhall.nyc.gov> wrote:

[REDACTED]

From: <Walzak>, Phil <PWalzak@cityhall.nyc.gov>
Date: Thursday, January 7, 2016 at 11:19 PM
To: Wiley Norvell <wnorvell@cityhall.nyc.gov>, "Williams, Dominic" <DWilliams@cityhall.nyc.gov>, "Wolfe, Emma" <EWolfe@cityhall.nyc.gov>
Subject: RE: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy

[REDACTED]

From: Norvell, Wiley
Sent: Thursday, January 07, 2016 10:41 PM
To: Walzak, Phil; Williams, Dominic; Wolfe, Emma
Subject: FW: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy



From: Clips <Clips@cityhall.nyc.gov>
Date: Thursday, January 7, 2016 at 9:29 PM
Subject: WSJ: New York City Council Bypasses Mayor Bill de Blasio on Uber Policy

New York City Council Bypasses Mayor Bill de Blasio on Uber Policy

WSJ - Josh Dawsey

<http://www.wsj.com/articles/new-york-city-council-bypasses-mayor-bill-de-blasio-on-uber-policy-1452217772>

The New York City Council plans to introduce legislation on regulating the app-driven service Uber and other for-hire vehicles in coming weeks, moving ahead of Mayor Bill de Blasio and his delayed study on the industry.

The City Council is in the final stages of drafting the legislation, according to a council official.

Council members were briefed on the legislation Thursday afternoon.

Mr. de Blasio commissioned a four-month, \$2 million study earlier this year after his proposal to cap the number of for-hire vehicles in New York City failed in the City Council because Speaker Melissa Mark-Viverito refused to schedule a vote. The study had been expected in November but hasn't been released.

Ms. Mark-Viverito supports the council's proposed legislation and has been involved in the discussions about it. The bill could be introduced at the next council meeting, on Jan. 20, according to a council official briefed on the matter.

Capping Uber's growth isn't on the table in the proposed legislation—and any limits on surge pricing are under debate, according to the council official. The company has lobbied council members in recent months, particularly on surge pricing, under which Uber charges passengers more money amid high demand for rides.

The council plans to require the company to make Uber cars more accessible for the disabled, including those with sight and hearing impairments, along with making it easier for drivers to get licenses to operate. The council also wants to change regulations on for-hire vehicles.

“Taxis, liveries, and black cars all face different operating requirements—we’re looking to get more parity,” said the City Council official.

That is likely to mean more regulation of Uber, but specifics are still being discussed.

A spokesman for Uber declined to comment, saying the company hadn’t seen the proposed legislation. A spokeswoman for Ms. Mark-Viverito declined to comment.

The bill means the City Council isn’t waiting for the mayor’s office to release its study and propose legislation.

Earlier this year, the mayor’s office lobbied council members to support legislation they had signed onto, and the issue grew into a large one for Mr. de Blasio.

Now, the mayor’s team could be forced to make a decision on legislation it didn’t craft—and which could be offered publicly before it releases its study.

A City Hall spokesman said last month the de Blasio administration would propose policies this month to address accessibility for the disabled, support for public transit, driver and passenger protections and congestion.

Uber officials have met with City Council members dozens of times since July, as Mr. de Blasio studied the company.

Ms. Mark-Viverito was upset about how the mayor’s office handled Uber earlier this year. She didn’t want to take an aggressive posture with the company, people familiar with the matter said at the time.

Mr. de Blasio’s proposed for-hire vehicle cap failed two days before a possible vote—even though he had secured the support of a council majority—when Ms. Mark-Viverito decided to table it.

From: [Gunaratna_Mahen](#)
To: [@Press Office](#); [@IGA](#); [Walzak_Phil](#); [Williams_Dominic](#); [Shorris_Anthony](#); [Tarlow_Mindy](#)
Subject: FW: ***FOR IMMEDIATE RELEASE*** NEW YORK CITY COUNCIL TO INTRODUCE LEGISLATIVE PACKAGE TO REFORM TAXI AND FOR-HIRE VEHICLE INDUSTRIES
Date: Friday, January 15, 2016 12:08:37 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)

From: Varghese, Amy [mailto:AVarghese@council.nyc.gov]
Sent: Friday, January 15, 2016 12:02 PM
To: Varghese, Amy
Subject: ***FOR IMMEDIATE RELEASE*** NEW YORK CITY COUNCIL TO INTRODUCE LEGISLATIVE PACKAGE TO REFORM TAXI AND FOR-HIRE VEHICLE INDUSTRIES



*THE COUNCIL OF THE CITY OF NEW YORK
OFFICE OF COMMUNICATIONS*

City Hall
New York, NY 10007
(212) 788-7116

FOR IMMEDIATE RELEASE

January 15, 2016

Contact: (212) 788-7116
Release: 003-2016

NEW YORK CITY COUNCIL TO INTRODUCE LEGISLATIVE PACKAGE TO REFORM TAXI AND FOR-HIRE VEHICLE INDUSTRIES

Legislative package helps level the playing field while also fostering innovation and protecting consumers

New York - New York City Council Speaker Melissa Mark-Viverito announced today that the New York City Council will introduce a legislative package to reform the taxi and for-hire vehicle (FHV) industries in New York City. The legislation, which will be introduced by Council Members Ydanis Rodriguez, Corey Johnson, Brad Lander, Fernando Cabrera, Stephen Levin, Rory Lancman, and Dan Garodnick is a result of the efforts of a Council working group led by Transportation Committee Chair Ydanis Rodriguez, along with Council Members Stephen Levin, Brad Lander, and James Vacca. This working group comprehensively reviewed the taxi and FHV industries, continually meeting with industry stakeholders from all sectors over the past six months to discuss their concerns with the current state of regulation and proposals for reform.

"After months of thoughtful deliberation, we have produced a package of bills that will benefit all in the rapidly changing taxi and for-hire vehicle industries," said **Council Member Ydanis Rodriguez**. "We listened to the concerns of advocates, industry representatives and the riding public and now return with solution-oriented proposals to be discussed in the coming months. Going forward, we will continue to receive input on these ideas and more to finalize laws that work for New York City's ever-evolving transportation network. I am pleased that the time we have put into this process has yielded a fine array of bills and I thank Speaker Melissa Mark-Viverito, her team and my colleagues for their care on each of these important issues. I look forward to working with each of them as well as Mayor de Blasio, industry leaders, drivers and riders, as we seek to complete a lasting framework for the future."

"The Council is proud to take the lead on reforming the taxi and for-hire vehicles in New York City while also ensuring continued innovation and convenience," said **Speaker Mark-Viverito**. "This legislation will work to protect consumers and create more accessibility while improving working conditions for drivers. This package is the result of months of study by hard working Council Members along with countless meetings with the industry and stakeholders. We look forward to continuing these conversations and working collaboratively with the de Blasio administration as we work to build a transit system that reflects New York City in the 21st century."

"I am proud to have been a part of the working group that deliberatively and carefully created a package of reforms for the taxi and for-hire vehicle industries," said **Council Member Vacca**. "These policy proposals and pieces of legislation will make great strides toward a fairer, more consumer-friendly industry. I am pleased to address issues relating to persons with disabilities, especially the blind, deaf and hard-of-hearing communities, whose needs have long been overlooked when it comes to the taxi and for-hire-vehicle industries. I thank the Speaker for her leadership on this issue, and I am eager to work with my colleagues in the Council and the administration to bring these proposals to reality."

Council Member Stephen Levin said: "Smartphone apps for taxis and black cars have evolved significantly over the past few years, but rules and regulations haven't kept up. This bill will reduce licensing hurdles, make it easier for more bases and drivers to access the newest and best technologies on the market, and ultimately improve consumer choice and experience by encouraging innovation. I am proud to partner with Speaker Melissa Mark-Viverito on this important legislation and I commend her and Mayor de Blasio for their thoughtful and deliberative leadership on this issue."

Council Member Brad Lander said: "With the taxi and for-hire vehicle industries in transition from new technology and forms of work, the City Council is taking the lead in setting a new regulatory framework that's better for consumers, drivers, people with disabilities, and that creates more parity across the system. I'm especially excited that we will move forward with an innovative 'driver benefits fund' to provide drivers -- whether they drive a yellow or a green taxi, an Uber or a Lyft -- some of the benefits that traditional employees have through their jobs."

The Council identified four areas of major concern—drivers, service classifications, consumer protections, and accessible vehicle service—that it will address in the coming weeks through legislation and budget proposals.

Drivers

- As most drivers are independent contractors, they do not have access to an employer-provided health care plan and often have limited disability insurance coverage. To broaden access to a range of benefits, Council Members Johnson, Rodriguez, and Lander will introduce a bill to require the

TLC to directly administer a health care services program and purchase supplemental disability insurance coverage for drivers

- Licenses to drive taxis and FHV's have different requirements, even though these drivers serve many of the same riders. Council Member Rodriguez will introduce a bill to create a universal license that allows for the operation of a taxi or FHV. The bill would eliminate the requirement that an applicant pass a written English language exam—a significant barrier to entry to driving a taxi—while ensuring that we keep City safety and operating standards high.
- There are over 140,000 licensed taxi and FHV drivers in New York City, with hundreds more applying for a license each week. These applicants can face waits over three months. The Council is exploring ways of streamlining the TLC's licensing process, including oversight over recent efforts to reduce processing time, a review of ongoing and potential technological improvements, and an assessment of any need for funding for additional staff.

Service Classifications

- Livery bases face a unique hurdle to operating as an FHV service as they must provide off-street parking for half of their affiliated vehicles. As the vast majority of livery drivers own their vehicles and take them home when not working, the off-street parking requirement places a tremendous financial burden on bases that provides little benefit to the public. Int. No. 47, introduced by Council Member Cabrera, would eliminate the requirement that livery bases maintain off-street parking spaces. The Council will also work with the TLC to ensure that any complaints related to livery vehicles are fully addressed.
- Smartphone apps that dispatch vehicles have revolutionized the private transportation industry, yet app developers seeking to work with other bases or service classes must meet separate, burdensome licensing requirements. Council Member Levin and Speaker Mark-Viverito will introduce a bill that allows any app used by a licensed base to be used by other bases or medallion owners. By allowing bases and medallion owners to contract with apps that are already licensed, market-tested and valuable technology will be available to smaller bases and taxis seeking a competitive e-dispatch option.
- Black cars are subject to a mandatory retirement schedule, depending on the model year of the vehicle, forcing drivers to buy newer vehicles even though their current vehicle can pass inspection. Council Member Lancman will introduce a bill extending the time that a black car may remain in service.
- The Taxi of Tomorrow was launched as the City's official taxi in 2015, yet an array of stakeholders—including drivers, medallion owners, and advocates for people with disabilities—have raised concerns about the lack of a hybrid option and challenges related to accessibility. The Committee on Transportation will hold an oversight hearing to examine these issues and the impact of the Taxi of Tomorrow on riders, drivers, and medallion owners.

Consumers

- Apps can provide quick and efficient service, but may not provide riders with enough information on pricing to allow them to make an educated decision. Speaker Mark-Viverito, Council Member Garodnick, and Council Member Rodriguez will introduce a bill to increase price transparency in black car trips by allowing riders to receive a price estimate and requiring that the actual fare charged not be more than twenty percent higher than the estimate.
- Apps collect a tremendous amount of information from riders, creating the potential for serious violations of privacy and data breaches. Int. No. 658, introduced by Council Member Garodnick, would require bases to protect passenger information, only use that information for certain purposes, and to report on any security breaches.
- Aside from street hail liveries, FHV's are prohibited from picking up passengers on the street unless the ride was prearranged. Rides accepted through illegal street hails infringe on the rights of yellow and green taxis and leave riders without many of the consumer protections offered through regulated service. Council Member Rodriguez will introduce a bill to increase penalties for illegal street hails, including enhanced penalties for illegal pick-ups in the hail exclusionary zone, and the Council will work to increase the TLC's enforcement squads to combat unregulated pick-ups.

Accessibility

- Riders seeking accessible taxi or FHV service in New York City have long struggled with excessive wait times, unreliable service, and limited options. All residents and visitors should have meaningful access to taxis and FHV's, regardless of any physical, visual, or hearing impairments. The Council is committed to working with stakeholders to develop a comprehensive system that will not only quickly and efficiently connect accessible vehicles and riders, but that will incentivize drivers to offer accessible service.

###





From: [Martinez, Ramon](#)
To: [Wolfe, Emma](#)
Subject: [REDACTED]
Date: Thursday, April 21, 2016 7:58:24 AM

UBER BEAT - "Uber and de Blasio aides quietly push dueling accessible-taxi proposals," by Dana Rubinstein : "In discussions with taxi industry stakeholders, Uber has suggested that the city levy a small per-trip fee on 'for-hire' vehicles, a classification that includes Uber. The money would go to a fund that the city would administer. Via that fund, the industry would offer sweeteners to bases and drivers to get them to deploy accessible vehicles. It's a cap-and-trade approach to accessible car service, one Uber argues would enable it to provide that service as needed, much as it now supplies vehicles with car-seats to customers with children. ... At the same time that Uber is developing an accessibility plan, Meera Joshi, Mayor de Blasio's taxi commissioner, has been formulating a proposal of her own, one that would require all black and livery car companies to ensure a percentage of their trips involve wheelchair accessible vehicles, even if those vehicles aren't actually picking up people in wheelchairs, according to industry sources." <http://politi.co/1T05OBQ>

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From: [Matthew W. Daus](#)
To: [Schnake Mahl, Gabriel](#)
Subject: New Windels Marx Report on TNCs in Canada Released!
Date: Thursday, April 21, 2016 5:00:46 PM

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Transportation

Transportation Network Companies' (TNCs)' Global Entry Reaches Canada

Comprehensive Windels Marx Study in Ontario Sets Stage for Regulatory Decision-Making North of the Border and Beyond

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LinkedIn



By Matthew W. Daus, Esq.

Partner and Chairman, Windels Marx Transportation Practice Group
President, International Association of Transportation Regulators
Distinguished Lecturer, University Transportation Research Center
(City University of New York/City College)

and

Sharon Klein, Esq.
Associate, Windels Marx Lane & Mittendorf, LLP

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Transportation Network Companies' (TNCs)' Global Entry
Reaches Canada -
*Comprehensive Windels Marx Study in Ontario Sets Stage for
Regulatory Decision-Making North of the Border and Beyond*

It is no doubt that transportation network companies ("TNCs"), such as Uber, have sought to push their way into cities and countries globally, alleging that local regulations regulating for-hire vehicles do not apply to them. TNCs prefer to conduct their own background checks of drivers, set their own insurance and vehicle requirements, and repeatedly reference their proposed self-regulation as a newly "innovative" business model. If only it were that simple. The truth is, this "innovation" has caused a multitude of regulatory issues for municipalities all around the world, and has led to a plethora of new laws and litigation. The approach and reaction to TNCs around the globe has not been consistent. The United States media and politicians embraced TNCs, as a Silicon Valley based creation; however, the reaction has been mixed on other continents, such as Asia and Europe, where strong opposition has closed TNC operations, led to driver protests and even resulted in criminal charges against Uber



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company officials.

The reaction to TNCs in Canada, where in the last year there has been a strong and fast push to enter several markets across the country, was not the same as in the US. Social responsibility, respect for law and order, and the commitment to equity and fairness that Canadian officials often hold as values in high regard, were on full display in how various local and provincial governments reacted to TNC market entry north of the border. Cities like Toronto, Calgary and Edmonton, among several others, have sought injunctions to stop Uber from operating while the governments collaborate with the company to develop a new regulatory framework - though not always successfully. The City of Toronto, for instance, filed a lawsuit against Uber arguing that Uber Canada is operating a taxicab brokerage and limousine service company. The court in this case found that because Uber Canada is only minimally involved in the business transaction of hailing a ride, i.e. it lacks any role in “accepting” requests, Uber does not fall under the City’s definition of a taxicab, taxicab broker, or limousine service company, and as such, is not required to apply for a license pursuant to the City’s Code. As a result, the court dismissed the motion for a permanent injunction and allocated the costs payable to Uber.^[1] However, on October 2, 2015, the Toronto City By-laws were amended to remedy that deficiency, updating the City’s existing taxi and limousine rules to apply to Uber - meaning that the company needs a brokerage license.^[2] Similarly, the court in Edmonton denied an injunction against Uber, holding that the City of Edmonton did not demonstrate that Uber Canada was in a clear and continuous breach of the By-laws requiring a taxi broker license. Uber was also met with criticism in Montreal where taxi drivers have held protests against UberX, arguing it has an unfair advantage and is compromising their ability to make a living. Montreal’s Taxi Bureau has been ramping up its efforts to crack down on the popular TNC service and, as a result, more than 400 vehicles have been seized in Montreal since the beginning of 2015, with 100 UberX cars seized in October 2015 alone.

The City of Mississauga recently took a bold lead, initiating a policy review of the potential regulations for TNCs. Uber first made its entrance into the City of Mississauga in 2012, disagreeing with City officials who explained to the company that Mississauga City By-laws did not allow it to operate. Uber jumped to its usual defense by claiming the By-laws did not apply because Uber is a technology company. UberX launched in Mississauga, Ontario, the 6th largest city in Canada, in September 2014, Uber has continued to operate without licenses from the City. In an effort to resolve the regulatory issues and “level the playing field” between its traditional taxi and limousine industries and TNCs, the City of Mississauga asked Windels Marx Lane & Mittendorf to undertake a study to address the regulation of TNCs. This engagement was a mostly *pro bono* effort, and we hope that numerous Canadian cities and jurisdictions around the world will benefit from the comprehensive study undertaken.

The methodological approach for our report, entitled: “Study of Regulations for Transportation Network Companies (the “Windels TNC Study”), can be accessed at the following link: http://www.windelsmarx.com/public_document.cfm?id=446&key=8G2. The Windels TNC Study focused on reviewing

public safety and regulatory principles to identify the role of the City: (a) to protect the public; and, (b) to promote innovation and market efficiencies by encouraging the participation of new market entrants in the for-hire transportation industry. We analyzed primary data collected from regulators, the incumbent industry, new market entrants, the riding public, and other sectors with a vested interest in the success of the for-hire industry as a whole. We made an initial presentation to the City of Mississauga's Public Vehicle Advisory Committee (PVAC) on October 1, 2015 to solicit input from stakeholders. We created a master list of issues/stakeholder comments, which assisted us in developing and evaluating policy options for the regulation of TNCs. The Windels TNC Study also discusses the current state of the market, the history of the smartphone app movement, international regulatory responses, and litigation involving TNCs.

The Windels TNC Study analyzes the following factors and provides policy options and considerations to the City, the pros and cons of each option, as well as the regulatory costs and jurisdictions where similar options have been or are being implemented. The following are the specific regulatory options presented to the City:

- ***Capture TNCs under Current Regulations Using Amendments:*** amending the current regulations to allow TNC vehicles to be classified as taxis (e.g., Toronto, Region of Waterloo);
- ***New Licensing Category - with Equal Regulations:*** creating a new category of regulations for TNCs that is more compatible with the TNC business model but maintain heavily regulated licensing standards equal to the standards set for taxis and limousines (e.g., Calgary);
- ***New Licensing Category - with Unequal Regulations:*** providing a basic self-regulating framework in which TNCs determine their own driver fitness licensing standards, conduct their own background checks, set their own vehicle standards, and exclusively make the decision on whom to license or not license, and without any government oversight (e.g., Edmonton);
- ***Complete Deregulation Option:*** removing entry restrictions, lifting the cap on taxicab vehicle numbers, abolishing minimum and maximum fares, enabling taxicabs to operate in all service areas without geographical restrictions and limiting taxicab driver licensing requirements);
- ***Pilot Program Option:*** using new entrants to solve regulatory problems and improve service by amending regulations to implement a pilot program designed to address problems which currently exist in their for-hire vehicle industry, and capturing TNCs under current regulations or introducing TNCs as a separate and new heavily regulated class of vehicles; and,
- ***Provincial Regulation:*** requesting that the Province of Ontario enact a law for TNCs throughout the entire province.

Our report was presented to Mississauga's PVAC for stakeholder input on the policy options and to form the basis of a staff report to the City of Mississauga's General Committee with a recommended regulatory framework for the regulation of TNCs.

General Committee considered the staff report at its meetings of March 2, 2016 and approved the following recommendation, which was subsequently approved by Mississauga City Council on March 9, 2016:

1. That the Director of Enforcement be directed to send correspondence to Uber (including all related companies that in any way participate in the operation of Uber in the City) and any other TNC operating in the City, directing them to suspend operation within the City of Mississauga and for Uber to advise any drivers using the Uber App in the City of Mississauga that the Uber App will no longer be available for use in Mississauga until any enabling amendments to the Public Vehicle Licensing By-law are made;
2. That City staff continue to enforce the by-law and charge all drivers.
3. That the City of Mississauga send out a communication that Uber drivers or drivers for other TNCs in the City of Mississauga cease operating in the City of Mississauga until any enabling amendments to the Public Vehicle Licensing By-law 420-04 are made;
4. That the City Solicitor be requested to report back to GC at a later date providing an update on the prosecution of Uber related charges under By-law 420-04 ;
5. That the Federal and Provincial government be requested to undertake legislative changes to regulate TNCs to ensure that TNCs are regulated consistently across municipalities in Ontario;
6. That PVAC holds an open education session with no further delegations to review all reports, materials and presentations available on the Uber/Taxi issue, and makes its recommendations to Council.

A copy of the Windels TNC Study was also forwarded by the City of Mississauga to the Premier of Ontario for consideration, as part of a potential Province-wide solution for all of Ontario.

Mississauga could become the first city in the Greater Toronto Area to fully regulate Uber and other ride-hailing companies.^[3] After a review of the Windels TNC Study, Mississauga city staff recommended creating a separate category of licensing that would require Uber drivers to undergo the same police background check and training as traditional drivers, as well as obtaining “equivalent” insurance.^[4] Drivers would also be required to provide proof of vehicle inspection every six months. In August 2015, Kitchener-Waterloo became the first city in Ontario to propose a TNC By-law, with the public and industry stakeholders participating in the consultation process.^[5] The Kitchener-Waterloo By-law amendments would require TNC drivers to obtain taxi licenses and equip their cars with GPS and closed circuit cameras, complete sexual assault prevention training, and obtain commercial insurance with a policy value of at least \$2 million.^{[6],[7]} TNC vehicles will not be required to have a meter installed, but also will not be authorized to hail rides.^[8] In February, Calgary legalized ride-sharing by adopting new regulations. The the regulatory framework that staff

recommended in Mississauga was modeled after the Calgary regulations and the Windels TNC Study New Licensing Category - with Equal Regulation option, outlined earlier in this document. It remains to be seen how remaining Canadian jurisdictions will move forward on the TNC issue, though we are confident Mississauga will be closely watched by other regulators in Canada and beyond.

[1] [City of Toronto v. Uber Canada Inc. et al.](#), 2015 ONSC 3575.

[2] On January 22, 2016 Uber received a broker license to operate Uber Taxi and Uber Black in Toronto. UberX remains an illegal operation which continues to operate.

[3] <http://www.thestar.com/news/gta/2016/02/26/mississauga-council-to-vote-on-legalizing-uber.html>

[4] *Id.*

[5] *Id.*

[6] *Id.*

[7] <http://www.waterloochronicle.ca/news-story/5947284-waterloo-uber-driver-shares-his-experience-with-ride-sharing-service/>.

[8] *Id.*

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From: Clips
Sent: Wednesday, May 27, 2015 4:22 PM
Subject: CRAIN'S: Taxi interests sue city, predicting collapse of their industry

Taxi interests sue city, predicting collapse of their industry

CRAIN'S NY - Andrew Hawkins

<http://www.craainsnewyork.com/article/20150527/BLOGS04/150529893>

Four taxi medallion lenders filed a lawsuit against Mayor Bill de Blasio, the city's Taxi and Limousine Commission and Attorney General Eric Schneiderman Wednesday, alleging they are letting Uber illegally pick up street-hail passengers.

The lenders—Melrose Credit Union, Montauk Credit Union, Progressive Credit Union and LOMTO Federal Credit Union—are seeking a preliminary injunction ordering the city to enforce the law that prohibits any vehicle other than a yellow taxi from responding to street hails.

"It is inconceivable that we have to ask the city to enforce the law, but we've done our part," said Todd Higgins, an attorney for Melrose. "We've made numerous requests, to no avail. The crisis is now upon us; there simply is no more time. The city has left us no choice but to pursue legal action in the courts, and that is what we have done."

The four lenders, which collectively hold almost \$2.5 billion in medallion loans secured by more than 5,000 medallions, filed the lawsuit Wednesday in New York State Supreme Court in Queens. They claim that unless regulators properly enforce Title 19 of the New York City Administrative Code and the Hail Act of 2012, medallion values could collapse, as could the entire taxi industry. The city's refusal to enforce the law has allowed Uber to expand rapidly in New York, poaching drivers and market share, they said.

In a response to Mr. Higgins, the TLC's lead counsel disputed the claim that summoning a car via a smartphone app is the equivalent of hailing a cab on the street.

"We dispute the very premise that an electronic app cannot both be used to electronically hail a yellow taxicab and prearrange prompt [for-hire vehicle] service," Christopher Wilson, general counsel to the commission, wrote in late April. "Indeed, pushing a button on a smartphone, enabling an electronic dispatcher, and receiving prompt FHV [for-hire vehicle] service is no different from dialing that same smartphone, talking to a dispatcher and receiving prompt FHV service."

Uber and other app-based ride-share services have also argued that they are not violating medallion cabs' exclusive right to pick up street hails.

But medallion lenders, who have seen some borrowers default on their loans, are just getting warmed up. They expect to file a federal lawsuit in June, alleging a taking—namely, that the city sold medallions with a promise of exclusive street-hail pickup privileges, then undermined their value by letting Uber and others respond to e-hails. The suit will seek billions of dollars in damages and will likely be a class action, an insider said.

The medallion market is feeling the heat from Uber. With taxis collecting fewer fares and drivers defecting to Uber, medallion sale prices have plunged from north of \$1 million in June 2013 to \$800,000 in January, and a recent sale closed for just \$675,000. Mr. de Blasio removed medallion sale revenue from his executive budget for fiscal year 2016 in what industry players saw as a move to allow the medallion market to stabilize.

Meanwhile, the TLC will hold a public hearing Thursday on a proposed set of rules to amp up regulation of app companies like Uber. The hearing is expected to draw intense scrutiny not only from Uber and Lyft, which oppose the changes, but also traditional players such as the yellow-taxi, black-car and livery-cab industries.

From: Brown, Tashawn
Sent: Friday, May 15, 2015 7:09 AM
Subject: Morning Press Clips – Friday, May 15, 2015

Morning Press Clips – Friday, May 15, 2015

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DAILY NEWS

NEW YORK'S HOMETOWN NEWSPAPER

Engineer's convenient conclusion



DID I DO THAT?

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Railed online for train safety

Goodell: I'll judge Brady myself
Posada: So sorry A-Rod
Boats reversal PAGE 54

PAGES 4, 5, 6, 7, 8

Just a Buck!

NEW YORK POST

LATE CITY FINAL



Power Rangers

NEW BLUESHIRT'S CAN HEAT LIGHTNING & GET TO STANLEY CUP FINALS

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'RAIL' MESS

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met

NEW YORK CITY




WILD RIDE

Two guys buying medical debt
Military searches Nepal for chopper
Esperanza Spalding is creating an alter ego
Rangers shift their attention to Lightning



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Mayor de Blasio in the News:

PROGRESSIVE AGENDA / TRANSPORTATION / D.C.

[Bill de Blasio talks family, progressive agenda during California visit](#)

DAILY NEWS - Nancy Dillon

Mayor de Blasio didn't let his slumping poll numbers — or a powerful rainstorm — dampen the latest stop on his barnstorming tour of America. He gave two speeches in California Thursday — one at his daughter Chiara's private university and another at the University of California-Berkeley — after making a similar stop to push his progressive agenda for income equality in Washington. He has also appeared recently in Nebraska and Iowa. "For so many Americans, there's a deep, deep feeling that the game is rigged," he said at Santa Clara University, with First Lady Chirlane McCray and daughter Chiara, 20, sitting in the front row.

[MTA has trashy record for cleaning up the subway tracks, audit says](#)

DAILY NEWS - Jennifer Fermino

Stringer, who has sometimes been critical of Mayor de Blasio, backed the mayor over subway capital funding — saying it was outrageous that the MTA, a state-run agency, is hitting the city up for more money instead of seeking help from Albany. "I found it insulting that the head of the MTA would turn around and ask for a billion dollars when the state has basically abdicated its responsibility for funding this transit system," he said. He was referring to last month's email from MTA President Thomas Prendergast to de Blasio, seeking \$1 billion for Second Ave. subway construction, as well as \$300 million a year for five years for system repairs and projects.

[New Yorkers mostly oppose plan to put tolls on East River bridges: poll](#)

DAILY NEWS - Erin Durkin

New Yorkers narrowly oppose a plan to put tolls on the East River bridges to raise money for transit and cut tolls on outer borough bridges, a new poll found. In the Quinnipiac University poll released Thursday, 44% of voters supported the "Move New York" toll plan and 49% opposed it. The plan would put tolls on the four East River bridges and charge drivers to cross 60th St. in Manhattan, while cutting tolls on outer borough bridges like the Verrazano and Triborough.

...Mayor de Blasio has avoided taking a position on the plan.

[Poll: Voters split on congestion pricing](#)

CAPITAL NY - Dana Rubinstein

More than 80 percent of New York City voters think city streets are too traffic-clogged, but they're not so sure that congestion pricing is the answer. In what could be construed as a blow to advocates for a new congestion pricing plan that's been making the rounds in Albany, a Quinnipiac University poll out this afternoon found that 49 percent of voters oppose a "plan to charge tolls on the East River bridges, which go into Manhattan, and at the same time reduce tolls on the bridges between the Bronx, Queens, Brooklyn and Staten Island and use the money for mass transit." Forty-four percent of New Yorkers support the idea. The plan was most popular in Staten Island and least popular in Brooklyn. The poll has a margin of error of 3.2 points.

[Council Speaker 'Leaning Towards' Supporting New Congestion Pricing Plan](#)

NY OBSERVER - Ross Barkan

No, she still hasn't read the new congestion pricing proposal. But yes, she'd consider supporting it. Like Mayor Bill de Blasio, Council Speaker Melissa Mark-Viverito said today she hadn't yet taken the time to read the actual "Move NY Fair Plan," which proposes placing tolls on the East River bridges and lowering them on other outer borough crossings in an effort to raise revenue for the cash-strapped Metropolitan Transportation Authority. The pricing scheme would also toll motorists entering Manhattan south of 60th Street. Ms. Mark-Viverito, a past supporter of congestion pricing, said today she is "leaning towards" endorsing this plan. Previously, she had said she was "open" to it. "Based on meeting with the representatives and understanding and, you know, generally about it and what I've read in the papers as well and some of the articles that have come up on it—it's something I would lean towards," Mr. Mark-Viverito told reporters at a City Hall press conference.

[East River toll plan opposed by NYC voters: poll](#)

AM NY - Emily Ngo

More New York City voters oppose than support a plan to toll the now-free East River bridges to Manhattan while reducing the tolls on bridges linking only the outer boroughs and using part of the net gain in revenue for mass transit, according to a poll released Thursday.

...Mayor Bill de Blasio and city Department of Transportation officials have been noncommittal on the plan, but City Council Speaker Melissa Mark-Viverito said Thursday she "would lean towards" it. Such a plan would also require approval in Albany. Opposition is strongest in Brooklyn with 57 percent against, and support is strongest in Staten Island with 61 percent in favor. Quinnipiac surveyed 969 voters via landline and cellphone May 6-12. The poll has a margin of error of plus or minus 3.2 percentage points.

[Opinion: Wish you were here, Mr. Mayor](#)

SI ADVANCE - Tom Wroblewski

We realize that Mayor Bill de Blasio isn't particularly popular on Staten Island. But that doesn't mean that the mayor should avoid the borough. De Blasio, who has been in Washington, D.C., and California this week pushing his progressive agenda, has made a mere two public visits to Staten Island this year. He came here a bunch of times in 2014, the first year of his mayoralty, but apparently has yet to venture south of Richmond Avenue as mayor, at least according to an Advance breakdown of his official borough visits. De Blasio got some good news, sort of, in a poll from Quinnipiac University the other day. While the poll showed that his popularity continued to slide across the city, hitting 44 percent, the mayor seemed to have rebounded on the Island. The poll showed de Blasio with a 30

percent approval rating in the borough. Nothing to write home about, but it was better than the 25 percent that de Blasio had been polling in the borough prior to that.

[Opinion: Donovan and de Blasio travel to D.C. — separately](#)

SI ADVANCE - Rachel Shapiro

It has been well-covered by now that Mayor Bill de Blasio was in Washington, D.C., this week to promote his 13-point Progressive Agenda to Combat Income Inequality. It was one stop in his multi-state tour, including recent trips to Wisconsin, Iowa, Nebraska and then, this week, to California. It has some of the trappings of a presidential campaign tour but none of the actual presidential politics. Even if he did meet with President Obama while in Washington. Hizzoner has come under a bit of scrutiny for his travels, with some, even Democrats, pointing out that the city he was elected to run has enough of its own troubles to keep the mayor in town all year long. For his part, the mayor says his trips to change the national debate over income inequality will help New Yorkers. While in D.C., speaking about his progressive agenda to a large gathering on Capitol Hill, a new congressman was preparing for his oath of office that same day. Congressman Daniel Donovan was to take his oath of office that evening and while there appears to have been some confusion about whether the mayor would or would not attend, in the end, his face didn't grace the inside of the House chamber where Donovan raised his right hand and took his oath. The mayor has been critical of former Congressman Michael Grimm but has been relatively gracious with his comments on Donovan and the two don't appear to have any issue working together.

[Opinion: Put Amtrak crash blame where it belongs](#)

SI ADVANCE - Tom Wroblewski

It didn't take long for this week's deadly Amtrak crash to become a political football. But the horrific derailment that took eight lives isn't about national infrastructure spending. It's not about Democrat versus Republican. It's about one man's apparent carelessness.

...But the conversation about the derailment has already quickly pivoted away from questions of Bostian's culpability and toward the ongoing national debate over infrastructure spending. What else would you expect, with Mayor Bill de Blasio and other mayors from around the country having just been in Washington to discuss that very issue?

[INTERACTIVE: Where in the World is Mayor Bill de Blasio?](#)

DNA INFO - Jeff Mays

Mayor Bill de Blasio has defended his travel outside of New York City as part of a national push to get help from the federal government to address issues that impact the city such as income inequality. Since January, de Blasio has traveled to Nebraska, Iowa and Wisconsin with his message of the need for higher wages, universal pre-K and paid sick leave on a national level — despite widespread criticism that his national focus is distracting him from New York City issues.

..."I've got to use the tools we have here to address income inequality and a host of other issues," de Blasio said Monday at a press conference in Queens. "But I also have to participate in changing the national debate and changing the reality in Washington in a way that will support the people of New York City. We've got to do both at once."

[Why Progressives Want to Rewrite the Rules—and the Story—of the US Economy](#)

THE NATION - Zoë Carpenter

Tuesday was quite a day for the emerging progressive offensive on economic issues. That morning in Washington the Roosevelt Institute, led by Nobel Laureate and Hillary Clinton advisor Joseph Stiglitz, unveiled an agenda to “rewrite the rules” of the economy to address the imbalance between concentrated wealth at the top and stagnation at the bottom. A few hours later New York City Mayor Bill de Blasio stood in front of the Capitol, flanked by members of Congress, labor leaders, and activists, and unveiled his own 13-point plan to right the national economy. The two plans share many specifics, from national paid sick and family leave to immigration and tax reform to stronger collective bargaining rights. More broadly, they share the underlying premise that small tweaks to the economy won't cut it—what's needed is a comprehensive reconsideration of the full slate of laws, policies, and practices that determine who wins and loses.

[Column: Bill de Blasio is going nowhere with progressive agenda](#)

WASHINGTON POST - Jonathan Capehart

By honchoing a liberal “Contract with America” to combat income inequality, New York City Mayor Bill de Blasio is doing what so many of his predecessors have done: Use their bully pulpit in the media capital of the world and the nation’s largest city to champion an issue or raise their profile. Usually it’s both. But hizzoner would do well to remember a rock-solid rule of U.S. politics: Big Apple mayors never go beyond the confines of City Hall. That’s not to say that what de Blasio advocates is unworthy of attention or implementation. Raising the minimum wage, universal pre-K, paid family and sick leave, and a series of ideas on closing tax loopholes that favor the super-rich; all would help instill fairness in our economy. Using his perch to champion these issues gives de Blasio and the issues serious consideration. The issues also give the mayor a voice in the Democratic Party at a time when the left wing is flexing its muscle trying to scuttle trade deals and put the fear of God into prospective presidential nominees (cough, Hillary). Still, the wanderlust of a New York City mayor is never rewarded.

[Union leaders, lawmakers, mayors unveil Progressive Agenda](#)

PEOPLE'S WORLD - Mark Gruenberg

Saying "we need to reward work, not wealth," a group of union leaders, lawmakers and big-city mayors unveiled a massive grassroots campaign for "A Progressive Agenda" to attack income inequality and allied issues. Its convener and host, New York Mayor Bill de Blasio, provided that particular quote and the movement's initial goals - a \$15 hourly minimum wage, paid sick leave and family leave, universal pre-kindergarten and after-school child care and closure of tax loopholes. But as speakers marched to the podium on a sun-splashed afternoon on May 12, the agenda grew.

...Other items added to the progressive agenda included: Strengthening unions and the right to collective bargaining, by Rep. Keith Ellison, DFL-Minn.; debt-free college education, expansion of Social Security, "financing schools, not jails" and second chances at jobs for convicts who have served their terms, by de Blasio; "accessible and affordable health care" and a fairer tax code, by Merkley; enacting living wage laws and ending racial injustice, by Rep. Barbara Lee, D-Calif.; "reasonable gun (control) laws" by Oakland, Calif., Mayor Libby Shapp; and equal pay for equal work by DeLauro and Rep. Sheila Jackson Lee, D-Texas.

...While the union leaders and lawmakers said they intend to make the Progressive Agenda a presidential campaign issue, one speaker, former 2004 Democratic presidential hopeful Howard Dean - who later became Democratic national chairman - said it's already having an impact. De Blasio convened a group of progressives in Gracie Mansion earlier this year to get the ball rolling and to brainstorm how to spread the movement and its message.

[De Blasio's New Plan To Combat Inequality Stiffs Vets](#)

DAILY BEAST - Jacob Siegel

New York City's Mayor Bill de Blasio was in Washington, D.C., this week to unveil his “Progressive Agenda to Combat Inequality” and to continue his climb from new guy in City Hall to national political figure. The progressive policy proposals put a spotlight on de Blasio’s ambitions outside New York but back in his home city, veteran’s advocates were calling foul, noting that, once again, they’d been left out of his sweeping proposals. “He’s talking about a progressive platform all across America. But I guess it doesn’t include veterans,” said Paul Rieckhoff, who heads the New York based Iraq and Afghanistan Veterans of America (IAVA), a veteran’s service organization with 2.8 million members nationally and 10,000 in New York City. “He’s a progressive who talks about health care and housing all the time—two of the biggest issues facing veterans—but for some reason he never mentions veterans by name,” Rieckhoff said. In de Blasio’s silence towards veterans, Rieckhoff suspects there’s a discomfort that’s partly ideological. “There’s a legacy of progressive politics having a problem with veterans,” he said.

[Progressives' looming challenge: Bill de Blasio, Elizabeth Warren, inequality, and a stunning blind spot](#)

SALON - Joan Walsh

New York Mayor Bill de Blasio took his progressive agenda road show to Washington Tuesday, where he was trailed by local and national reporters in the fever grip of a narrative: How can de Blasio be a leader on national issues when the problems of his city aren’t solved? What about the people hit on the head with hammers in Union Square while the mayor was gallivanting about on Tuesday? What about the carriage horses? These were real questions put to de Blasio after a rather surreal event in which progressive leaders endorsed an agenda to tackle income inequality in early-May 90-degree heat, without any shade, just outside the Capitol. You could see all the promise and all the contradictions of the progressive movement in the sun-baked tableau. An actual story was on

display, even as reporters chased non-issues and their cherished narrative. Debate buzzed around the overheated podium as dozens of Democratic Congress members, labor leaders and civil rights activists declared their support for the 13-point “Progressive Agenda to Combat Income Inequality” emblazoned on a poster beside them.

[Opinion: Bill de Blasio, jet setter](#)

QUEENS CHRONICLE - Staff

It’s only natural that New Yorkers would not appreciate Mayor de Blasio’s recent comment that “A lot of people outside New York City understand what happened in the first year of New York City better than the people in New York City.”

So we apologize, Mr. Mayor, as residents of Queens and its near suburbs, for not understanding as well as your new friends in Iowa just how grand your administration has been. The comment is likely one of the reasons de Blasio’s approval rating has fallen to 44 percent, according to the latest Quinnipiac poll. The mayor claims to have been speaking only of tabloid headline writers, but it sure seems like he meant Joe and Jane Citizen. And the Freudian slip of calling the first year of his mayoralty “the first year of New York City” didn’t help. Nor does the mayor’s jet-setting. He’s been traveling around the country to press his progressive agenda, and we indeed felt honored when he spent an hour in Corona the other day to address the abhorrent conditions in many of the homeless shelters his administration is responsible for.

[Progressive Contract With America: NYC Mayor Bill De Blasio talks income inequality & mass incarceration](#)

NEW PITTSBURGH COURIER - NewsOne Now

On Tuesday, New York City Mayor Bill de Blasio officially announced his progressive contract with America, in which he detailed a 13-point plan to fight income inequality. Roland Martin, host of NewsOne Now, chided de Blasio for not including a plan for ending the practice of mass incarceration or improving public education. As a result of mounting criticism for leaving out issues that are important to the African-American community, the mayor of New York City has alluded to adding those hot button items to the 13-point plan at a later time.

On Wednesday, Mayor de Blasio sat down with Martin to discuss “The Progressive Agenda to Combat Inequality.” During their discussion, de Blasio talked about how his progressive contract with America will tackle issues many feel have been left out. When asked about addressing mass incarceration in the progressive contract, de Blasio said, “We’re bringing that right back to our coalition, which is now about 100 key leaders, and I think everyone is going to embrace it.”

...The mayor of New York City continued saying, “We have other realities that are structural — there’s structural racism in this country. Mass incarceration flows exactly out of that.”

...De Blasio went on to say of “The Progressive Contract with America” in its current form, “we’re trying to start with the core — wages, benefits, progressive taxation — the kinds of things that will lay a foundation for addressing income inequality.”

HOUSING / ECONOMIC DEVELOPMENT

[De Blasio’s Housing Push Spurs Anxiety Among Those It’s Meant to Help](#)

NY TIMES - Nikita Stewart, Mireya Navarro

When New York City planners unveiled maps charting a 73-block area in the Bronx to be developed with housing, they called it “Cromwell-Jerome.” But no one in that area seemed to know where that was. The city seemed to make it up, said Alvaro Franco, who lives in the Bronx and quickly organized protests after hearing about the development plans. Mr. Franco said it sounded like “the same revisionism real estate agents in the city use to describe neighborhoods that already exist.” City officials soon dropped the name. But the faux pas demonstrated the jitters among residents and the pressures on Mayor Bill de Blasio as he tackles the piece of his income-inequality agenda that, unlike his fights for preschool education and higher wages, promises to change many of the city’s neighborhoods.

[Assembly committee head criticizes Cuomo for withholding state aid for 16 NYC homeless shelters](#)

DAILY NEWS - Kenneth Lovett

The head of a key Assembly committee criticized Gov. Cuomo for withholding state aid for 16 city homeless shelters after the de Blasio administration missed a deadline to address serious code violations. “Cutting off funds for

shelters, as the governor has done, is only hurting the poorest New Yorkers," Assemblyman Social Services Committee Chairman Andrew Hevesi told the Daily News. The fight over the shelters is the latest skirmish in the ever-growing battles between de Blasio and his frenemy, Cuomo.

[Hundreds march across Brooklyn Bridge demanding new rent laws](#)

NY POST - Michael Gartland

Hundreds of tenants marched across the Brooklyn Bridge on Thursday in a show of force to demand stronger rent laws from Albany, as their advocates called on Mayor de Blasio to push for a rent freeze. "Zero would be appropriate," said City Councilman Antonio Reynoso (D-Brooklyn) at a rally in Foley Square. "We're at critical mass [in being able to afford current rents], especially in my district." Reynoso represents the Williamsburg and Bushwick neighborhoods, where rents are up sharply. The mayor advocated a rent freeze last year, but the Rent Guidelines Board he appoints decided on increases of 1 percent for one-year lease renewals and 2.75 percent for two years.

[De Blasio keeps pushing policies city workers don't benefit from](#)

NY POST - Yoav Gonen

Mayor de Blasio is busy lecturing the nation on progressive principles — but he's not practicing what he preaches in his own back yard, critics charged Thursday. At the same time that he's calling for paid sick leave throughout the nation, de Blasio isn't providing the benefit to city workers after a child is born or when relatives get sick — even though he could do so unilaterally for non-union employees. The administration could also work the benefits into union contracts that cover the bulk of municipal workers, but he hasn't in any of the dozens of deals inked since last January.

"If paid family leave is a core belief, why doesn't the mayor give it to the New York City workers?" said former deputy mayor and Republican mayoral candidate Joe Lhota.

[Editorial: Mayor de Hypocrite's family-leave crusade](#)

NY POST - Editorial

Forcing bosses to grant workers paid maternity leave is an absolutely "urgent" matter, Mayor de Blasio says — unless, of course, the boss happens to be . . . him. De Blasio is gallivanting around the country pushing his "progressive agenda," which includes a call for "national paid family leave." But as The Post's Yoav Gonen reports, the mayor himself doesn't offer the benefit to most of his own employees. Instead, these city workers must use accumulated sick days — or go without pay — if they want time off for maternity leave or to care for a sick family member. Here's the thing: If paid family leave is as critical as the mayor says, he could have granted it to all non-union city employees with the stroke of a pen — but he hasn't. And he could have included it for unionized employees in the contracts he signed with the city's unions — but he didn't.

[De Blasio proposes a landlord-friendly tax tweak](#)

CAPITAL NY - Dana Rubinstein, Ryan Hutchins

Mayor Bill de Blasio's "sweeping" plan to reform a controversial tax break for developers will allow some landlords whose benefits are about to expire to continue receiving them, under certain conditions. De Blasio's proposal, which will require approval in Albany, would give landlords the opportunity to extend existing 421-a tax abatements awarded before 2008 that are about to run out. The deal would allow landlords who qualified for 421-a prior to 2008 (when the abatement was last amended) to continue receiving the tax break on half of their building's property tax for 15 more years, provided they make an additional 5 percent of the building's apartments available at an "affordable" rent. In this case, apartments would be "affordable" for New Yorkers earning up to 130 percent of the area median income, which today would mean a rent around \$2,800 a month for a family of four.

[City pushes minority- and female-owned business contracting](#)

CAPITAL NY - Sally Goldenberg

The de Blasio administration, looking to increase the amount of business it does with firms run by minorities and women over the next decade, is seeking legislative changes in Albany it believes would help achieve its goal. City Hall is seeking sponsors in the Capitol for a bill that would amend three state laws related to what are formally known as Minority and Women Business Enterprises or M/WBEs, Maya Wiley, the mayor's counsel, said in an

interview this week. The first amendment would allow the city to mirror the state in avoiding traditional competitive bids for purchase contracts worth up to \$200,000. Currently the city's ceiling on that regulation is \$20,000 in some cases; \$100,000 in others, Wiley said. "We want that same flexibility," she added.

[Council passes hotel conversion bill despite some opposition](#)

CAPITAL NY - Gloria Pazmino

The City Council approved six bills on Thursday, five of which passed unanimously. The only measure to face any opposition was a bill to place a two-year moratorium on developers who want to convert hotels into residential condominiums. Eight members voted against the proposal, which has the backing of Mayor Bill de Blasio, Council Speaker Melissa Mark-Viverito and Hotel Trades Council. In addition to placing a moratorium on developers who want to convert hotels into residential condominiums, the measure would also order a study on the effect those conversions have on the city's economy. The bill is opposed by the powerful Real Estate Board of New York and the Hotel Association of New York City.

[PRO] [Mark-Viverito dismisses threat over hotel-conversion bill](#)

CAPITAL NY - Gloria Pazmino

[Thousands march in NYC in defense of affordable housing](#)

EL DIARIO - Juan Garnham

About 3,000 people, including tenants, leaders of groups like Make the Road, Alliance for Tenant Power and several unions, in addition to political Adriano Espaillat, Keith Wright and Letitia James participated Thursday in a protest to pressure Albany to improve affordable housing laws. Among colorful signs with slogans such as "End to pressure owners" and "We want more protection for tenants" protesters sent their message to state legislators.

...Bill de Blasio is seeking to change laws rent stabilized and 421a. Regarding the first, we want to end up with a rule that allows that when the lease comes to \$ 2,500 per month, housing out of this regime. Furthermore, it would eliminate the so-called "bonus vacancy" which allowed an increase of 20% in price every time a tenant leaves a department. The rules for rent increases would also be changed when the owner makes arrangements, which would no longer be permanent.

[Mayor wants more for DOE, Vision Zero in '16](#)

QUEENS CHRONICLE - Staff

Mayor de Blasio often has said that an administration's budget reflects its priorities. So there was little surprise last week when his \$78.3 billion executive budget request — an increase of about \$3.3 billion from the current year — for fiscal year 2016 called for major infusions of spending in areas like universal pre-kindergarten, Vision Zero and affordable housing.

...“The executive budget and the 10-year capital plan outline a strategic vision for our future — investing in the programs and infrastructure that will lift up New Yorkers across five boroughs and ensure a stronger, safer and more competitive city for decades to come,” de Blasio said in a statement from his office. “We are realistic when it comes to the risks ahead, so we’re investing wisely, boosting our reserves and ensuring that this budget builds on the progressive, responsible and honest foundation we’ve created.”

[What can London learn from NYC mayor Bill de Blasio's housing policies?](#)

CITY METRIC - James Murray

In his second “State of the City” address earlier this year, New York City's Democrat mayor Bill de Blasio focused almost entirely on one issue. The issue in question is an overwhelming pre-occupation for everyday New Yorkers. Although he didn't use these words, de Blasio could have titled his speech, “It’s housing, stupid.” In London, as Labour’s mayoral candidates begin their battle for selection, housing is set to be a pre-occupation for them, too. Both cities are suffering a crisis of affordability: rents are rising faster than wages, too few affordable homes are being built, house prices are soaring. As we move on from our bruising general election result, London – where Labour had great success – needs mayoral candidates who have clear and bold plans on housing. So are there any insights our candidates could gain by looking at New York's approach? Not long after de Blasio's address, I had the chance to learn more about his city's approach to affordable housing – set out in “Housing New York: A Five-Borough, Ten-

Year Plan” – when I met his deputy mayor for housing, Alicia Glen, at Manhattan's City Hall (for the record: on a personal trip over a bank holiday).

NYPD / ‘BROKEN WINDOWS’

[Fewer Complaints Filed Against Police Officers, but Review Is Mixed](#)

WSJ - Pervaiz Shallwani, Josh Dawsey

In a year marked by protests against police tactics, civilian complaints filed against officers in 2014 fell to the lowest level in 12 years, New York City’s chief police watchdog reported Thursday.

The report attributed the drop in complaints to a decline in the number of interactions the NYPD has had with the public, including the number of times officers stopped and frisked people and the number of arrests and summonses officers handed out. At the same time, the review board, which investigates civilian complaints against the NYPD, highlighted what it said was an increase in the number of false statements by officers, improper searches and use of unnecessary of excessive force. According to the report, investigators recorded 26 allegations of false statements made by officers in 2014, the same number recorded in the years from 2010 to 2013 combined. The report said that in 23 of the 26 instances, the complaint was substantiated by the CCRB. The board recorded the highest number of chokehold complaints since 2001, coming in a year in which Eric Garner died as a result of an apparent chokehold by an officer. For every 100 force complaints in 2014, 9.6 were chokehold complaints, the CCRB said. A spokesman for the NYPD said it was reviewing the report and looked forward to “continuing to work alongside CCRB to improve the overall process.” A spokesman for Mayor Bill de Blasio called the report “a welcome and encouraging development.” He didn’t answer questions about the uptick in chokeholds or other matters. The Civilian Complaint Review Board said it received 4,788 complaints against New York Police Department officers in 2014, an 11% decrease from 2013. Through the first four months of this year the number of complaints fell from 1,776 to 1,290.

[‘Where’s Brian?’ Dad of murdered cop relives heartbreaking night](#)

NY POST - Shawn Cohen

Where is Brian, the dad demanded, shouting into his phone. Where is he? It was two weeks ago — 6:30 on the first Saturday night in May — and retired NYPD Sgt. Raymond Moore had dialed the cellphone of his son, a police officer, after hearing that a cop from the kid’s 105th Precinct had just been shot. The first time he dialed, it just rang. “I called back again, and another officer picked up the phone,” Moore remembered of the call that shattered his life. “Where’s Brian?” In an exclusive interview with The Post, Moore, 57, spoke publicly for the first time about the May 2 assassination of his son, Detective First Grade Brian Moore, 25, with whom he shared his Massapequa, LI, home.

...“The more police, the safer the streets will be,” the dad said, agreeing with the demands of Police Commissioner Bill Bratton and the City Council that have been rejected by Mayor de Blasio.

[Ex-CCRB head illegally leaked police information to lawyers](#)

NY POST - Shawn Cohen, Bob Fredericks

The former head of the NYPD’s civilian oversight board violated state laws by giving out details of complaints against 95 cops to Legal Aid lawyers representing people who’d accused police of wrongdoing, The Post has learned. Tracy Catapano-Fox, 41, revealed the confidential information after firing the Civilian Complaint Review Board’s previous Freedom of Information Law officer and putting herself in charge of FOIL requests, sources said. The board’s 2014 in-house annual report, released Thursday, acknowledged the improper disclosures — which violated both civil-rights and FOI laws — but did not identify the culprit. But sources said Catapano-Fox, a lawyer hired in June 2013, fired the FOIL officer that September and the floodgates opened when she took over. The improper disclosures stopped only after she was canned in October 2014 — after Mayor de Blasio appointed Richard Emery to replace the chairman who had hired her, Daniel Chu.

[\[PRO\] CCRB: Complaints about police fewest since 2002](#)

CAPITAL NY - Azi Paybarah

[Editorial: Too much at stake in clash over size of NYPD force](#)

AM NY - Editorial

Overall crime rates for the city are down this year, although the city is experiencing an uptick in shootings and murders. This worrisome development comes as the NYPD and the City Council say more cops are needed but Mayor Bill de Blasio disagrees. This public fight is likely to resolve itself in budget negotiations -- but it's an unnecessary fight, full of political rhetoric at a time when greater sensitivity and calm is warranted. De Blasio presented a budget last Thursday -- the day of the wake for NYPD Det. Brian Moore -- that would leave police levels status quo. The City Council is seeking 1,000 more police jobs. NYPD Commissioner Bill Bratton says he needs 400 new officers for counterterrorism work. Currently, there are 35,000 officers, down from 41,000 before the 9/11 attacks. There are concerns that this summer could be a hot and sticky one for crime, especially if police-community relations don't improve.

[De Blasio Surprises Police and Fire Unions With New Disability Package](#)

DNA INFO - Murray Weiss

Mayor Bill de Blasio proposed Wednesday to raise disability pensions for police officers and firefighters who were hired after 2009, injured in the line of duty and unable to return to work. Those officers and firefighters were put into a second pension tier entitling them to fewer benefits than those hired prior. To address the inequity, highlighted in stories by DNAinfo New York, the mayor announced that “brave public servants put their lives on the line each day to protect this city-and today we are letting them know: we are there for you too.” But the largest police and fire unions immediately brushed aside the surprise announcement in a joint statement. They called de Blasio's proposal “unacceptable” and that it “continues to create a second-class citizen status for FDNY firefighters and NYPD police officers, leaving in place a two tiered disability structure with some police officers and firefighters having adequate disability protections and others with inferior benefits.”

MISCELLANEOUS MENTIONS

[De Blasio allies likely to extend city school control by only 3 years](#)

DAILY NEWS - Glenn Blain

Mayor de Blasio will likely get no more than a three-year extension of his control over city schools. Despite de Blasio's push for a permanent extension of mayoral control, the mayor's biggest backers in Albany introduced legislation this week that would extend it by only three years. The bill was sponsored by Assembly Speaker Carl Heastie (D-Bronx) and Education Committee Chairwoman Catherine Nolan (D-Queens). “It is critically important that mayoral control is extended,” said Heastie spokesman Michael Whyland. “Our budget included a seven-year extension. However, the Senate has refused, so we have matched the governor's three-year proposal.”

[Consulting firm head hired by de Blasio for Central Park carriage industry review was early supporter of NYCLASS](#)

DAILY NEWS - Jennifer Fermino, Ginger Otis

The head of the consulting firm hired by Mayor de Blasio to do an independent review of the Central Park carriage industry has a history of horsing around with animal rights activists. Langan Engineering CEO David Gockel was an early supporter of NYCLASS, the group that wants to ban carriages, NY1 reported Thursday. The mayor's office chose Langan for the environmental review even though Gockel was listed on NYCLASS flyers as a backer. His firm has also done extensive for Edison Properties — the company of wealthy developer and NYCLASS funder Steve Nislick.

[David Letterman's final 'Late Show' guests announced... or are they?](#)

DAILY NEWS - David Hinckley

David Letterman's old pal Bill Murray will be his final announced guest as the dean of late night TV swings into his three closing shows next week. But the last official schedule for CBS' “Late Show With David Letterman” leaves room for some potentially intriguing wild cards. For the final show, at 11:35 p.m. Wednesday, CBS promises only “an hour filled with surprises, memorable highlights, the show's final Top Ten List and more.”

...It won't be President Obama, since he has already appeared, but New Yorkers are wondering whether Mayor de Blasio might make his first Letterman visit, if only to thank the host for his celebration of the city over the years.

[De Blasio pulls funding promised to after-school programs](#)

NY POST - Aaron Short

The de Blasio administration allocated an extra \$27.7 million in February so middle schools could add after-school programs in the summer. Last week — just three months later — the schools were notified that the funds were being yanked and re-directed as part of a larger \$50 million initiative by the administration to boost 130 struggling schools. Now advocates and officials at the after-school programs — many of which have already hired staffers and enrolled students — are in panic mode. “If the funding is not immediately restored, people then have to let staff go and notify working parents the summer program will not exist,” warned Jennifer March, executive director of the Citizens’ Committee for Children of New York.

[Dems propose giving de Blasio shorter leash on control of schools](#)

NY POST - Carl Campanile

Maybe Mayor de Blasio should be stumping for his agenda in Albany instead of California. While the mayor is touting his progressive agenda on the left coast, Democratic leaders in the New York State Assembly are proposing legislation that would give him a shorter leash in running the public schools than they gave his predecessor, Mike Bloomberg. The latest measure would extend mayoral control of the schools for three years, through June 2018.

[City Hall, DC37 renegotiate raises for lowest-paid workers](#)

CAPITAL NY - Sally Goldenberg

Nearly a year after the de Blasio administration settled a contract with the city's largest municipal union, District Council 37, it has negotiated higher wages for the union's lowest-paid employees. The raises, in many cases, exceed the pattern of salary increases—10 percent over seven years—granted to the city's civilian workforce over the past 16 months. (In each labor contract, no increase in a given year is more than 3 percent.) In the latest change for DC37, many job training participants are seeing a nearly \$2-an-hour bump, from \$9.62 an hour to \$11.50, which represents a 19.5-percent increase. Labor relations commissioner Bob Linn and DC37 executive director Henry Garrido agreed to increase base pay for all union members to \$11.50 an hour, which matches the city's "living wage" law. Under that mandate, private developers getting at least \$1 million in city subsidies must pay workers \$11.50 an hour, or \$13.13 if they do not offer medical benefits.

[PRO] [Construction unions push prevailing wage in new ad](#)

CAPITAL NY - Ryan Hutchins

[PRO] [Council members back funding increase for jail alternative efforts](#)

CAPITAL NY - Azi Paybarah

[Is Uber ‘Breaking the Rules’ or Actually Breaking the Law?](#)

NY OBSERVER - Ken Kurson

The Observer has been chronicling the skirmishes that have become a daily feature of the battle between the traditional taxi service providers and the ride-sharing apps like Uber, Lyft, Via and Gett that are disrupting the business model. On Thursday, the Observer ran a story headlined (somewhat grabbily, as is this publication’s tradition...)

...The medallion owners, who tend to be heavy political contributors and of course pour millions into city coffers via medallion purchases, will continue to use their political leverage to defend their turf. And the app companies will continue to hire former government officials at all levels and paint the electeds as dinosaurs beholden to campaign contributors. (Just this morning, Uber helped disseminate a strongly worded “letter to Mayor de Blasio” signed by two dozen tech giants including Facebook, Google and Twitter urging the city not to adapt proposed FHV Dispatch Application Rules, which Uber contends will “impose unbearably high costs.”)

[David Weprin Will Not Run for His Brother’s Council Seat](#)

NY OBSERVER - Ross Barkan

Assemblyman David Weprin announced tonight he will not run for his brother’s soon to be vacant City Council seat, ending days of speculation and hand-wringing among some Queens Democratic insiders.v Mr. Weprin told supporters at a fundraiser in Manhattan that he had weighed the merits of serving in the Council and Assembly and decided, in light of his recent promotion to a leadership position in the State Legislature, that he would remain in Albany.

...But other candidates may be more willing. Ali Najmi, a local attorney and former staffer to Councilman Weprin, is weighing a run after almost challenging Assemblyman Weprin a year ago. Steven Behar, a former candidate for city and state office, is also considering a bid. Rebecca Lynch, a de Blasio administration staffer and ex-Democratic district leader, and Sally Frank, a Comptroller Scott Stringer staffer, have also been mentioned as potential candidates.

[Give the de Blasio administration power to veto software updates? Tech giants say no](#)

CRAIN'S NY - Associated Press

Some of the nation's leading Internet companies are lobbying against a proposed change to New York City taxi policy. A Washington-based lobbying group, the Internet Association, sent a letter to New York's Taxi and Limousine Commission on Thursday. The letter was signed by such companies as Yahoo, AOL and eBay. It announced the group's opposition to a proposed TLC regulation over the taxi smartphone app market. Under the regulation, smartphone app operators must apply for approval for any updates to their taxi-hailing software.

[Uber aims to turn tech world against de Blasio](#)

CRAIN'S NY - Andrew Hawkins

Uber is ramping up its attacks on Mayor Bill de Blasio's tech credentials. First the high-flying company called in a favor from Silicon Valley's billionaire club including Facebook, Google and Twitter, and prompting its supporters in New York's tech scene to join in opposing a Taxi and Limousine Commission rule that would impose requirements on for-hire vehicle companies with apps. The Internet Association, a Washington, D.C.-based organization that lobbies for the tech industry, fired off a letter arguing the rules represent "a significant departure" from Mr. de Blasio's public statements in support of the sector. Now, the mayor's Thursday trip to Silicon Valley in California, to speak on inequality and raise money from the tech world, is becoming an issue as well. Julie Samuels, executive director of Engine, a nonprofit that supports the tech sector in New York, had some harsh words for Mr. de Blasio.

[News flash: Subways are even grosser and more rat infested](#)

CRAIN'S NY - Andrew Hawkins

In 2011, a video of a rat running over the face of a man sleeping on the New York subway captivated millions of viewers. Since then, subway-system cleanliness may have only gotten worse, according to an audit by Comptroller Scott Stringer. "Our auditors observed rats scurrying over the tracks and onto subway platforms, and it's almost as if they were walking upright—waiting to take the train to their next meal," Mr. Stringer said in a statement Thursday. "This is a daily, stomach-turning insult to millions of straphangers, and it's unworthy of a world-class city." ...Mr. Stringer's audit also did not attempt to tabulate the number of rats that populate the subway system. An expert last year put the citywide population at about 2 million. Mayor Bill de Blasio's executive budget for fiscal year 2016 calls for beefing up a pilot program that seeks to reduce vermin in seven neighborhoods. The mayor budgeted \$3 million and proposed to make the program permanent and citywide.

[NYC Public Schools Fund Struggles to Raise Money Despite Efforts to Reach Wealthy Donors](#)

ISCHOOLGUIDE - Hanna Sanchez

New York City's Fund for Public Schools, a nonprofit group created by former Mayor Michael Bloomberg and his administration's schools chancellors, is currently struggling to lure donations under the mayorship of Bill de Blasio. The fund raised an average of \$29 million annually for the past decade, but has only raised \$18 million this year, according to fund officials. About half of the funds raised came from the two large multi-year grants that started under Bloomberg's leadership. Iris Chen, the nonprofit's executive director, acknowledged in an interview the declining number of donations, but said the downtrend was caused by the change in leadership. However, there seems to be a bigger problem that could hinder the fund from raising more money in the future, Kate Taylor wrote for The New York Times. Taylor reported that Bloomberg and his administration's first schools chancellor Joel Klein had a connection to wealthy donors. Mayor de Blasio and chancellor Carmen Fariña, however, do not have such connections.

...Mayor de Blasio, a Democrat, had made his distaste for the Bloomberg administration's education policies during his mayoral campaign. His signature educational efforts, so far, are receiving funding from tax payers. These efforts include the creation of community schools offering on-site social services and the expansion of prekindergarten programs.

[Internet Group Sends Letter To De Blasio Opposing 'Stifling' Taxi Smartphone App Regulations](#)

CBS - Associated Press

Some of the nation's leading Internet companies are lobbying against a proposed change to New York City taxi policy.

...Under the regulation, smartphone app operators must apply for approval for any updates to their taxi-hailing software.

The Internet companies feel that the rule would stifle innovation and hurt business. "In recent years, New York City has become a vibrant hub of tech innovation, creating exciting opportunities for economic growth and diversification," said Internet Association President and CEO Michael Beckerman. "But the rules proposed by Mayor de Blasio's administration would stifle innovation and the progress it has brought to New York City. This is why the entire internet has come together to protest the de Blasio administration's rules. Internet companies should not have to ask government for permission to innovate. The Big Apple should maintain its current policies supporting 'permissionless' versus 'permission slip' innovation."

Agency Mentions:

[Civilian Board Notes Rise in False Statements by New York Officers in 2014](#)

NY TIMES - J. David Goodman

An officer drew his weapon on a bystander but denied using a racial obscenity. In another case, an officer told investigators that he had not shoved a man in handcuffs, but that the man tripped. In another encounter, an officer who was asked for his name so the person he stopped could file a complaint, said, "Go ahead" and gave the name Smith. When presented with audio, the officer explained away the apparent proof of his minor misconduct. "Good night, Mr. Smith," is what the officer said the recording captured. Neither the officer nor the person in the car had that last name. The encounters were among about two dozen documented in a new report released on Thursday in which investigators from the Civilian Complaint Review Board, an independent oversight agency for the police, discovered, in the course of inquiries into allegations of misconduct, apparently false official statements by New York City police officers.

[New York Police Dept. Questioning of Protesters Was Improper, Rights Lawyers Tell Commissioner](#)

NY TIMES - Colin Moynihan

Five civil rights lawyers have sent a letter to Police Commissioner William J. Bratton saying that the recent questioning of protesters by detectives violated a federal consent decree and was not conducted by the proper New York Police Department division. The questioning, in December, was of people arrested at protests after a decision by a Staten Island grand jury not to indict a police officer in the case of Eric Garner, who died last summer during an attempted arrest. Eleven people who said they were questioned at Police Headquarters as they awaited their release told a reporter for The New York Times that they were removed one by one from holding cells and asked who had organized the demonstrations, who had participated in them and what forms of social media protesters used to keep track of them.

[Witness Accounts in Midtown Hammer Attack Show the Power of False Memory](#)

NY TIMES - Jim Dwyer

The real world of our memory is made of bits of true facts, surrounded by holes that we Spackle over with guesses and beliefs and crowd-sourced rumors. On the dot of 10 on Wednesday morning, Anthony O'Grady, 26, stood in front of a Dunkin' Donuts on Eighth Avenue in Manhattan. He heard a ruckus, some shouts, then saw a police officer chase a man into the street and shoot him down in the middle of the avenue. Moments later, Mr. O'Grady spoke to a reporter for The New York Times and said the wounded man was in flight when he was shot. "He looked like he was trying to get away from the officers," Mr. O'Grady said.

[Hammer-wielding assailant charged a day after being shot while attacking cop](#)

DAILY NEWS - Larry McShane

A hammer-swinging serial assailant was charged with felony assault and criminal possession of a weapon Thursday — one day after he was shot while attacking a police officer. David Baril, 30, of the Bronx, was officially arrested and accused while still recovering from two NYPD bullets in a bed at Bellevue Hospital, authorities said. The deranged suspect was wanted for a number of incidents that included using the hammer on three women and a man during a scary six-hour Tuesday spree.

[NYPD officer accused of shooting unarmed man in Brooklyn stairwell greeted by dozens of protesters outside court](#)

DAILY NEWS – Christina Carrega-Woodby

An NYPD officer accused of shooting an unarmed man inside a Brooklyn stairwell last year was greeted by dozens of chanting protesters outside court Thursday. Officer Peter Liang, who appeared in court for the first time since his Feb. 11 arraignment for the fatal shooting of Akai Gurley, sat quietly during the brief hearing as protesters called for justice outside Brooklyn Supreme Court. “I intend to be here for every single court date,” said Kimberly Ballenger, the common-law wife of Gurley, who stood shoulder to shoulder with relatives and a gaggle of demonstrators, who wore shirts emblazoned with recent victims of police brutality, including Sean Bell and Gurley. “As long as this case is going on, I will be here.”

[David Baril Is Charged With Assault in Manhattan Hammer Attacks](#)

DAILY NEWS - Patrick McGeehan

The police said on Thursday that they had filed assault charges against David Baril, who was suspected of wielding a hammer in a series of attacks before he was shot by an officer in Manhattan on Wednesday. Mr. Baril, who has been at Bellevue Hospital Center since his encounter with two officers on Eighth Avenue, was charged with criminal possession of a weapon and seven counts of felony assault. He was in critical condition and had not yet been arraigned. Two uniformed officers on patrol in Midtown thought Mr. Baril, 30, fit the description of the man believed to have attacked four people with a hammer in Manhattan on Monday. The victims were all struck in the head, but none sustained a serious injury, the police said.

[Department of Education employee, 27, tried to seduce undercover officer posing as 14-year-old: cops](#)

DAILY NEWS - Ryan Sit

Cops busted a New York City Department of Education employee Thursday night after he tried to seduce an undercover officer posing as a 14-year-old girl online, police said. Jonathan Blum, 27, was charged with attempted rape, attempted criminal sex act, attempted endangering the welfare of a child and trying to send at least one indecent picture to a minor, authorities said. Police say Blum endeavored to meet up with the girl he thought was almost half his age but who turned out to be a cop. It was not immediately clear what his position was with the Department of Education.

[City Council bill forces FDNY to report on women, minority applicants](#)

DAILY NEWS - Erin Durkin

The FDNY will have to publicly report how many women and minorities apply for and land firefighter jobs under a bill passed by the City Council on Thursday. Council members said they're upset that only 46 of 10,500 firefighters are women. The department would have to publish demographic stats on initial applicants, people who pass the written exam, pass the physical exam, enter the academy and graduate to become firefighters.

[NYC to open applications for communities to apply for neighborhood .nyc domains](#)

DAILY NEWS - Jennifer Fermino

With .nyc the fastest-growing city domain on the planet, the de Blasio administration is prepping to launch new neighborhood sites that will localize the world wide web even further. The city is opening applications in the next few months to allow communities to apply for 400 neighborhood website names like ParkSlope.nyc, Harlem.nyc and Astoria.nyc. The application process is opening as .nyc is booming, with close to 77,000 registrations in just six months. That's more than .London at 60,049, .Tokyo with 37,283 and “.Koeln” — the German city of Cologne, which is at number three with 22,624, according to the tracking website namestat.com.

[NYPD cop hit with drug charges as her jewelry theft case continues](#)

DAILY NEWS – Thomas Tracy

A cop already accused of swiping jewelry belonging to her boyfriend's mother found herself in deeper trouble Wednesday when she was arrested on drug charges, officials said. Officer Stacey Staniland, 29, is facing charges of possession of a hypodermic instrument and drug possession following her arrest in Sunset Park, Brooklyn. Staniland had been suspended with pay following her arrest in Staten Island for breaking into a home belonging to her boyfriend's mother on Egbert Ave. in Port Richmond and taking an assortment of necklaces and bracelets. She then pawned the jewelry at a local shop, officials said.

[OWS protester featured on cover of Daily News wins \\$45K settlement](#)

DAILY NEWS – Stephen Rex Brown

An Occupy Wall Street protester busted in Union Square in September 2011 has settled with the city for \$45,000. The arrest of Rheannone Ball, 23, was featured on the front page of the Daily News the day following the rowdy rally. On Thursday she told The News she plans to use the city's money for that well-documented encounter four years ago to help cover her college tuition. She boasted that the settlement was a sign the NYPD knew it screwed up by arresting her — though the settlement does not include an admission of wrongdoing. “Even though the city reminds everyone that settling isn’t a form of admitting it’s wrong — I think everyone knows it is,” she said. “And I’m going to college next year!”

[Editorial: Correct to the core: Study confirms that New York's standardized tests are telling hard truths about student achievement'](#)

DAILY NEWS - Editorial

The squeaky-wheel parents and accountability-fearing teachers unions who have rebelled against Common Core exams claim to be shielding students from the distortions of high-stakes testing.

What they’re really at war with is reality. New York’s exams have delivered urgent but inconvenient truths about our public schools’ failures. That’s the conclusion of a powerful new report by two advocacy organizations, Achieve and the Collaborative for Student Success.

The groups looked at state proficiency scores in reading and math — and lined them up against results from the federal National Assessment for Educational Progress, widely considered the gold standard for measuring achievement. In most of the nation, states systematically deceive parents and teachers about what students know. But New York earned the honor of being the nation’s top “truth teller” — with exams that paint an honest picture of what kids are learning.

[Opinion: The other racial divide in policing: Throughout history, departments have discriminated against African-American cops](#)

DAILY NEWS - Jonathan Zimmerman

In 1898, African-Americans in Baltimore demanded that the city’s all-white police force hire black officers. The police commissioner issued a curt reply: no. Employing “colored policemen” would result in the “humiliation of Anglo-Saxon blood,” he warned, especially if a black officer were to arrest a white citizen. Baltimore didn’t hire its first black policeman until 1938. I’ve been thinking about this history during the recent crisis in Baltimore, where six police officers have been charged in the death of Freddie Gray. Three of them are black, leading some observers to contend that the killing of Gray — who was also African-American — was “not about race.”

[Shaken cops share big hug after tussle with madman](#)

NY POST - Kirstan Conley, Larry Celona, Jamie Schram, Ben Feuerherd

The NYPD cop who was attacked by a hammer-swinging sicko gave her partner a big bear hug after realizing he saved her life. “He couldn’t believe how hard she hugged him,” a law enforcement source said, adding that Officer Lauren O’Rourke didn’t know how close David Baril, 30, had come to critically injuring her until she watched the video footage. O’Rourke and Officer Geraldo Casaigne were home recovering from the ordeal on Thursday. Baril was charged with felony assault and criminal possession of a weapon Thursday for allegedly attacking four innocent people with a hammer on May 11. He was slapped with the charges as he remained shackled to his bed, with a police officer parked outside his room.

[Occupy Wall Street protester brags after \\$45K settlement](#)

NY POST – Josh Saul

An Occupy Wall Street protester scored a \$45,000 settlement from the city — and followed up by bragging that the money means the city is “sorry” for the way it treated her. Rheannone Ball, 23, sued the NYPD over her September 2011 arrest near Union Square. “I wasn’t doing s— to get arrested,” Ball boasted to The Post. “It means they’re sorry in their own bureaucratic and municipal way.” A photo of Ball’s arrest was used as a symbol of police violence by protesters during the 2011 movement, according to her Manhattan federal court lawsuit.

[\[PRO\] City publishes solicitation for new 311 framework](#)

CAPITAL NY - Miranda Neubauer

[Oversight Agency Catching More Cops in a Lie](#)

WNYC - Robert Lewis

The Civilian Complaint Review Board is finding more evidence of police officers lying, according to an annual report the agency released Wednesday. In one case, an officer claimed he pulled his gun on a civilian out of fear for his safety and that he didn't remember swearing. But a recording showed the officer yelling a racial slur and pointing his gun at someone merely holding a cellphone. Richard Emery, Chair of the CCRB, said, “the advent and the prevalence of videotape” is making it easier to spot when a cop isn't telling the truth. Still, the numbers are low when compared to the size of the department, which has about 35,000 officers. The CCRB found 26 instances of cops possibly making false official statements in 2014. That's up from 13 the year before and just two in 2010.

[Radio: When is Deadly Force the Only Option?](#)

WNYC - Brian Lehrer

After police shot a hammer-wielding man on a busy Midtown street in the middle of the day yesterday, John Eterno, the associate dean and director of graduate studies in criminal justice at Molloy College, a former NYPD officer and captain (from 1983 to 2004) and the author of *Policing within the Law: A Case Study of the New York City Police Department* (Praeger, 2003), discusses police tactics during encounters with assailants with weapons and whether deadly force is the suitable response.

[NYC Civilian Complaint Review Board received fewer complaints against NYPD in 2014](#)

AM NY - Alison Fox

The City's Civilian Complaint Review Board reported a decrease in the number of complaints it received against the NYPD in 2014, according to the board's annual report released Thursday. The report also suggests a reorganization of how the agency investigates the complaints it does receive, splitting itself from six teams into 16 smaller ones. According to the report, in 2014 there were 4,788 complaints filed, an 11% decrease from the year before. It was also a 26% decrease from 2010. The time it takes to process a complaint has also decreased, the agency said, from 329 days in 2013 to 271 days in 2014. So far in 2015 the average investigation -- handled by the smaller groups -- is completed in 63 days, according to the report. The agency pointed to a decrease in stop-and-frisk as "likely the main factor" in the decline.

[Alleged NYC hammer attacker arrested on felony assault charges](#)

METRO - Wendy Biddlecombe

David Baril, the man accused of attacking a police officer and at least four other people with a hammer this week, was arrested on felony assault charges on Thursday morning. Baril, 30, was arrested at Bellevue Hospital, where he was taken Wednesday after being critically shot by an NYPD officer in Midtown. The suspect was shot after allegedly hitting Officer Lauren O'Rourke with a hammer in the area of West 37th Street and Eighth Avenue. O'Rourke and her partner, Officer Geraldo Casaigne, recognized Baril's photo, which had been distributed to all patrol officers, and the man attacked the officer after he realized he was being followed, Police Commissioner Bill Bratton said during a press conference on Wednesday.

...Baril was arrested on seven counts of felony assault, and one charge of criminal possession of a weapon, police said. He has eight prior arrests, including attempted assault on a police officer.

[Chinese-Americans in New York split over officer who shot black man](#)

METRO - Sebastien Malo

Dozens of Chinese-Americans gathered at a court hearing on Thursday to support a New York City police officer charged in the fatal shooting of an unarmed black man, while others joined protesters outside who were demanding he be convicted. Tensions among New York's Chinese-American community surfaced at state Supreme Court in Brooklyn, where Peter Liang, a 27-year-old rookie officer of Chinese descent, appeared at a pre-trial hearing in the manslaughter case. Liang was charged in February in the death of Akai Gurley, 28, who police said was struck by a single bullet that discharged from the officer's gun as he patrolled a darkened stairwell in a Brooklyn housing project.

[In just 3 seconds, courageous cop makes life-or-death decision](#)

SI ADVANCE - Mark Stein

With a masked man swinging a claw hammer in the middle of a Manhattan intersection Wednesday morning, a police officer had barely an instant to react. The target of the hammer attack was Lauren O'Rourke, a police officer who, along with her partner, had been trailing the man. Having been outed by the suspect, David Baril immediately engaged, ultimately striking the cop at least three times, sending her to the ground, according to police. As Baril continued to swing, Ms. O'Rourke's partner was tasked with a decision that meant life or death. And he barely had a moment make it.

[Teen hate-crime suspect accused of Instagram post: 'Let's shoot some cops'](#)

SI ADVANCE - John Annese

A hate-crime suspect's Instagram activity has landed him in deeper trouble -- after cops found a post suggesting, "Let's shoot some cops in their patrol cars," police allege. Michael Kish, 19, of Clifton, was arrested last week on charges he and an accomplice, Christian Schlagler, 18, of Sunnyside, scrawled swastikas, the words "White Power," and other racial epithets at the Eltingville station of the Staten Island Railway. The graffiti included what investigators believe is Schlagler's Instagram handle, and that led police to Kish's account, law enforcement sources said. Investigators then found a conversation about a month ago detailing what's thought to be Schlagler's recent arrest on a bench warrant, sources said. Kish, posting as "hurt_shoulder," then wrote, "He's out. Let's shoot some cops in their patrol cars," followed by "emoji" images of a smiling police officer, an alien and three guns, authorities allege.

[NYPD officer arrested on drug charges, police say](#)

SI ADVANCE - Maura Grunlund

NYPD Officer Stacey Staniland of Staten Island, who previously was accused of burglary, has been arrested on drug charges, police said. An Internal Affairs Bureau investigation is underway for Ms. Staniland, 29, who was on-duty when she was cuffed in Brooklyn at about 7:45 p.m., according to a spokesman for the NYPD's Deputy Commissioner of Public Information. Ms. Staniland, who public records indicates lives in New Brighton, faces charges of possession of a hypodermic instrument and criminal possession of a controlled substance, police said.

[CCRB wants access to the Eric Garner grand jury records](#)

SI ADVANCE - Mira Wassef

The Civilian Complaint Review Board (CCRB) filed a petition last week to gain access to the Eric Garner grand jury records so it can complete its own investigation to see if there was any misconduct by the officers involved in the incident.

...The CCRB was also informed that the NYPD's internal probe was done and sent to the department's advocate's office for possible disciplinary action, but the feds have placed a hold on that as well, according to the petition. The petition says that the group asked for the results of the NYPD's Internal Affairs Bureau, but was denied. The CCRB, according to its deal with the NYPD, has the right to investigate any allegations of police misconduct, and says it has received many complaints following the encounter between Garner and the police.

[Officials stress importance of Adopt-A-Highway program](#)

SI ADVANCE - Vincent Barone

City officials joined Borough President James Oddo and Councilman Steven Matteo to highlight the role the Adopt-A-Highway program plays in Staten Island's anti-littering campaign. Department of Transportation Commissioner Polly Trottenberg was in attendance at the Concord press conference on Thursday to unveil new Adopt-A-highway

signage and call for the adoption of more highway segments and road sections citywide. "[Oddo and Matteo] have fought to the Island clean and litter-free," said Ms. Trottenberg. "And the Adopt-A-Highway program is a wonderful highway program to do that."

[Scrutiny as budget cuts move Staten Island mortuary operations to Brooklyn](#)

SI ADVANCE - Anna Sanders

There is increasing scrutiny this week after service and budget cuts by the city medical examiner's office moved Staten Island mortuary operations to Brooklyn. A group of elected officials are calling for more oversight and investigation into the effect of changes the Office of the Chief Medical Examiner made to city mortuary operations in all five boroughs. The medical examiner now performs Staten Island autopsies in Brooklyn after mortuary operations were moved there on May 9. Such work in the Bronx will also relocate on June 1, transferring to offices in Queens and Manhattan depending on where deaths occur in that borough. The city doesn't anticipate this will adversely affect grieving families, police investigations or overall service, maintaining that the moves will actually make office operations more productive.

[Speed cameras put brakes on Island drivers; concerns persist](#)

SI ADVANCE - Vincent Barone

Instances of speeding near Staten Island's school zone speed cameras have dropped by more than half, but elected officials and community leaders still have concerns about the program. As of March of this year, the five fixed school-zone speed cameras operating on Staten Island have registered an approximate 55 percent drop in violations, or instances of speeding, according to public city data. The Department of Transportation says that, while more time is needed to accurately assess the program, this is a welcomed development that is mirrored in citywide data thus far. "We've seen, generally, around a 60 percent drop in speeding at camera locations," said Transportation Commissioner Polly Trottenberg at an unrelated press conference. "That might not be the case at every location, but generally speaking that's what we've seen. And we think that's terrific."

[Here's where speed cameras are on Staten Island](#)

SI ADVANCE - Vincent Barone

There are two types of school zone speed cameras: Fixed cameras attached to poles, and mobile cameras perched on the tops of Ford Escorts parked in school zones. The city has installed six fixed speed cameras on Staten Island and has tested mobile cameras at about 30 locations on the Island since June. From June 2014 through March 2015, speed cameras on Staten Island have issued \$2.9 million in summonses. Citywide, cameras have collected \$12 in speeding fines in that same window. Speed camera data has documented a 55.4 percent drop in speeding, though the cameras haven't significantly impacted the number of car accidents on the Island that occur nearby. Check the map below to see where cameras have issued tickets dating back to June 2014 through March of 2015.

[Reveal video shooting against attacker with hammer](#)

EL DIARIO - Staff

The New York City Police Department released the video of the moment when an agent against the suspect fired several attacks with hammer in Manhattan.

Police shot the suspect, identified as David Baril, 30, on Wednesday around 10:00 am The video from a surveillance camera shows when man attacks the agent Lauren O'Rourke . The other cop, Casaigne Geraldo responds with shots while dozens of passersby trying to flee the scene.

[They take the dirt to industrial laundries](#)

EL DIARIO - Cristina Loboguerrero

The next time you go to a restaurant and want to wipe his mouth with a cloth napkin think again. A report released Thursday indicates that industrial laundries not properly washed fabric garments that give their customers, such as restaurants, hotels and hospitals. The report released by Councillor Ritchie Torres, representative of the Bronx under the name "irresponsible Industrial Laundries: A major threat to public health", discloses a little more than two months have presented the bill known as "Clean Act" , with which you want to solve various problems facing this industry. "In local facilities where linens and textiles is cleaned, it is not uncommon to find that laundry containing

hazardous residues and contaminants, even though these garments are used by countless New Yorkers in hospitals, hotels and restaurants" indicates one of the excerpts of the report.

[Police arrest woman for drug possession](#)

EL DIARIO - Staff

A police officer was arrested Wednesday night and charged with drug possession charges . Uniformed was identified as Stacey Staniland, 29, and was charged with criminal possession of a controlled substance and possession of a hypodermic instrument.

[Beware of false rent](#)

EL DIARIO - Zaira Cortes

New York High rents with gentrification in Latino neighborhoods are pushing residents into fraudulent offers of affordable housing. According to the prosecutor Mayerling Rivera of Immigration Affairs Unit of the Office of Manhattan , in the last year they increased cases Inwood and Washington Heights.

...Another scam recently detected by the Office of Manhattan is committed by alleged intermediaries that promise, in exchange for a payment, the apartments Housing Authority (NYCHA) or Section 8, or placing applicants in the first issues of the list waiting. The procedures for public housing are free and take place only in the offices of the City.

[Present program to support young women](#)

EL DIARIO - Zaira Cortes

The president of New York, City Council Member Melissa Mark-Viverito , announced this morning the first Young Women's Initiative of the country during the New York Women's Foundation Breakfast held annually. The program is a model similar to the Young Men's Initiative that the former mayor Michael Bloomberg launched in 2011, partly financed with his own money, to offer African American and Latino youth employment centers, parenting classes and other programs . Mark-Viverito announced the move accompanied by the councilors Julissa Ferreras, Elizabeth Crowley and Laurie Cumbo.

...Also concerned about the high incidence of HIV and sexually transmitted diseases among women of color. According to figures from the Department of Health of the City , the average age of the cases of women and men of color with HIV it is between 20 and 29 years. Most are 10% below the federal poverty level (FPL).

[Hammer Attacker Was a 'Ticking Time Bomb,' Neighbors Say](#)

DNA INFO - Lindsay Armstrong

Former neighbors of the accused serial hammer attacker who was shot by police after striking an NYPD officer described him as a "ticking time bomb" prone to mood swings when not taking his medication. Those who knew David Baril, 30, were saddened to hear he'd been shot Wednesday morning after attacking an NYPD officer with a hammer. However, they were not surprised. Neighbors at the apartment building where Baril grew up and lived periodically with his mother until last year said that Baril's mental health had been deteriorating for years.

[David Baril's First Victim Wants to Help Make New York City Safer](#)

DNA INFO - Gwynne Hogan

The first victim of the hammer attacker who bashed five people, including an NYPD officer, before being shot wants to join the NYPD. Victor Urena, 20, a criminal justice junior at Mercy College, was in Herald Square with friends Monday when David Baril, 30, walked up to him, pulled out a hammer and hit him. But the random attack just made Urena more determined to make the streets safer. "I'd like to be one of those officers that wake up every day thinking, how can I help New York City and how can I be a positive influence on another individual?" Urena said.

[City's NYPD Watchdog Wants Eric Garner Grand Jury Evidence](#)

DNA INFO - James Fanelli

The city's NYPD watchdog wants to review the testimony and evidence from a grand jury investigation into the death of Eric Garner in police custody so it can complete its own probe of alleged civil rights abuses. The Civilian Complaint Review Board filed a petition in Staten Island Supreme Court last week asking a judge to grant them

access to the testimony of police officers and witnesses that the Staten Island District Attorney's Office presented to the Garner grand jury.

...The agency had asked the NYPD to share its findings from an investigation by its Internal Affairs Bureau, but the department refused. "I've asked them repeatedly since December," Emery said. "They just simply say that this is their investigation and they want to maintain its integrity."

[Tenant Raising Money for Air Quality Testing in Buildings Affected by Blast](#)

DNA INFO - Lisha Arino

An East Village resident has set up an online fundraiser so that she and her neighbors can move NEWSback home and breathe easy — literally. Lindsey Bornstein, a resident at 41 E. Seventh St., has set up a GoFundMe page to conduct independent air and dust toxicity tests in her building and neighboring 125 Second Ave., which are both located near the Second Avenue explosion site. The page has raised more than \$400 of its \$3,900 goal, according to the website. Both buildings were evacuated for safety reasons after a massive gas explosion tore through 121 Second Ave. on March 26, killing two men and razing three buildings. After inspections by city agencies, the vacate orders for most of the buildings' units were lifted on April 14, according to the Department of Buildings website. Two apartments remain vacant in 41 E. Seventh St. because they are filled "rafter-high with junk," according to the DOB, while the landlord of 125 Second Ave. is repairing the building's five remaining evacuated apartments.

...According to a Housing Preservation and Development spokesman, the apartments that their vacate orders lifted were in a "safe and habitable condition." Two separate "air quality monitoring operations" were taken at the site — one by a contractor hired by HPD as well as the Department of Environmental Protection, he said. Tests for airborne asbestos were negative, the spokesman added, and both 125 Second Ave. and 41 E. Seventh St. have no history of lead paint violations, no past closed violations nor current open violations for lead paint.

[Jamaica Police Officers Who Survived Hatchet Attack Get National Award](#)

DNA INFO - Ewa Kern-Jedrychowska

Four rookie police officers who were attacked last year by a hatchet-wielding man while patrolling Jamaica Avenue were awarded for their bravery during a ceremony with Vice President Joe Biden. The officers — Kenneth Healey, Taylor Kraft, Joseph Meeker and Peter Rivera — received the Top Cops Awards presented annually by the National Association of Police Organizations.

['Mr. Big Shot' Linked to 120 Synthetic Marijuana Hospitalizations in a Week](#)

DNA INFO – Gustavo Solis

"Mr. Big Shot," a potent new brand of synthetic marijuana, sent 120 men to the emergency room after smoking the drug in a single week. The victims, mostly men over 25, suffered a range of problems including seizures, rapid heart rate, high blood pressure, vomiting, nausea and hallucinations after smoking the chemical substance that is marketed as incense, according to the Department of Health and Mental Hygiene. "Mr. Big Shot was too strong," said Clarence Blackwell who lives near 125th Street and Lexington Avenue. "It made people jittery, I saw them throw up and pass out. Since April they've stopped selling it."

[City Picks Site for New Elementary and Middle School in Atlantic Yards](#)

DNA INFO - Rachel Holliday Smith

The School Construction Authority has identified the site for a new elementary and middle school expected to be built in the Atlantic Yards/Pacific Park development starting next summer, officials said. The new 616-seat school would be located in a yet-to-be-built residential tower on the northeast corner of Sixth Avenue and Dean Street, according to a public notice from the School Construction Authority and a representative from the state, who announced the selection this week at a construction update meeting.

[Council Speaker Melissa Mark-Viverito Launches Young Women's Initiative](#)

DNA INFO - Jeff Mays

The city is launching an initiative to help minority women reach their full potential, City Council Speaker Melissa Mark-Viverito announced Thursday. The Young Women's Initiative will create a committee of advocates, policy experts and community leaders to identify ways the city can invest in new approaches to improve women's

prospects. It is a multi-year effort modeled after the Young Men's Initiative created by former Mayor Michael Bloomberg.

[Two historic buildings at South Street Seaport to be torn down—and the city is leading the demolition](#)

CRAIN'S NY - Joe Anuta

The city is eager to demolish two decaying buildings on a portion of the South Street Seaport where developer Howard Hughes Corp. has proposed a controversial project featuring a 494-foot residential tower, Crain's has learned. The New Market Building and the landmarked Tin Building were part of the old Fulton Fish Market, and are in the footprint of the Howard Hughes' project, which also includes a number of infrastructure improvements and affordable housing. "The Tin and New Market Buildings are supported by piles that have deteriorated to the point that they cannot hold the structures above it," a spokeswoman for the city's Economic Development Corp. said in a statement, referring to the structures' wooden pier supports. An inspection last month also revealed portions of both edifices were in danger of collapsing, according to the corporation.

Local News:

[Cuomo's Job Creation Program Is Slow to Take Hold](#)

NY TIMES - Susanne Craig, Jesse McKinley

In May 2013, Gov. Andrew M. Cuomo announced a program he promised would "supercharge" the state's economy and take job creation efforts to a level never seen before. He poured tens of millions of dollars into advertising to push the program, Start-Up New York. In its first full year of operation, the effort created fewer than 100 jobs. It has, however, attracted entrepreneurs like Brian Heidel, the self-described dung beetle of the mining industry. Mr. Heidel has big plans for his company, Mid-Island Aggregates Distribution, which recycles mining waste. He and his three employees, one of whom is his wife, are set to move from Connecticut to New York. The company plans to create at least five jobs and invest \$1.5 million.

[A New York State Senate Bill Is a Win for Four-Legged Guests in Outdoor Restaurants](#)

NY TIMES - Benjamin Mueller

A brush of terrier fur against a patron's open toes as she sips her morning coffee. A nudge from a rangy German shepherd beneath an outdoor table piled high with croissants. Paws scraping against the sidewalk in pursuit of dropped bits of omelet. Until now, New York State health law has sought to spare restaurant-goers such minor indignities, which are regarded by many dog lovers as the pleasures of life among fellow devotees. But as the weather turns warm and people begin choosing outdoor tables, the State Legislature is considering expanding the rights of dog owners, whom lawmakers describe as among their most vocal constituencies.

[Schumer to Recommend Brooklyn Prosecutor for U.S. Attorney Post](#)

NY TIMES - Stephanie Clifford

Robert L. Capers, a longtime federal prosecutor in Brooklyn, has won the critical support of Senator Chuck Schumer to be the next United States attorney for the Eastern District, which covers Brooklyn, Queens, Staten Island and Long Island. Mr. Schumer confirmed that he would recommend that President Obama nominate Mr. Capers to succeed Loretta E. Lynch, who became the United States attorney general in April. If Mr. Capers is nominated, he will have to be approved by the Senate. "He rose to the top on the merits," Mr. Schumer, a Democrat, said of Mr. Capers, who joined the office in 2003 and currently prosecutes public corruption cases. "He's really smart, he's very hardworking, nose to the grindstone, not flashy, gets the job done and gets it done superbly."

[Jokes Aside, David Letterman Leaves Behind a Costlier Neighborhood](#)

NY TIMES - Corey Kilgannon

When the "Late Show" first started taping at the Ed Sullivan Theater in Midtown Manhattan in September 1993, the area was "very fringy," said Rupert Jee, an owner of the Hello Deli on West 53rd Street, around the corner from the theater entrance and next to the stage door and the corporate offices. The fringe did not last. As part of his "Meet the Neighbors" segments, David Letterman immediately began incorporating Mr. Jee and other local merchants as regular guests on the show, turning some into celebrities and making their shops into tourist destinations.

[Christie's and Phillips Have Auctions With Differing Results](#)

NY TIMES - Scott Reyburn, Graham Bowley

Toward the end of a week that saw \$2 billion worth of art change hands, the question Thursday night was whether buyers in New York would have the energy — and money — to spend still more as Christie's and Phillips held auctions that overlapped a bit in time. The answer at Christie's was yes, as the house took in \$202.6 million at its sale of Impressionist and modern art, led by an archetypical 1929 Piet Mondrian abstract, "Composition No. III, With Red, Blue, Yellow and Black," that fetched \$45 million, or \$50.6 million with fees, the highest price ever paid for a work by the artist at auction. At Phillips's sale of contemporary art, the answer was less clear. Though the room was packed with dealers, advisers and buyers like Leonardo DiCaprio, some of whom had traveled over from the Christie's sale a few blocks south, the buzz in the crowd did not buoy the bidding.

[Two Plead Guilty in Sexual Abuse of 2 Amish Girls in Far Northern New York](#)

NY TIMES - Associated Press

A woman accused of helping to kidnap and sexually abusing two Amish girls last year pleaded guilty on Thursday to 10 charges of making child pornography with them and other victims.

The woman, Nicole Vaisey, and her boyfriend, Stephen Howells, were charged by federal prosecutors in Syracuse with coercing and sexually exploiting the Amish girls and some other children. Mr. Howells pleaded guilty last week to 21 charges. Both are scheduled to be sentenced in September. The Amish girls, then 7 and 11, were abducted on Aug. 13 from their family's roadside farm stand in St. Lawrence County, in far northern New York. They were released the next day.

[Body Found in Hudson River Is Not Missing Kayaker, Police Say](#)

NY TIMES - Staff

The police in the Town of Poughkeepsie said on Thursday that a body recovered from the Hudson River this week was not that of Vincent Viafore, the 46-year-old man who prosecutors say was killed by his fiancée as the couple kayaked last month. The Hudson River at Plum Point Park in New Windsor, N.Y., where Vincent Viafore and Angelika Graswald launched their kayaks. Since Mr. Viafore's kayak capsized on April 19, scores of officers, rescue workers and relatives have searched the shores on both sides of the river. His fiancée, Angelika Graswald, 35, was arrested on April 29 on a charge of second-degree murder.

[NYC Subway Stations' Cleanliness Criticized in Audit](#)

WSJ - Thomas MacMillan

The Metropolitan Transportation Authority struggles to meet its own benchmarks for cleaning the subways, leaving trash piled on tracks, paint peeling from ceilings, and rats running rampant, according to an audit released Thursday. The MTA standard is to clean each of its 276 stations once every three weeks. But the audit, by the office of City Comptroller Scott Stringer, found that 97% of the stations were cleaned less frequently. The report states that 88% of stations were cleaned fewer than eight times a year. The audit covered the period covering July 2013 to June 2014.

[The Brooklyn Museum, Still Seeking a Leader](#)

WSJ - Jennifer Smith

As Arnold Lehman prepares to step down this year after 18 years at the helm of the Brooklyn Museum, speculation over who will succeed him has become something of a parlor game in New York art circles. Will the museum find a director who—unlike most who hold the job nationally—reflects the borough's cultural diversity? Will he or she share Mr. Lehman's famously populist sensibilities? "I am told everyone in the world wanted this job," said Alan Fishman, chairman of the Brooklyn Academy of Music, who has known Mr. Lehman since the Brooklyn-born director returned to the borough in 1997. In his time at the museum, he set plenty of tongues wagging—whether by battling with former New York City Mayor Rudolph Giuliani over free speech or mounting sometimes controversial shows on subjects ranging from "Star Wars" to "The Art of the High-Heeled Shoe."

[Pairing Wines With...the Big Screen](#)

WSJ - Letite Teague

There are movies where wine is the star—think "Sideways" or "Bottle Shock"—and movies where wine plays a supporting role. In Blythe Danner's new film, which is opening Friday, wine has a cameo. When Ms. Danner, who

plays widow Carol Peterson, invites Lloyd the pool boy to share a bottle of white wine, she asks if he'd like "a little bit or the full treatment" before pouring him a glass. It's one of many poignant moments in "I'll See you in My Dreams," directed by Brett Haley and starring Ms. Danner and Martin Starr as Lloyd. The wine is both a symbol for Carol's solitary existence—she wanders around her empty house, glass of white wine in hand—as well as an entree to friendship and even a bit of romance.

[Newtown Families Want Suit Heard in Connecticut](#)

WSJ - Joseph de Avila

The families of some of the victims killed at Sandy Hook Elementary School want a lawsuit against the seller of the rifle used in the shooting moved back to a Connecticut state court. A motion filed Wednesday in U.S. District Court by attorneys for the families says "it is the role of a Connecticut jury to assess the merits" of their claim against Riverview Sales Inc., the East Windsor, Conn., gun shop that sold the Bushmaster XM15-E2S rifle. Nancy Lanza bought the rifle from Riverview. Her son Adam Lanza had free access to the weapon, which he used to kill 20 school children and six school staffers in Newtown, Conn., in 2012. In December, nine families of victims killed in the shooting and one survivor filed a wrongful-death action in Connecticut Superior Court. They argued that the rifle maker, the firearms distributor and Riverview were liable for producing and selling a weapon unfit for civilian use. The defendants had the case moved to U.S. District Court in Connecticut in January.

[Felon Ex-Mayor Seeks Old Job in Bridgeport](#)

WSJ - Joseph de Avila

Joseph Ganim spent seven years in prison for taking bribes and other offenses when he was mayor of this city more than a decade ago. Now, the once-rising star of the state's Democratic Party is trying to get his old job back. The 55-year-old Mr. Ganim declared his candidacy for mayor last week; he is one of at least four candidates looking to unseat Mayor Bill Finch, a fellow Democrat. In an interview ahead of his campaign launch party on Thursday, Mr. Ganim said his incarceration made him a better person, one who is now better suited to lead Bridgeport, Connecticut's most populous city. "I think it's fair for people to judge," he said. "I want to continue on the progress we made, and I want to make right on the areas where I did make mistakes."

[Amtrak Crash Victim Is Remembered for Helping Those in Need](#)

WSJ - Leslie Brody

Medgar Evers College student Camoy Honegan was thrilled to learn Tuesday morning that one of her school's deans had arranged a \$3,000 grant for her books and expenses. Ms. Honegan already felt indebted to Derrick Griffith, a dean at the CUNY college in Crown Heights, for spending a day helping her locate a place to live this winter, when she was homeless. But this time, she didn't have the chance to thank him. Mr. Griffith, 42 years old, was one of the eight fatal victims of Tuesday's train derailment in Philadelphia.

[Amtrak Engineer Brandon Bostian Had Passion for Trains](#)

WSJ - Kris Maher

Brandon Bostian, the 32-year-old engineer who was at the controls of an Amtrak train that crashed Tuesday, had a passion for the railroad and the job he has held since graduating from college, friends said Thursday. "If you had seen him a week ago and talked to him, no matter what you talked about, you would have known that he loved trains and Amtrak and helping transport people from one place to another," said Matt Broffman, a friend who attended the University of Missouri with Mr. Bostian. Mr. Bostian, who lives in Queens, N.Y., has become the focus of intense scrutiny since investigators said Wednesday that the train was going more than twice the 50-mile-an-hour speed limit as it entered a sharp turn, where it jumped the tracks. Eight people were killed and many of the 243 on board were hurt.

[EXCLUSIVE: State Senate Democrats group urging delegation against bill outlawing online gaming](#)

DAILY NEWS - Kenneth Lovett

A breakaway group of state Senate Democrats is asking the New York congressional delegation to bet against a federal bill that would outlaw online gaming. In a letter to the New York delegation, the state Senate Independent Democratic Conference argued that the bill would trample on the rights of states while potentially prohibiting the New York Lottery from offering games online. The five Dems argued that federal legislation would also keep New

York from ever joining other states in allowing Internet poker, which they said would generate new tax revenue and create job opportunities.

[Assembly health chief wants to increase medical marijuana availability](#)

DAILY NEWS - Glenn Blain

The head of the Assembly's Health Committee wants to greatly expand the places New Yorkers can get medical marijuana — and let them smoke it. Committee Chairman Richard Gottfried (D-Manhattan) introduced legislation this week that would overhaul the state's fledgling medical pot program to allow a virtually unlimited number of dispensaries. The current law, adopted last year, allows only a maximum of 20 dispensaries across the state. Gottfried's bill would also enable patients to smoke marijuana, which is prohibited under the existing law.

[Queens man falsely claims Councilman I. Daneek Miller is his dad in face of arrest](#)

DAILY NEWS - Rocco Parascandola

A 35-year-old Queens man told cops he was the son of a city councilman when he was busted on a slew of charges, including resisting arrest, after hitting a car with his ATV, the Daily News has learned. It turns out there's some connection, although Councilman I. Daneek Miller is not suspect Jamel Miller's dad. But after two days of questions, the politician's spokesman refused to clearly identify the relationship. Spokesman Ali Rasoulinejad at one point said the pol doesn't even know who Jamel Miller is — despite the two appearing to have had the same address at one point.

[Democratic group blasts Republican Rep. Dan Donovan for voting in favor of late-term abortion ban](#)

DAILY NEWS - Dan Friedman

On just his second day in office, Democrats are already attacking Rep. Dan Donovan. The Democratic Congressional Campaign Committee, which stayed out of the special election race Donovan won this month, wasted no time slamming the former Staten Island District Attorney now that he's elected. The DCCC ripped Donovan, the only Republican representing New York City in Congress, for voting Wednesday for a bill that bans abortions after 20 weeks, despite saying in his campaign that while he is pro-life, he opposed new federal restrictions on abortion.

[Students remember Amtrak crash victim Derrick Griffith, CUNY dean of student affairs](#)

DAILY NEWS - Chelsia Marcus, Corky Siemaszko

Derrick Griffith was remembered Thursday by the people he cared for — the students at City University of New York Medgar Evers College. "He'd go to bat for students," said Sean Pryor, who works on the Brooklyn campus and is taking classes as well. "If you're right and the staff is wrong, he'd get to the bottom of it. He was fair." Griffith, 42, was dean of students as well as a doctoral candidate on the cusp of graduation.

[Hillary Clinton gets lunch, goes shopping while taking photos with workers during Brooklyn Heights visit](#)

DAILY NEWS - Christina Carrega, Celeste Katz, Cameron Joseph

Hillary Clinton went for a promenade in Brooklyn Heights Thursday and was the talk of Montague St. The 2016 candidate made her first visit to her new campaign headquarters in downtown Brooklyn and then took a van to the shopping street around lunchtime.

[Elderly man fatally struck while crossing street near Upper East Side home](#)

DAILY NEWS - Ryan Sit

An 89-year-old man was fatally struck by a car as he crossed the street just two blocks from his home in the Upper East Side Thursday evening, police said. John Torson was crossing E. 61st St. a few car-lengths west of the crosswalk when a 2013 Lexus L57 turned left off of First Ave. and hit him around 7:20 p.m., authorities said. Emergency responders rushed Torson to New York-Presbyterian Hospital, where he died shortly before midnight, police sources said. The 56-year-old driver was not charged and cops did not suspect any criminality.

[Swiss tourism group offers free Citi Bikes until midnight Thursday](#)

DAILY NEWS – Ginger Adams Otis

The Swiss are giving New Yorkers the gift of time Thursday — not in watches, but in 24 hours to ride Citi Bikes for free. Thanks to Switzerland Tourism, Citi Bike day passes will be available for free at any kiosk until midnight. The

friendly freebie was offered by alpine nation to coincide with Bike to Work Week. Commuter bicycling has tripled in the past 10 years and Switzerland is hoping for the trend to increase its tourism. The picturesque, landlocked country has 5,600 miles of cycling routes and 2,800 miles of biking trails.

[Rooftop urban farm at new Queens rental complex will have 13,000 honey bees](#)

DAILY NEWS – Katherine Clarke

These homes are generating serious buzz. Renters at a new subsidized rental complex in Long Island City will have 13,000 new neighbors: honey bees. The developers, led by real estate giant the Related Companies, are installing an apiary as part of a huge urban farm attached to the project. Expert beekeepers will tend to the hive, located behind a wooden fence on one of the complex's large terraces, and residents can have a taste of the honey they produce.

[Staten Island high school evacuated after bomb threat, police find no explosives](#)

DAILY NEWS – Rocco Parascandola

About 2,000 students were evacuated from a Staten Island high school Thursday morning after it received an email claiming four bombs were set to explode — but no such devices were found, police sources said. Susan Wagner High School was evacuated shortly after the email landed at 9 a.m. Police searched the school but found no explosives. Students were allowed to return to class. Police are investigating who sent the email and whether it was a prank, sources said.

[Cops arrest suspect in Staten Island shooting death after dispute over woman](#)

DAILY NEWS – Kerry Burke

Cops on Wednesday arrested the killer of a 30-year-old man who was shot after passionate words turned lethal in Staten Island, police said. Ramel Santiago, 32, of Staten Island, was arrested in the shooting of Joshua Williams, of Brooklyn, cops said. Williams was hit once in the abdomen after a dispute over a woman on Bement Ave. near Delafield Ave. in West New Brighton just before 3 a.m. Sunday. "It was an argument over (the gunman's) baby mama," said a police source. "The dead man was her new guy." Emergency responders rushed Williams to Richmond University Medical Center, where he died about an hour later, according to officials. Santiago took off from the shooting in a car, but he surrendered to cops Wednesday with a lawyer in tow, cops said.

[Cops seek man they say attacked Bronx woman in her apartment building](#)

DAILY NEWS – Thomas Tracy

Cops are hunting a creep who followed a 26-year-old Bronx woman into her apartment building, grabbed her by the neck and ordered her to take her pants off, authorities said Thursday. But the cowardly predator ran off when the woman resisted the attack, which happened 9:30 a.m. Tuesday in a building near Wales Ave. and E. 151st St. in Melrose, officials said. The not-so-swift sicko was caught on surveillance video following the woman into the building and down a hallway. He's also seen running out the apartment and scrambling down the street afterward.

[NYPD using video stills in search for armed robbers whose Brooklyn gun scuffle wounded bystander](#)

DAILY NEWS – Thomas Tracy

Cops are hoping a set of grainy video images will help them identify the two men who shot and wounded a Brooklyn deli clerk, then sparked a running gun battle that wounded an innocent mom picking up her child at a nearby day care center, authorities said Thursday. Investigators have yet to determine if the bullet that hit Elena Portillo in the leg was fired by the robbers or the clerk who followed the men out of the store and opened fire on them. The bloodshed began at 2:30 p.m. Tuesday when the suspects entered a bodega at Throop Ave. and Quincy St. in Bedford-Stuyvesant, pulled their weapons and announced a robbery.

[Sharply dressed Midtown robbery suspect had disguise ready for getaway: court papers](#)

DAILY NEWS – Kerry Burke, Stephen Rex Brown

A teenager who donned a spiffy suit and fedora for a daring midday heist of a Midtown watch store was prepared to disguise himself as a construction worker for the getaway, court papers hint. Omar Rawlins, 19, was slapped Wednesday with robbery charges in Manhattan Federal Court for the \$730,000 holdup. He was one of three suspects in dark suits and stylish hats who stormed the Tourneau store Tuesday, fired a round into the floor, and then started

smashing display cases with hammers, authorities said. Two plainclothes cops arrested Rawlins thanks to a security guard who called 911, the complaint states.

[Amtrak crash victim Derrick Griffith, CUNY dean of student affairs, was 'one of a kind,' pupils say](#)

DAILY NEWS – Chelsia Rose Marcius, Corky Siemaszko

Amtrak train crash victim Derrick Griffith was remembered Thursday by the people he cared for — the students at City University of New York Medgar Evers College. “He’d go to bat for students,” said 42-year-old Sean Pryor, who works on the Brooklyn campus and is taking classes as well. “If you’re right and the staff is wrong, he’d get to the bottom of it. He was fair.” Griffith was dean of students as well as a doctoral candidate on the cusp of graduation. “I passed him in the street one day and said, Hey, Mr. Griffith,” Pryor recalled. “He turned around, smiled and said, ‘It’s Dr. Griffith now.’ ” Sophomore Princess Steele said Griffith is the reason she is in college.

[Funeral for Amtrak train crash victim Justin Zemser slated for Friday as plans underway for others](#)

DAILY NEWS – Reuven Blau, Corky Siemaszko

The farewells for the victims of the Amtrak train crash will begin Friday, starting with the funeral of a young U.S. Naval Academy midshipman from Queens who died too soon. Justin Zemser's funeral will be held 11:30 a.m. at the Boulevard-Riverside-Hewlett Chapel in Hewlett, N.Y. In addition to his parents, Susan and Howie, and extended family, some of Zemser's former high school football teammates from the Channel View School for Research are expected to join in mourning the 20-year-old from Far Rockaway. City Councilman Eric Ulrich (R-Queens), for whom Zemser interned, also is coming to the service, his spokesman said.

[Teens fight inside another McDonald’s in Brooklyn \(Warning: GRAPHIC CONTENT\)](#)

DAILY NEWS - Thomas Tracy, Laura Bult, Rocco Parascandola

Another nasty teen brawl at a Brooklyn McDonald’s went viral Thursday. This time the bad behavior took place on Flatbush Ave. Extension in Downtown Brooklyn — and unlike the fight that happened at a McDonald’s four miles away in March, this time onlookers tried to break up the fight. When police got there shortly after the 2 p.m. melee, however, most of those involved were gone, police said. Officers did record two assault complaints, one from a 17-year-old girl beaten on her face and head, with her hair pulled repeatedly, and one from a boy who was apparently attacked when he tried to break up the fight.

[Manhattan nail salon chain failed to pay overtime or minimum wage: lawsuit](#)

DAILY NEWS - Stephen Brown

A chain of four nail salons failed to pay workers overtime or the minimum wage — an early sign of a likely avalanche of suits against the loosely regulated industry now in authorities' crosshairs.

The chain of Nailsway salons all on an 18-block stretch of First Ave. in the Upper East Side routinely worked employees 10 and a half hour days for as little as \$60 in cash, a new suit charges seeking class action status. One of the plaintiffs is Blanca Fernandez, who for five years regularly worked from 9:30 a.m. to 8:00 p.m. four days a week. That earned her \$60 in cash, well below the minimum wage of \$8.75 an hour, court papers charge.

[Opinion: Families of Amtrak crash victims deserve answers for speeding train](#)

DAILY NEWS - Mike Lupica

Brandon Bostian, the Amtrak engineer on a Northeast Regional train going at an insane 106 miles per hour into a bend in the tracks in the Port Richmond section of Philadelphia, says he doesn’t remember what happened in the moments before a crash that has killed eight people so far.

[Long Island scammers stole 9 houses in Brooklyn, Queens: DA](#)

DAILY NEWS – Christina Carrega-Woodby, Kerry Burke, Dareh Gregorian

Two Long Island men stole nine houses in Brooklyn and Queens and then either rented them out or sold them, prosecutors said Wednesday. Danny Noble, 45, and Romelo Gray, 37, went to the city Finance Department and filed false documents to turn over the titles of seven Brooklyn addresses and two others in Queens, Brooklyn DA Kenneth Thompson said. From June 29, 2010 to March 31, 2015, Noble and Gray allegedly stole homes in Fort Greene, Canarsie, Bushwick, East New York, Jamaica and Hollis that were either vacated or rarely used. They are charged

with conspiracy, criminal possession of stolen property, grand larceny and falsifying business records. Noble's bail was set at \$250,000 cash while Gray is being held in lieu of \$10,000 bail.

[Biker thug gets 2 year sentence for 2013 SUV attack](#)

DAILY NEWS – Shayna Jacobs

A biker rally participant who flipped off photographers in court after his arrest in the 2013 road rage attack on a Tribeca dad got two years behind bars on Wednesday. Reginald Chance got the negotiated sentence he was promised in Manhattan Supreme Court following his plea to assault and criminal mischief charges. Chance admitted he broke the driver's-side window of Alexian Lien's Range Rover after motorcycle riders chased the SUV driver up the West Side Highway to Washington Heights.

[Lindsay Lohan continues Brooklyn preschool community service work](#)

DAILY NEWS – Caitlin Nolan, Erica Pearson

Lindsay Lohan was back helping Brooklyn kiddos Thursday morning. The troubled actress showed up before 9 a.m. at Fort Green's Duffield Children's Center, logging another day of community service in an attempt to avoid jail. Wearing dark sunglasses, a loose black tank and white pants, Lohan popped outside for a late-morning smoke break. Lohan must do 115 hours of community service before May 28 to satisfy the probation requirement in her 2012 reckless driving case. Prosecutors in Santa Monica, Calif., say they will likely ask for six months of jail time if Lohan isn't able to meet the deadline.

[Assemblymen make Olympic push for Jamaican bobsled team](#)

NY POST - Kirstan Conley, Joe Tacopino

Two state legislators are introducing a bill to create special New York license plates to honor the Jamaican Olympic bobsled team. Assemblyman Nick Perry of Brooklyn is co-sponsoring a bill that would allow drivers to purchase the plates for \$25 in addition to normal registration costs, and the proceeds would help the Caribbean team return to the next Winter Olympics. After the state has collected \$6,000 in processing fees, all money collected would go to support the Jamaican team. In 2014, the Jamaicans qualified to compete in the Sochi Olympics but the two-man squad did not have enough money to travel to Russia. They hoped to raise \$80,000 for the trip but an online petition garnered more than \$184,000 for the duo to travel to the competition.

[Schumer tabs veteran prosecutor for Lynch replacement](#)

NY POST - Selim Algar

Sen. Chuck Schumer will nominate veteran federal prosecutor Robert Capers for the position of United States attorney for the Eastern District of New York, the senator said Thursday. Capers, who comes from a family steeped in law enforcement, will fill the role vacated by freshly confirmed US Attorney General Loretta Lynch. Capers, a 44-year-old former NYU basketball player, currently serves in the public-integrity section of the office and recently earned a corruption conviction against former Assemblyman William Boyland Jr. Capers' father and brother were NYPD cops.

[Dog owners think pooch-friendly eateries are a paw-some idea](#)

NY POST - Jennifeer Bain, Amber Sutherland, Chris Perez

Dog lovers are drooling over the idea of dining al fresco with Fido — now that the state health code could soon be changed to allow pooches at outdoor cafés. “I take him out to eat with me now, but I have to tie him up outside of the fenced area,” 43-year-old marketing exec Jordan Rothstein enthused about his mixed-breed dog Momo, as the pair headed to a Park Slope café. “It would be so fun to add puppies to the mix,” he said. “Puppies make everything better ... If I could bring Momo to the restaurant with me, I'd order him food off the menu if he's being a good boy.” Kati Vernon, a bartender at Provini, an Italian cafe in Park Slope with outside seating, loves that her customers will be able to enjoy a romantic candlelight dinner with their four-legged best friends.

[New York's favorite shark heading back to Big Apple](#)

NY POST - Sophia Rosenbaum

New York's favorite shark is acting like a fish out of water. The great white shark Mary Lee spent Thursday backpedaling through the same route she took earlier this week, popping up twice on OCEARCH's interactive map.

The 3,500-pound predator swam west towards the Jersey Shore, poking her dorsal fin above the water long enough for her tracker — which scientists tagged her with back in 2012 — to “ping” her radar around 1:30 p.m. Two hours later, she glided closer to the coast — just miles from Long Beach Island. Mary Lee spent the past week exploring the New York-New Jersey Bight, coming close to Robert Moses Park on Tuesday before journeying south.

[No charges against conductor of deadly 2013 Metro-North crash](#)

NY POST - Associated Press

No criminal charges will be brought against the engineer who fell asleep at the controls in the deadly 2013 derailment of a Metro-North train in The Bronx, prosecutors said Thursday. The National Transportation Safety Board concluded last year that William Rockefeller nodded off because he suffered from an undiagnosed sleep disorder and had a drastic shift in his work schedule. “There was no criminality in the act, therefore no criminal charges,” said Terry Raskyn, spokeswoman for Bronx District Attorney Robert Johnson. She said Johnson had decided several months ago not to bring charges in the crash, in which four passengers were killed. The decision was made public in the midst of the investigation into Tuesday’s deadly Amtrak derailment in Philadelphia.

[Filthy subways are infested with emboldened rats: comptroller](#)

NY POST – Antonio Antenucci, Natalie O’Neill

Beware of rats on the rails — and subway platforms. The New York City subway system is a filthy “garbage dump” full of emboldened rodents, a new report claims. The MTA failed to properly clean 97 percent of stations citywide, creating piles of trash and a parade of rats so cocky they hop up on platforms, City Comptroller Scott Stringer, who released the audit, said Tuesday. “It’s almost as if the rats were walking upright waiting to take the train to their next feeding — like they own the city,” Stringer said at the East Broadway F train station, one of the worst examples of dirty stations. “Tracks have become appalling garbage dumps and the MTA has failed to clean them,” he said. He added, “For me, it’s like a terrible ‘throwback Thursday’ to the 1970s when these appalling conditions were widespread.”

[Up to 400 cars flooded after water main breaks in Manhattan](#)

NY POST – Amanda Lozada

As many as 400 cars were flooded early Thursday after a main break sent water gushing into the parking garage of a residential building at East 57th Street and Second Avenue. At least three levels of the garage at 303 E. 57th St. were flooded with about 2 feet of water after the break at 58th Street and Second Avenue. “We’ve got pumps down there now, and it’s gone down by a few inches, but there’s still about 2 feet of water down there on C level and E level,” said Orlando Melecio of AC Klem Plumbing, who got the call about the inundation about 5 a.m.

[New York real estate exec killed in Amtrak crash](#)

NY POST – Rebecca Harshbarger

A New York real estate executive was identified as one of the eight passengers who died in the Amtrak derailment in Philadelphia. Laura Finamore, 47, grew up in Douglaston, Queens, and served as the managing director for real estate brokerage Cushman & Wakefield. A statement from her relatives said they are “profoundly saddened by her untimely passing,” and described her as a generous, funny person. “Laura’s smile could light up a room and her infectious laughter will be remembered by many for years to come,” said the statement. “She was always there when you needed her – with a hug, encouraging words or a pat on the back.” Finamore graduated Benjamin Cardozo High School and studied literature at George Washington University.

[Schumer to nominate veteran federal prosecutor for US attorney](#)

NY POST – Selim Algar

U.S. Sen. Chuck Schumer will nominate veteran federal prosecutor Robert Capers for the position of United States attorney for the Eastern District of New York, the New York Democrat said Thursday. Capers, who comes from a family steeped in law enforcement, will fill the role vacated by freshly confirmed Attorney General Loretta Lynch. The former New York University basketball player, 44, currently serves in the public integrity section of the office and recently earned a corruption conviction against former Assemblyman William Boyland Jr.

[Pedestrian fatally struck by SUV on the Upper East Side](#)

NY POST - Frank Rosario, Natalie Musumeci

An elderly man was fatally struck by an SUV on the Upper East Side on Thursday, authorities said. John Thorson, 87, was hit by the vehicle making a left onto East 61st Street from 1st Avenue at 7:20 p.m., police said. He was rushed to New York-Presbyterian Cornell Medical Center, but could not be saved, cops said. The driver, who remained at the scene, said Thorson “just hobbled into the middle of the street.” “I did my best to put on the brake, but he ran into my car,” said the shaken driver, who did not want to give her name. “I feel bad for him. I hope he’s okay. But I’m so worried.”

[Cops bust Bronx drug ring led by ‘The Monster’](#)

NY POST - Rebecca Rosenberg

Authorities Wednesday busted a gang of drug traffickers in the Bronx after a barrage of community complaints. After complaints from residents of pervasive drug dealing and violence near Grand Avenue and East 184th St, the NYPD launched a 3-month undercover operation that identified the head of the narcotics ring and his cohorts. Carlos Rivera, 39, nicknamed “The Monster” allegedly ran the heroin, cocaine and oxycodone ring out of the University Heights section of the Bronx, according to court papers.

[Brooke Shields neighbor wanted for stalking](#)

NY POST - Dana Sauchelli, Natasha Velez, Natalie O'Neill

A West Village man obsessed with the movie “Blue Lagoon” has been stalking actress Brooke Shields when he’s not at his day job working with kids, police sources and the suspect told The Post on Thursday. John Rinaldi, 40 — who lives a few blocks from Shields’ home and works for the Sandy Hook Kids Center — left the star strange notes, creeped out her children and made nasty comments about her co-workers on social media, the actress told police on April 30.

[Slain shelter worker’s kids caught in ugly custody battle](#)

NY POST - Julia Marsh, Shawn Cohen

First their mom was murdered by a homeless psycho. Now they’re caught in a nasty custody battle. The two young daughters of slain shelter manager Ana Charle are living with their shady father — who goes by multiple aliases and once abandoned the family for four years when he fled to the Dominican Republic — as their maternal grandfather fights for sole custody, according to court papers. Daniela, 10, and Angela, 9, have been living in the cramped Bronx basement apartment belonging to their father, Jesus Manuel Olivo, since their mom was killed last month, their retired anesthesiologist grandpa Dr. Carlos Charle says in his suit. The furniture mover father, who has a baby with his girlfriend, often leaves the girls with an upstairs neighbor, the Bronx Supreme Court suit says.

[Big-tipping patron’s partner suing after being left ‘only’ \\$10M](#)

NY POST - Julia Marsh

The long-time boyfriend of a filthy rich art collector who left \$100,000 to two waitresses is fighting to get himself a much larger serving of his late lover’s fortune. Masahiro Hashiguchi is not happy with the roughly \$10 million he was given from the \$200 million estate of Robert “King of Ming” Ellsworth — and has filed a rival will that grants him control of nearly all the money, according to legal papers. Ellsworth made headlines when it was revealed that he left \$50,000 each to two waitresses who worked at his favorite Upper East Side steakhouse, Donohue’s. Hashiguchi, 67, is not challenging that relatively small change, but is going after tens of millions of dollars in bequests made to charitable institutions, such as the Metropolitan Museum of Art and Harvard University.

[Editorial: The rancid drive to exploit the Amtrak tragedy](#)

NY POST - Editorial

House Speaker John Boehner was blunt but right Thursday when asked if Republican efforts to limit Amtrak’s funding had caused this week’s deadly derailment. “Are you really going to ask such a stupid question?” he answered. It was indeed a stupid question, on several levels. First, investigators were still pulling bodies — an eighth was found Thursday — from the wreckage in Philadelphia. The focus these first few days has rightly been on rescue and recovery, on restoring service — and on mourning the victims. Victims include several New Yorkers: Annapolis Midshipman Justin Zemser, Medgar Evers College dean Derrick Griffith, real-estate exec Laura Finamore and tech CEO Rachel Jacobs.

[Editorial: Why New York women wish they lived in the 'Mad Men' era](#)

NY POST - Heather Robinson

The final episode of AMC's "Mad Men" this Sunday heralds the end of a TV era. The show's seven seasons covered the turbulent decade from 1960 until 1970, dramatizing changing styles and social mores in the lives of "Mad Men" and women, or professionals in the Madison Avenue advertising industry. For those who aren't regular watchers: A lot of the show's male characters spent their time chasing young women around the office and a lot of the female characters spent their time trying to land or keep a husband. Critics have consistently lauded the series, not just for its entertainment value but also for exposing the dark underbelly of a prosperous, conservative era. Yet I can't help but wonder if in some ways life wasn't easier back then — especially for single, marriage-minded women.

[Opinion: Uncle Sam's attack on Times Square means trouble across US](#)

NY POST - Robert Frommer

Few experiences rival spending New Year's Eve in Times Square. Its billboards and bright lights announce that you've reached "the Crossroads of the World." But a little-noticed transportation bill, coupled with a decades-old restriction meant for rural highways, shows how federal overreach can menace local treasures like the Great White Way — and the government's proposed fix is a transparent dodge to protect its power grab. Congress passed the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) in 2012, which reclassified many standard urban streets, including parts of Seventh Avenue and Broadway, as federal highways. On its own, MAP-21 would seem quirky — after all, what highway has streetlights and crosswalks? — but innocuous.

[Source: Hospitals offer nurses raise but no staffing minimum](#)

CAPITAL NY - Dan Goldberg

The New York City Hospital Alliance is offering members of the state's largest nurses union a 10 percent raise over four years and no reduction in benefits, but is refusing to agree to new mandatory staffing ratios, according to a source familiar with the hospitals' negotiating position. The offer follows several weeks of mediation and comes at a time when the New York State Nurses Association has made staffing minimums—an issue they call 'safe staffing'—one of its top priorities. But a bill that would grant such minimums is stalled in the state Legislature and hospital administrators are not inclined to give nurses that benefit through contract negotiations. Instead, the alliance made up of Mount Sinai hospitals, Montefiore Medical Center and New York-Presbyterian, is offering a 2.5 percent raise in 2015 and in each year after through 2018, according to the source, who requested anonymity to discuss the contract talks. There is an additional 0.4 percent increase for nurses with certain specializations, the source said.

[Court of Appeals extends drug sentencing reforms to parolees](#)

CAPITAL NY - Luca Marzorati

The New York Court of Appeals ruled that reforms of drug sentences should be applied to parolees in a split decision issued Thursday. Writing for a 5-2 majority, Chief Judge Jonathan Lippman said that the 2011 reorganization that merged two agencies to form the Department of Corrections and Community Supervision (DOCCS) signaled the adoption of a singular approach to drug sentences for both incarcerated and paroled offenders. "The 2011 amendments were not purely budgetary or technical changes," Lippman wrote. "The 2011 law emphasized 'the evolution of the sentencing structure' toward a 'focus on reentry,' and the 'commonality of purpose governing the fundamental missions of both agencies.'" Although the court's decision was largely based on the finding that parole constitutes "custody," the outcome dovetails with Lippman's push for criminal justice reforms, as hundreds of parolees will now get the chance to apply for reduced sentences.

[Hillary Clinton explores Brooklyn Heights neighborhood](#)

CAPITAL NY - Dana Rubinstein

On Thursday afternoon, a Brooklyn Heights pizzeria got an unannounced visit from Hillary Clinton. She ordered a salad. "We weren't surprised," said George Chamoun, the owner of Monty Q's, the 16-year-old brick oven pizzeria on Montague Street, just a few blocks from Clinton's One Pierrepont offices. "We figured she was going to be around." According to the Transport Workers Union, which has offices nearby and shared a photo with Capital, Clinton arrived around 2:30 p.m. Chamoun said she ordered a romaine lettuce salad known as "Fire and Spice" which, according to the menu, retails for \$7.50 and comes with grilled chicken, black beans, corn, grape tomatoes, tortilla strips and a "spicy cream poblano dressing."

[Lawmakers push to ban indoor use of e-cigarettes](#)

CAPITAL NY - Katelynn Ulrich

As the session in Albany nears its end, lawmakers are pushing to enact a sweeping change to the way e-cigarettes are regulated, pushing legislation that would bring electronic cigarettes under the provisions of New York State's Clean Indoor Air Act, which prohibits cigarette smoking in most public and private work areas, as well as in bars and restaurants. The statewide push comes just months before the federal Food and Drug Administration is expected to issue regulations governing e-cigarettes, and as localities around the state have passed a hodgepodge of different laws governing their use. The e-cigarette industry has seen explosive growth in recent years, and a Centers for Disease Control and F.D.A. report issued in April showed use of the products among middle- and high-school-aged teenagers tripled between 2013 and 2014.

[C.D.C. finds fewer prescription opioid deaths on Staten Island](#)

CAPITAL NY - Laura Nahmias

A targeted public health intervention may have reversed a trend of prescription opioid deaths on Staten Island, the federal Centers for Disease Control said Thursday. Deaths from overdoses of prescription opioids on Staten Island decreased 29 percent between 2011 and 2013, according to a new C.D.C. report. That drop is likely attributable in part to targeted public health campaigns implemented at the city and state level in recent years, the C.D.C. said, as well as the 2011 passage of the state's I-STOP law, aimed at monitoring drug prescriptions statewide. Those reductions "followed 11 years of increases," the C.D.C. said in its report. The intense public information campaign, which involved advertising and outreach, "suggests that the community-specific initiatives might have been key to the decreases in Staten Island without corresponding decreases citywide," the C.D.C. said.

[Schumer recommends Eastern District veteran to replace Lynch](#)

CAPITAL NY - Colby Hamilton

Senator Chuck Schumer has recommended veteran Brooklyn federal prosecutor Robert Capers to head the Eastern District of New York, following Loretta Lynch's ascent to U.S. attorney general. In a statement released by his office, Schumer highlighted Capers' 22 years of experience as a prosecutor, as well as his connection to law enforcement through his brother and father, both of whom were New York City police officers. "[H]e understands the delicate balance that must be upheld between protecting the community from the threat of crime and protecting the civil rights of the people in the community," Schumer said in a statement.

[CCNY scholarship honors Herman Badillo](#)

CAPITAL NY - Conor Skelding

The City College of New York has established a scholarship fund honoring the late Herman Badillo, a 1951 CCNY graduate who served as Bronx borough president and later as a congressman. "Our desire is that we now build this fund so that this can become an ongoing level of recognition of Herman Badillo," Jeffrey Machi, vice president for development at City College, told Capital in a telephone interview. The award will be offered annually to a junior or senior "with high academic standing" who has done community service. Applicants must submit an essay about a quote of Badillo's along with two character references, Machi said. The scholarship is worth \$6,500, which covers a year's tuition at City College. Badillo's widow, Gail Badillo, is involved with the new fund.

[Lawmakers side with DiNapoli on E.S.D. ad campaigns](#)

CAPITAL NY - Will Brunelle

Empire State Development's advertising campaign to boost business interest in New York is overly broad and isn't being measured using the right metrics, according to the heads of the state Legislature's economic development committees. Speaking to Capital on the heels of Comptroller Tom DiNapoli's scathing report on the agency's "Open for Business" advertising campaign, a \$211 million contract with media firm BBDO, Assemblyman Robin Schimminger, an Erie County Democrat, said the report's "takeaway is that it ... calls into question the merit of broad-based electronic advertising in regard to a very discrete and targeted economic development program." Senator Phil Boyle, a Suffolk County Republican, said he has "great concerns" because of DiNapoli's audit, adding that "there need to be required parameters to prove [the advertising is] working."

[State recommends LIPA cut rate hike by 78 percent](#)

CAPITAL NY - David Giambusso

The Department of Public Service is proposing a 78-percent cut in the rate hike proposed by PSEG Long Island earlier this year, kicking off a potential fight in the region's first real rate case in 20 years. Earlier this year, PSEG Long Island, on behalf of the Long Island Power Authority, proposed a 3.7-percent hike in the delivery portion of Long Island residents' bills. But for the first time in decades, LIPA has to submit to the review of the state, as well as other interested parties, a lengthy process. After scouring the numbers, D.P.S. Long Island, the state regulatory agency's Long Island arm, determined that PSEG L.I. had overshot its financial needs by more than \$173 million over the next three years, cutting PSEG's proposed haul of \$221 million down to roughly \$48 million, according to documents filed with the state.

[PRO] [Stringer decries unsightly subway stations](#)

CAPITAL NY - Dana Rubinstein

[PRO] [Report: 40 percent of New York nursing homes rated low-quality](#)

CAPITAL NY - Laura Nahmias

[PRO] [Groups push Flanagan to call for votes on 5 stalled bills](#)

CAPITAL NY - Scott Waldman

[PRO] [N.Y. electric prices to stay flat through summer](#)

CAPITAL NY - Scott Waldman

[PRO] [Senate energy chair begins Indian Point investigation](#)

CAPITAL NY - Scott Waldman

[PRO] [DiNapoli calls on Aetna to reveal political contributions](#)

CAPITAL NY - Will Brunelle

[City Democrats Batter Cuomo, Senate Republicans at Rent Rally](#)

NY OBSERVER - Will Bredderman

Public Advocate Letitia James, Assemblyman Keith Wright and Councilman Jumaane Williams blasted State Senate Republicans and Gov. Andrew Cuomo at a large pro-tenant rally in Manhattan's Foley Square this evening. The trio were among a number of elected officials to address the thousand-strong crowd consisting of members of several influential unions and of advocacy groups like the Met Council on Housing, New York Communities for Change, the Crown Heights Tenant Union and the Flatbush Tenant Coalition. Ms. James, a Brooklyn Democrat, laid out an aggressive agenda to curtail the powers of landlords, including an end to vacancy decontrol for units in the rent control system, a ban on property owners from increasing rents on vacant units, and a repeal of the Urstadt Law that puts the city's rent laws in the hands of the State Legislature.

[Stringer Calls MTA Request for \\$1.3 Billion From City 'Insulting'](#)

NY OBSERVER - Will Bredderman

Comptroller Scott Stringer labeled MTA Chairman Thomas Prendergast's request that the city chip in an additional \$1.3 billion into the transportation authority's capital budget "insulting," arguing that the subways are in appalling condition and that the MTA should seek the money from the state. Releasing an report excoriating the cleanliness of the train system, Mr. Stringer lambasted the MTA today for asking the city for \$1 billion toward the construction of the Second Avenue subway and \$300 million a year for the general construction fund—a massive increase from the city's current annual input of \$100 million. The comptroller, charged with overseeing the city's finances, blamed Albany and Washington for not providing adequate funding to the train system and attacked Mr. Prendergast's request as "last minute."

[The Brooklyn Democratic Party Has Endorsed Hillary Clinton](#)

NY OBSERVER - Ross Barkan

The Brooklynite mayor may not be ready for Hillary, but the Brooklyn Democratic machine sure is. In a sudden decision last night, the Brooklyn Democratic Party's executive committee voted unanimously to endorse Hillary Clinton for president. There was only one abstention. The motion to take the vote was made by Lew Fidler, a Democratic district leader and former city councilman. "Proud to say it was my motion," Ms. Fidler said in an email. "I think that makes us the first county in!" Indeed, no other county organization in the city has formerly endorsed Ms. Clinton. The vote to back the former New York senator and secretary of state was not initially planned, according to one attendee. The Democrats had gathered at the United Progressive Democratic Club, the home club of Assemblyman William Colton, in Bath Beach to discuss other matters.

[Senator Schumer Recommends Prosecutor to Replace Loretta Lynch in Eastern District](#)

NY OBSERVER - Ross Barkan

Sen. Charles Schumer recommended Robert Capers, a veteran federal prosecutor, to replace Loretta Lynch as U.S. attorney in the Eastern District, calling Mr. Capers a "smart, hardworking" prosecutor in the mold of Ms. Lynch. Mr. Capers, a senior assistant in Brooklyn's public integrity division, is said to be Ms. Lynch's expected successor. Ms. Lynch was recently confirmed as the U.S. attorney general. "Capers is in the mold of Loretta Lynch, really smart, hardworking, nose to the grind stone; not flashy but gets the job done and gets it done superbly," Mr. Schumer said in a statement today. Mr. Schumer noted that he spoke with Ms. Lynch and she was "delighted" by his choice. A member of the Senate Judiciary Committee which handles the confirmation of U.S. attorneys. Mr. Schumer twice recommended Ms. Lynch to serve in the Eastern District.

[Help Us Out: What's Changed and What Hasn't At Your Local Nail Salon?](#)

WNYC - Brian Lehrer

Earlier this month, The New York Times published a scathing series of investigative articles on how poorly nail salon employees are treated. The Times reporter Sarah Maslin Nir found that workers were not treated fairly; they are often paid below minimum wage, and face significant health hazards. After the articles were published, Governor Cuomo issued several emergency protections for workers and plans to inspect salons to make sure they're complying with the new rules. So: help us see if any of these changes are taking root -- we want to know if anything has changed in the industry since the articles and the governor's orders went into effect. If you're planning on getting your nails done soon, help us out with a small reporting project.

[NY and NJ Reps. Benefited from Azerbaijan-Funded Trip](#)

WNYC - Joseph Capriglione

Ten Members of Congress took part in a 2013 trip to Azerbaijan that was secretly funded by the country's state-owned oil company, SOCAR. The lawmakers included New York Reps. Yvette Clark (D) and Gregory Meeks (D) and New Jersey Rep. Leonard Lance (R). The overseas jaunt took place as the Azerbaijani government was looking for an exemption from U.S. sanctions so that it could construct a natural gas pipeline in the Caspian Sea. The trip was paid for by two Houston-based nonprofits, one of which was set-up by SOCAR itself. Ethics investigators believe at least one of the nonprofits was set up so that nobody in the U.S. would know the source of funding for the trips.

[Radio: Tearing Down Brooklyn Brownstones to Grow the Economy](#)

WNYC - Staff

The quaint little homes in the charming nooks and crannies of our nation's major cities are costing us billions, according to one economic report. The economists who did the study found that the U.S. economy would be 9.5 percent bigger, if only three of the country's most productive cities — New York City, San Francisco and San Jose — could squeeze in more people. All they'd need to do is allow developers to knock down those beautiful Brooklyn brownstones and historic Victorians in San Francisco and build taller apartments and condos like other cities allow.

[Radio: Open Now: Wegmans in Brooklyn and Whole Foods for Millennials](#)

WNYC - Brian Lehrer

Wegmans, a regional grocery chain that has amassed a cult-like following among its shoppers, announced plans to open a location in Brooklyn's Navy Yard, the first of its New York City locations. The announcement was met with the online version of thunderous applause. Jenny Che, associate business editor at The Huffington Post, discusses

Wegmans' opening, explaining to New Yorkers what makes the store so special. Che also discusses an announcement made by Wegmans competitor Whole Foods, which plans to open an offshoot appealing to millennial shoppers.

[A Sailboat and Free Ice Cream in Central Park. It's Art](#)

WNYC - Gisele Regatao

Central Park looks a bit odd these days. There is a 1930s Icelandic fishing boat sailing in the Harlem Meer, with a sextet on board playing live music. There are actors re-creating movie scenes. There is a solar ice cream truck selling cones colored like the Central Park sunset. These are some of the eight free, participatory artworks opening on Friday in the northern part of the park. Creative Time's exhibit "Drifting in Daylight" includes works by artists Marc Bamuthi Joseph, Spencer Finch, Alicia Framis, Nina Katchadourian, Ragnar Kjartansson, David Levine, Karyn Olivier and Lauri Stallings.

[Radio: Streetball, Chinatown Style](#)

WNYC - Staff

The documentary 9-MAN uncovers a gritty, chaotic urban tournament played by Chinese-Americans in the heart of Chinatowns across the USA and Canada. Largely undiscovered by the mainstream, the game is a community treasure traditionally played in parking lots and back alleys by men looking for an escape from social segregation and discrimination.

[Radio: When Art is For the 1%: Museums Struggle to Compete With The Super Rich](#)

WNYC - Staff

On Tuesday, at a huge sale at Christie's Auction House in New York City, Picasso's "Femm D'Algier" sold at auction for \$160 million. If you add up the fees, the end total for this early Picasso comes to \$179 million—about the cost of a Boeing 767. And that's not the only work of art that fetched a hefty price tag yesterday—just 30 minutes later, Alberto Giacometti's sculpture "Pointing Man" sold for \$126 million, or \$141.3 million with fees. Since the market crash of 2008, art prices have soared—as have the incomes and investments of the ultra-rich. But buyers are often kept anonymous, and the average museum can't compete with wealthy buyers. So unless the buyer comes forward, Picasso's "Femm D'Algier" could end up adorning the mantel of a \$60 million townhouse instead of hanging in the Metropolitan Museum of Art in New York or the Tate in London.

[Beloved Dean of Medgar Evers College Dies in Train Crash](#)

WNYC - Stephen Nessen

Eight people are now confirmed dead following Tuesday's train derailment. One of them was Derrick Griffith, 42, the dean of student affairs at Medgar Evers College in Brooklyn. On campus Thursday, freshman Camoy Honegan, 22, recalled recently meeting Griffith for the first time in February. She was homeless after her godparents had kicked her out of their home. So she trudged to campus at 7 a.m. She was told to see Griffith. He immediately made some calls. And within hours had found her housing on the campus of Brooklyn College. "I remember just hugging him and I looked at him and he said, 'I'm just doing my job.' And I said, 'No you're not just doing a job, your humanity is, like, so real. Your heart, I can feel it,'" she said.

[NYC nail salon workers file lawsuit over wages](#)

AM NY - Daniel Wiessner

Two New York City manicurists on Thursday filed a proposed class action lawsuit claiming four nail salons routinely violated minimum wage and overtime laws, days after a New York Times investigation revealed rampant wage theft and hazardous conditions in the industry. The lawsuit filed in U.S. District Court in Manhattan says employees at the salons, which have the same owners and are all on Manhattan's Upper East Side, are paid \$60 or less for 10-hour shifts and often denied breaks. The lawsuit said the salons - Nailsway, Naulo Nails, Nailsmetic and Nailscure - violated New York's minimum wage law and a federal law requiring time-and-a-half pay for overtime as well as meal and rest breaks. One of the owners of the salons, Surya Gurang, did not respond to a request for comment.

[Laura Finamore, Queens native who lived in Manhattan, identified as Amtrak derailment victim](#)

AM NY - William Murphy

One of the victims of the Amtrak derailment in Philadelphia was identified Thursday as a Manhattan resident who was an executive at a major real estate firm. The family of Queens native Laura Finamore, 47, released a statement and said through a spokesman that they wanted privacy and did not wish to comment further. Finamore is the seventh of eight derailment victims to be identified. She was a senior account director at the firm of Cushman & Wakefield in Manhattan, according to the firm's website. Finamore was born and raised in the Douglaston section of Queens, the family statement said. She attended Benjamin Cardozo High School and got her bachelor's degree in literature from George Washington University, the family said.

[One World Observatory open house tickets available Thursday, May 14](#)

AM NY - Caroline Linton

Tickets to a preview open house at One World Observatory will be available on Thursday, May 14 at 10:30 a.m. The open house will be held on Thursday, May 28--one day before the observatory, which is on floors 100-102 of One World Trade Center, opens to the public.

[Suit: NYC Transit denies services to disabled](#)

AM NY - Newsday

New York City Transit violates the constitutional rights of the disabled by denying them paratransit services through the Access-a-Ride program and refusing to give reasons, according to a class-action lawsuit filed Wednesday in Manhattan federal court. Access-a-Ride is designed to provide vans and other alternatives for people who are medically unable to use subways and buses, but the agency gives applicants a bureaucratic runaround when they are deemed ineligible or denied recertification, the suit said.

[Eighth victim found in Amtrak wreckage, officials say](#)

AM NY - Sarah Armaghan, Darran Simon

Nearly 36 hours after the fatal Amtrak train derailment in Philadelphia, an eighth victim has been found in the wreckage, officials said. The Manhattan-bound train was traveling at least twice the speed limit when it came off the tracks Tuesday night, officials said. Eight people were killed and at least 200 injured in the crash. At about 8 a.m. Thursday a canine found remains in the wreckage of the first car, Philadelphia Fire Commissioner Derrick Sawyer said. City officials did not identify the victim. All 243 occupants of the train now have been accounted for, Philadelphia Mayor Michael Nutter said.

[Amtrak engineer does not remember deadly crash, attorney says](#)

AM NY - Reuters

Federal investigators probing the deadly Amtrak derailment in Philadelphia were waiting to interview the train's engineer, whose attorney said on Thursday he did not remember the crash that killed seven people and injured more than 200 others. The train bound for New York City from Washington was barreling into a curve at more than 100 miles per hour on Tuesday night, twice the speed limit, when the engineer hit the brakes, the National Transportation Safety Board (NTSB) said.

[J train robbers terrorizing riders at knife-point](#)

AM NY - Alison Fox

A group of five suspects has been terrorizing riders on the J train, robbing them at knife-point, police said on Thursday. In the first attack, a man approached a 25-year-old woman on the northbound J train, just before the 121st Street and Jamaica Avenue stop on May 8. He pulled out a knife and then grabbed her cash and MetroCards from her hands at about 2:40 p.m. A group of four, comprised of three men and one woman, then attacked an 18-year-old boy just two days later, police said. They held a knife and punched the boy as the train was approaching 111th Street and Jamaica Avenue at about 1:50 p.m. They took his iPhone 6, and a shopping bag with a jacket, a Gucci belt and Jordan sneakers, police said.

[Free WiFi expands along 23rd Street, Broadway and Fifth Avenue](#)

METRO - John Oswald

Officials with the Flatiron/23rd Street Partnership Business Improvement District say they've completed an expanded wireless corridor. The free WiFi is available along 23rd Street, from Sixth Avenue to Park Avenue South; along Fifth Avenue from 25th Street to 21st Street; along Broadway from 24th Street to 21st Street; and 21st Street between Fifth Avenue and Broadway.

[Subway cleaning and painting not up to scratch](#)

METRO - Nidhi Prakash

Next time you're on the subway, take a look around you. Notice peeling paint? Rats on the tracks? Tiles that need a good scrub? The MTA's subway cleaning and maintenance is not up to scratch, according to a report released on Thursday by city Comptroller Scott Stringer's office. "Fares keep going up, but anyone who takes the trains can tell you that we haven't seen a meaningful reduction in rats, garbage and peeling paint," Stringer said in a press release. "New York City Transit management needs to get its priorities straight and start deploying its resources to help improve conditions underground."

[Train was accelerating in final minute before crash: NTSB](#)

METRO - Sam Newhouse

In the final 60 seconds before Amtrak 188 derailed, the train accelerated from 75 mph to more than 100 mph, the National Transportation Safety Board (NTSB) reported Thursday evening. However, no official cause of the crash and why the train accelerated has not yet been determined, said NTSB board member Robert Sumwalt. All equipment on the train is being examined for anomalies but none have yet been detected, he said. Newly identified among the dead on Thursday were Laura Finamore, 47, a Manhattan realtor, Italian businessman Giuseppe Piras, Derrick Griffith, the dean of student affairs and enrollment management at Medgar Evers College in Brooklyn, and Bob Gildersleeve, an executive with a food-safety-hygiene company, who was found in the train's wreckage on Thursday by a cadaver dog. Previously identified as fatalities were Associated Press employee Jim Gaines, 48, New York resident and Philly tech CEO Rachel Jacobs, 39, U.S. Naval Academy cadet Justin Zemser, 20 and 55-year-old Wells Fargo VP Abid Gilani.

[Poll: New Yorkers are split on congestion pricing](#)

SI ADVANCE - Vincent Barone

New Yorkers are still split on the idea of congestion pricing. In a recently published Quinnipiac University poll, 49 percent of voters opposed a "plan to charge tolls on the East River bridges, which go into Manhattan, and at the same time reduce tolls on the bridges between the Bronx, Queens, Brooklyn and Staten Island and use the money for mass transit." Forty-four percent believe it's a good idea. The poll question describes Move NY's congestion pricing plan, which would drastically cut the tolls of outerborough bridges, like the Verrazano Bridge, while implementing tolls on the Ed Koch Queensboro, Brooklyn, Manhattan and Williamsburg bridges. The plan would toll entering on roads below 60th Street in Manhattan -- including the West Side Highway and FDR Drive. Move NY says that tolling the currently free East River bridges would end "toll shopping" that adds to congestion in Manhattan.

[Proposed redevelopment of Fishs Eddy building gets a 'no'](#)

SI ADVANCE - Virginia Sherry

A plan to redevelop the historic brick warehouse at 139 Bay St. into a modern, 6-story building -- with commercial space on the ground floor and 18 apartments above -- got a thumbs-down from Community Board 1. It voted 22-12 against the proposal. The proposed enlargement of the privately owned building, the former location of Fishs Eddy tableware outlet, will increase its size from 9,500 square feet to 28,500 square feet. It requires zoning waivers from the city Board of Standards and Appeals (BSA) to exempt the developers from mandatory floor-area and lot-coverage regulations, and window, lot-lines and side-yard rules. Tuesday's vote came as a surprise because the full membership of Community Board 1 typically follows the recommendation of its own land use committee.

[Veteran prosecutor eyed to take Loretta Lynch's old job](#)

SI ADVANCE - John Annese

A veteran federal prosecutor could get the nod to replace Attorney General Loretta Lynch as the new U.S. Attorney in Brooklyn and Staten Island. In a statement released Thursday, Sen. Charles Schumer (D-N.Y.) announced that he's recommending Lynch's former job as U.S. Attorney for the Eastern District of New York go to Robert L.

Capers, a Bronx native who has led the district's anti-narcotics efforts. A longtime prosecutor, he's worked as an Assistant U.S. Attorney in Brooklyn since 2003. U.S. Attorneys are nominated by the president. They hold four-year terms, and their appointments must be confirmed by the Senate.

[Egyptian native realizes the American dream with Chanel Nail Spa in Richmond](#)

SI ADVANCE - Tracey Porpora

Mariam Androus, 44, always wanted to own a business. Born and raised in Cairo, Egypt, she earned a bachelor's degree in political science. But when she came to America 22 years ago, she obtained her manicurist license and realized she really enjoyed that line of work. After spending the last 20 years working in and managing various Staten Island-based nail salons, Ms. Androus decided to open Chanel Nail Spa in Richmond.

[Staten Island to welcome military heroes this weekend](#)

SI ADVANCE - Melinda Gottlieb

Hundreds of Staten Islanders will gather on Richmond Avenue on Saturday bearing banners and American flags to honor wounded soldiers at the seventh annual Staten Island Welcomes Our Heroes (SIWOH) weekend. More than 300 motorcyclists are expected to take part in the 200-mile escort from the Walter Reed Military Medical Center in Bethesda, Md., to New York City. The SIWOH committee has been organizing the weekend trip for the past seven years to pay tribute to soldiers wounded in combat.

[Rent-panicked South Shore bank robber sentenced](#)

SI ADVANCE - Frank Donnelly

A Pleasant Plains man, who told cops his desperation for rent money spurred his robbery of a Huguenot bank four months ago, was sentenced Wednesday to six months in jail and five years' probation. Kevin Quigley, 25, was also ordered to pay restitution of \$946 to his girlfriend's parents from whom he was accused of stealing jewelry.

[Alleged killer's DNA key to decade-old murder case, prosecutor tells jury](#)

SI ADVANCE - Frank Donnelly

The victim's refusal to die without a struggle, and the defendant's DNA found on her body, were key elements in solving a near-decade-old murder case last year, a prosecutor told jurors on Thursday. "This case is really about what the defendant left behind," Assistant District Attorney Kyle Reeves said in his opening statement at Michael Young's murder trial in state Supreme Court, St. George. "He left behind his blood on the woman he strangled ... and disappeared within days of Ms. (Zofia) Rogowicka's death. "The DNA and blood underneath Ms. Rogowicka's fingernails ... is still good and it still proves, when you take all the circumstances together, that he killed Ms. Rogowicka," Reeves said, pointing at Young, seated at the defense table.

[Cops: Susan Wagner High School evacuated after bomb threat](#)

SI ADVANCE - Maura Grunlund

Police confirmed that Susan Wagner High School has been evacuated on an emergency basis on Thursday morning after a bomb threat was received. The report of a bomb threat via email was made at 10:10 a.m., according to a spokesman for the NYPD's Deputy Commissioner of Public Information. The search is underway and no bomb has been found at this time, police said. A large number of police officers are on the scene, including the NYPD's Emergency Service Unit.

[Students allowed back inside Susan Wagner after evacuation](#)

SI ADVANCE - Maura Grunlund

Students are being allowed back inside Susan Wagner High School after, police said, an e-mailed bomb threat forced an evacuation that lasted more than an hour. At approximately 11:30 a.m., school officials began announcing that students could return to the building after the NYPD gave clearance. Hundreds of students had been ushered outside the building after a bomb threat e-mail was made, according to a spokesman for the NYPD's Deputy Commissioner of Public Information.

[Amtrak train in deadly wreck was speeding, but why?](#)

SI ADVANCE - Associated Press

Federal investigators have determined that an Amtrak train that crashed in Philadelphia, killing at least seven people, was careening through the city at 106 mph before it ran off the rails along a sharp curve where the speed limit drops to just 50 mph, yet they still don't know why it was going so fast. Robert Sumwalt, of the National Transportation Safety Board, said a data recorder and a video camera in the train's front end could yield clues to what happened. Amtrak inspected the stretch of track on Tuesday, just hours before the accident, and found no defects, according to the Federal Railroad Administration. Sumwalt said the engineer applied the emergency brakes moments before the crash but slowed the train to only 102 mph by the time the locomotive's black box stopped recording data. The speed limit just before the bend is 80 mph, he said.

[Report: It costs more to buy an ounce of weed in N.Y. than in 25 other states](#)

SI ADVANCE – Tracey Porpora

In a city where everything from rent to milk costs more than most other places in the country, it's not a surprise that weed isn't cheap. According to Forbes, the price of marijuana averages \$341 for an ounce in New York, which is more expensive than 25 states in the country. The report says that states where recreational marijuana use is legal also happen to be where it's least expensive. The prices suggest lax marijuana laws could correlate to lower prices. The report says Forbes sites PriceOfWeed.com, which calculates the nationwide average for an ounce of weed to be \$324. An ounce of marijuana is least expensive in Oregon, where it costs \$204; it's the most expensive in North Dakota, where it commands \$387. Last year, the state Senate passed Sen. Diane Savino's bill legalizing medical marijuana, making New York the 23rd state in the country to approve medical marijuana.

[NYPD: Attempted robbery suspect, accomplice ordered victim to strip](#)

SI ADVANCE - John Annese

A Port Richmond man still on probation for a 2013 baseball bat beating is now accused of ordering an acquaintance to strip naked during a robbery attempt. The episode took place at about 10:40 p.m. May 7, inside the Harrison Avenue home of the victim's girlfriend, authorities said. John Hines, 23, of the 100 block of Nicholas Avenue, pointed a silver firearm at the man, while an accomplice said, "Strip and gimme all your (expletive)," court papers allege. Hines then told the accomplice, "I'm not gonna shoot him. You shoot him," court papers allege. Both Hines and the accomplice pistol-whipped the victim, who fled before either man could take anything, authorities allege. The victim suffered a concussion and cuts to his head and ear, court papers allege.

[West Brighton slay suspect held without bail; also charged in prior assault](#)

SI ADVANCE - Frank Donnelly, John Annese

Ramel Santiago, who is accused of fatally shooting a man Sunday at the West Brighton home of the defendant's ex-girlfriend, was remanded to jail Thursday after being arraigned on a murder charge. Also on Thursday, authorities provided more details about an incident on May 6, four days before the slaying, in which Santiago allegedly bashed the woman with a broomstick and choked her. Santiago, 32, of Stapleton, shot Joshua Williams, 29, once in the chest at about 3 a.m. during an argument inside 411 Bement Ave., said prosecutors. According to sources, Santiago had come by his former flame's home to pick up some belongings. Williams – who lives in North Carolina, but was visiting his mother in Brooklyn's Coney Island section -- made the trip to West Brighton to protect the woman, his family said.

[Opinion: Catholic school teachers deserve our support](#)

SI ADVANCE - Editorial

If officials of the Archdiocese of New York thought that their thinly veiled threat to close Catholic schools if teachers succeeded in getting a token raise would silence the teachers and their supporters...well, those officials couldn't be more wrong. The rolling one-day strikes by members of the Federation of Catholic Teachers have continued and spread from one institution to another. Earlier this month, picketers were seen outside Our Lady Queen of Peace School in New Dorp and Notre Dame Academy High School on Grymes Hill; then, Sacred Heart in West Brighton, Our Lady Help of Christians in Tottenville and St. Charles in Oakwood were the venues for the teachers' protest. Most recently, Our Lady Star of the Sea in Huguenot was affected.

[Gear up for Pope's visit to NYC](#)

EL DIARIO - Cristina Loboguerrero

A little more than four months of the visit of Pope Francisco to the Big Apple, the Archdiocese of New York gearing up for what is expected to be a great event, and, on Wednesday began the meetings of the New York Catholic hierarchy to discuss details. Although the Vatican has not disclosed exactly what the itinerary of the Pope, the director of communications for the Archdiocese, Joseph Zwilling said that "almost certainly will visit St. Patrick's Cathedral , yet the agenda is the air ".

[Dogs may be in outdoor restaurants](#)

EL DIARIO - Zaira Cortes

The New York State Senate yesterday approved a bill that would allow dog owners stay with their pets in cafes and outdoor restaurants. Although furry companions are often seen resting near their owners at these sites, the business owners risk losing their licenses under the State Health Code which prohibits serving food around pets. "They benefit from the restaurant owners and clients law," said the New York Post Sen. Kemp Hannon, Nassau County, who chairs the Health Committee and presented the bill. Area officials described the move as positive. Assemblywoman Linda Rosenthal (D-Manhattan), an advocate for animals, is sponsoring the legislation in the State Assembly. Rosenthal said that he met with California politicians who pushed legislation that allows pets in outdoor restaurants.

[MTA rejects comptroller report on rats and garbage in the subway](#)

EL DIARIO - Joaquin Botero

The City Comptroller, Scott M. Stringer, picked off the East Broadway F train station to criticize the filth and decay of subway stations. He presented the results of an audit conducted between July 1st 2013 and June 2014, which found that the subway cleaning staff was reduced by 50%, more rodents and trash between the rails and the walls. They need painting, among other deficiencies. The report argues that only 3% of the rails of the 276 stations were cleaned, according to the same standards as the Metropolitan Transportation Authority (MTA) In the report of the Comptroller users is not responsible for the problem. Down at the station, next to the turnstiles, one maintenance worker identified only as Mary said that cleanliness has improved despite the cuts. It also showed progress in the paint on some walls. "There is work to be done, but slowly."

[Beware of home repair scams](#)

EL DIARIO - Zaira Cortes

The fraud contract for home improvements are becoming a headache for homeowners in the suburbs and upstate. These cases are rare in New York City, where the housing maintenance is the responsibility of landlords and custodians. But the DPP warns that reports of fraud contract for the repair or remodeling ranks number eight on its list of the Top Ten Consumer Fraud categories. The State Attorney's Office reported 995 consumer complaints in the last year by construction work unfinished, payments for improvements which were not made or that do not meet the demands of homeowner, specialists without a license and property damage.

[They recorded another fight between teenagers in McDonald's of Brooklyn](#)

EL DIARIO - Staff

History repeats itself ... Another scuffle was reported at a McDonald's in Brooklyn. A video, reviewed by the New York Daily News, shows the fight, registered Thursday in an establishment in the Flatbush Avenue near Downtown. Images can be seen two teenagers rolling on the ground and tugging of the hair while trying to separate witnesses. Minutes later, another group faces fists and even a boy and a girl fighting to get out of the business. It is unknown whether police officers on the scene intervened. This is e l second such incident reported in chain restaurants in NYC. In March, alleged gang members fought to death in the McDonald's of Flatbush Avenue and Beverly Road. In connection with the incident, six minors were arrested. At that time, no one intervened to separate the teens. The video below shows the confrontation:

[Blow to drug trafficking network of "Monster"](#)

EL DIARIO - Staff

Antinarcotics authorities gave captures a network of drug dealers in the Bronx after three months of intense monitoring. Bridget G. Brennan, narcotics office of the City of New York, and Police Commissioner William Bratton announced the arrest of 15 people operating in the neighborhood of University Heights in the Bronx.

Undercover agents conducted 10 transactions with drug traffickers worth close to \$ 26,000. The band was led by Carlos Rivera, known as "The Monster". Authorities discovered the packing system seized quantities of heroin and cocaine, crack cocaine and oxycodone plus weights and other tools related to the sale and consumption of drugs. The investigation began after complaints from the community about violence and drug dealing in the neighborhood located on Grand Avenue and 184th Street East.

[Raiders seeking jewelry in Manhattan](#)

EL DIARIO - Staff

The New York City Police Department is asking the public's help to find the whereabouts of two of the three suspects involved in the robbery of a jewelry store on Madison Avenue in Manhattan on Tuesday afternoon. The incident occurred about 1:20 pm Tuesday at the Tourneau Shop , located at 510 Madison Avenue, a place which admitted three suspects, one of them brandishing a firearm.

[Eighth corpse found in Amtrak accident site](#)

EL DIARIO - Staff

Mayor Nutter Philadelphia Michel confirmed the finding of an eighth corpse at the site of the Amtrak train accident in that city. He added that the passenger counting and trabajores already made aboard the train that derailed two days ago . The 243 people involved and were told by the authorities. Six of the eight victims were identified by relatives and friends.

[Engineer of the train derailed lives in Queens](#)

EL DIARIO - EFE

Several media identified the driver of the train that derailed in Philadelphia, he killed 7 people and wounded more than 200, as Brandon Bostian, 32, who has worked for the rail operator Amtrak since 2009 . NBC and CNN chains indicated that Bostian left the hospital Wednesday Einstein Medical Center in Philadelphia, where he was admitted after suffering injuries in the accident, and was taken to a police station for questioning by police. According to these means, the engineer , who lives in Queens of New York , left the police station accompanied by a lawyer .

[119-Unit Apartment Building Coming to Fulton Street and Franklin Avenue](#)

DNA INFO - Camille Bautista

A new 119-unit apartment building could soon rise at the corner of a busy Bed-Stuy transportation hub. Permits were filed this week for an eight-story building at 1134 Fulton St. near Franklin Avenue, designed by architect Karl Fischer. The mixed-use building would feature 18,489 square-feet of commercial space and 89,352 square feet of residential space, with apartments starting on the third floor, as first reported by The Real Deal. The building would be located across the street from the Franklin Avenue shuttle and A and C train station, and is expected to have an area for bike storage, a gym, a laundry room, and terrace space on the third floor. The plan includes 75 parking spaces on the second floor.

[4 Start-Ups Take Root in Harlem's New Business Incubator](#)

DNA INFO - Gustavo Solis

A start-up that lets you order home-cooked meals, a website that connects musicians all over the world and a mentoring network for aspiring photographers are just some of the companies that've joined Harlem's new business incubator. These young companies got free office space and access to mentors from tech companies like Google, Voxy and Genius after agreeing to stay in Harlem for five years, thanks to the incubator CoFound Harlem. "The way we see it, it's our job to see them succeed," said the incubator's co-founder John Henry. "I feel like a proud mother talking about my kids."j Start-ups Localtarian, Bandhub, Reveu.me, and Perqy have joined Cofound Harlem so far and started moving into TEEM co-working space on 1463 Fifth Ave. earlier this month.

[East Harlem High School Senior Named Presidential Scholar](#)

DNA INFO - Gustavo Solis

A local high school senior was one of 141 students to be honored as a Presidential Scholar — a prestigious title recognizing the country's most distinguished students. Javier Spivey, an 18-year-old senior at La Guardia High School, found out that he would be receiving the honor last week while he was rehearsing to play Capulet in Romeo

and Juliet in Miami. “I got there and the minute I started rehearsing I looked at my phone and saw all of these congratulatory messages,” he said. “I was like, ‘Oh my god, I think I’m a Presidential Scholar. I had to step out and call my parents.’” To become a Presidential Scholar, Spivey first had to be accepted into the National YoungArts Foundation. YoungArts nominates a handful of students to be Presidential Scholars. Then a committee, appointed by President Barack Obama, chooses from students across the country.

[Online Fundraiser Helps Fly Friends Home for Amtrak Victim's Funeral](#)

DNA INFO - Katie Honan

Two close friends of 20-year-old Justin Zemser, who was killed in Tuesday's Amtrak derailment, will fly home for his funeral thanks to a successful online fundraiser. Nkozi Stewart, a student at the U.S Air Force Academy in Colorado, and Christopher Carr, who attends the University of Southern California, were part of a close-knit group of friends with Zemser who played football and went to school together in Rockaway. Melisa Williams, a friend and former classmate at Channel View School for Research, set up the GoFundMe page Wednesday afternoon in time for Zemser's funeral, which is scheduled for Friday at 11:30 a.m. in Hewlett, Long Island.

[DUMBO Studio Prices Jump to \\$3,200 a Month](#)

DNA INFO – Janet Upadhye

Average monthly rents for studio apartments rose to \$3,236 last month — an increase of 7 percent, according to a recent real estate report by MNS Realty. The increase marks the latest for studios in DUMBO, where in 2013 prices reached a then-all-time high at \$3,145. However, prices plunged in 2014, coming in at \$2,580 this time last year. The latest climb — from \$3,004 to \$3,236 — may be due to an influx of newly developed luxury buildings in the neighborhood. These include 70 Washington St., 1 Main St. and 60 Water St., where studios are renting for just under \$3,500 per month, according to Lior Rachmany, CEO of Dumbo Moving + Storage.

[Art Gallery Opens Inside Long Island City Light Fixture Factory](#)

DNA INFO - Jeanmarie Evelly

A new gallery is spotlighting the neighborhood's artistic and industrial sides. Edison Price Lighting, a company that's been manufacturing light fixtures since 1952, will open an art gallery inside its factory and headquarters at 41-50 22nd St. Thursday with a debut show that focuses on local artists.

[Here's Why People Are So Pumped About Wegmans Coming to Brooklyn](#)

DNA INFO – Rebeca Ibarra

Super fans of the Rochester-based supermarket Wegmans blew up Twitter when the grocery store announced it would open its first New York City location in 2017. The family-owned store, which has locations in Virginia, Maryland, Pennsylvania, New Jersey, Upstate New York and Massachusetts, will call the Brooklyn Navy Yard home. Wegmans has amassed a cultlike following, known as Wegmania, and will apparently fill a void in the lives of many New York transplants. Wegmans fanatics sing praises of their subs, their affordable prices and fresh produce. The chain has even inspired high school musicals. This zeal can be puzzling for those of us unfamiliar with the store, but it is very real.

[Jackson Heights Rents Rising Faster Than Other Queens Neighborhoods: Report](#)

DNA INFO - Katie Honan

Neighborhood rents shot up by double-digits for some apartments in April despite an overall decrease in rental prices across Queens, according to a report. Two-bedroom apartments in the neighborhood saw the biggest spike in the borough, jumping 17.4 percent between March and April, a report by MNS Real Estate said.

[Williamsburg Businesses Cheer End of L Train Weekend Shutdown After Losses](#)

DNA INFO - Serena Dai

The L train's five-weekend shutdown ends after this weekend — and many local businesses are breathing a sigh of relief. Local businesses protested the timing of the shutdown in March, saying that spring is when retailers and restaurants try to bounce back from a tough winter.

[Mott Haven Mural Warns That 'Bushwick' May Be Coming](#)

DNA INFO – Eddie Small

A new painting in the South Bronx warns residents that something dangerous might be creeping into their neighborhoods: Bushwick. The artwork, part of a mural at the corner of Brook Avenue and East 140th Street, reads "Coming Soon ... Bushwick (If We Let It.)" Harry Bubbins, a founder of the environmental group Friends of Brook Park, painted the message and maintains that it is supposed to be ambiguous about changes arriving in the South Bronx, despite its somewhat ominous tone.

[Dean at Medgar Evers College Killed in Amtrak Train Derailment](#)

DNA INFO – Rachel Holliday Smith

Derrick Griffith, a dean at Brooklyn's Medgar Evers College, died in Tuesday's fatal train derailment in Philadelphia, officials said Thursday. Griffith, 42, served as the college's Dean of Student Affairs and Enrollment Management, according to a statement released by the school. He first joined the Medgar Evers community as an assistant provost in 2011. "Derrick was a pillar in the community," according to the statement. "He served the students of Medgar Evers and the greater community with passion and he will be sorely missed."

[Police Hunt Dapper Rolex Thieves](#)

DNA INFO – Aidan Gardiner

It's only a matter of time. Police released surveillance photos of two dapper men in suits and brimmed hats who they said are on the lam for a smash-and-grab robbery at a luxury Midtown watch store Tuesday. The duo along with Omar Rawlins, 18, robbed the Tourneau watch shop at 510 Madison Ave., near East 53rd Street, about 1:20 p.m., police said. One of the suspects, in a trim dark suit with a bow tie, fired a single gunshot into the ground while Rawlins and the other man smashed the display cases with hammers and snatched up Rolex watches, police said.

[Suspect in Rolex Watch Heist Couldn't Tell His Grandma What he Did: Feds](#)

DNA INFO - Gwynne Hogan

An 18-year-old Brooklyn man the feds say was part of a crew responsible for an elaborate Madison Avenue watch shop heist — complete with wardrobe changes — struggled to tell his grandmother what he'd done after he was caught, according to authorities. Omar Rawlins was arrested Tuesday as he fled the Torneau watch store at 510 Madison Ave. near East 53rd Street where federal agents said he and two other men — all dressed in black suits and fedoras — smashed display cases and took off with Rolex watches in duffel bags, according to court records. Before his arraignment, Rawlins had a deputy U.S. Marshal call his grandma, according to federal court papers.

[String of Muggings on Northbound J Trains, Police Say](#)

DNA INFO - Gwynne Hogan

A group of knife-wielding robbers are terrorizing J train passengers, police said. The authorities are on the hunt for a group of five suspects they say are involved in a series of three knifepoint muggings that took place last Friday and Sunday, all on northbound J trains, police said. The first incident took place on May 8, around 2:40 p.m. near the Jamaica Avenue and 111st Street station, police said. A male suspect whipped out a knife and threatened a 25-year-old woman on board. She surrendered her cash and MetroCard, and the man fled the train towards the mezzanine, police said. The next two robberies happened just before 2 p.m. on Sunday, police said. Three men and a woman approached an 18-year-old man on the subway near Jamaica Avenue and 121st Street station, police said.

[Thief Cuts Through Wall to Steal From Prospect Heights Restaurant: Police](#)

DNA INFO - Leslie Albrecht

A thief used a kitchen knife to cut through a wall and swipe \$856 from a restaurant while it was closed for the night, according to a police report. The owner of Ideya on Carlton Avenue and Park Place told police that the thief cut through the wall to her office, then pried open a file cabinet and stole an envelope containing \$856 in cash sometime between midnight and 9 a.m. on May 4, according to the report.

[NYPD Arrests Member of Gang That Was on 3-Borough Crime Spree](#)

DNA INFO - Murray Weiss

Police have arrested a Brooklyn man suspected of being part of a violent group of armed gunmen involved in as many as a dozen robberies of pharmacies, liquor stores and cellphone shops in Manhattan, Brooklyn and The Bronx,

DNAinfo New York has learned. The suspect was picked up Tuesday night, just a few hours after he and several of his crew robbed workers inside a cellphone store on Third Avenue near East 92nd Street of cash and computer equipment, sources said.

[Good Samaritan Attacked and Robbed After Trying to Help Woman, Police Say](#)

DNA INFO - Irene Plagianos

A man trying to stop two men from "harassing" a woman on Stone Street was thrown to the ground and had his iPhone stolen, police said. The 27-year-old victim told police that he saw a woman being harassed on the corner of Stone and Broad streets on May 12 about 5 p.m., and tried to intervene by "telling them to stop," according to police reports. The men then "became very aggressive," and one of them, described as wearing a red Polo shirt, shoved the victim to the ground. The man hit his head on the sidewalk after he was pushed down, and was left with swelling and cuts, but continued to pursue his attackers, the report said.

[Man Fatally Shot in Fight With Girlfriend's Ex, Police Say](#)

DNA INFO - Aidan Gardiner

A Brooklyn man was fatally shot in a fight with his girlfriend's former beau at her West Brighton home Sunday morning, police said. Joshua Williams, 30 and from East Flatbush, fought with 32-year-old Ramel Santiago, of Stapleton, outside the girlfriend's home at 411 Bement Ave., near Delafield Avenue, about 3 a.m., NYPD officials said. The fight escalated and Santiago shot Williams in the abdomen, police said.

[Amtrak crash could cost economy \\$100M a day](#)

CRAIN'S NY - Andrew Hawkins

The shutdown of the rail system's Northeast Corridor after a deadly Amtrak derailment Tuesday could cost \$100 million a day in extra transportation expenses and lost productivity. "The loss of the [corridor] for a single day could cost the country \$100 million in added congestion, productivity losses, and other transportation impacts," the Northeast Corridor Five-Year Capital Plan says. Daily ridership exceeds 750,000 commuters along the corridor, which boasts a workforce that contributes \$50 billion annually to the nation's gross domestic product, according to the commission that produced the plan. With the investigation into the cause of the accident that killed seven people and injured over 200 entering its second day, Amtrak had yet to say when it expects to reopen service between Washington and New York City. Preliminary reports indicate the train was traveling in excess of 100 mph around a curve that required speeds of just 50 mph.

[Percolate raises \\$40 million to become the Salesforce of marketing](#)

CRAIN'S NY - Matthew Flamm

Percolate, a software company that wants to be to marketing what Salesforce is to sales, has just raised \$40 million it doesn't need. The Manhattan-based startup wants to keep growing in New York, but plans to use some of its new Series C financing to hire engineers in San Francisco. The funding round, announced Thursday, was led by Lightspeed Venture Partners and was assisted by existing investors, including Sequoia Capital, First Round and Lerer Hippeau Ventures.

[JPMorgan to buy \\$45B of Ocwen's loan-servicing rights](#)

CRAIN'S NY - Bloomberg News

JPMorgan Chase & Co., the second-biggest servicer of U.S. mortgages, agreed to buy the right to manage about \$45 billion in home loans from Ocwen Financial Corp. starting June 1. The deal involves servicing rights for 266,000 mortgages owned by Fannie Mae, the New York-based bank said Thursday in a statement that didn't disclose terms. Bloomberg reported in March that JPMorgan was acquiring the rights.

[New top Brooklyn prosecutor will likely be Robert Capers](#)

CRAIN'S NY - Bloomberg News

The leading candidate to take over U.S. Attorney General Loretta Lynch's old post as Brooklyn's top federal prosecutor is a veteran of the office who spent more than a decade handling narcotics, murder and corruption cases. Robert Capers, a senior assistant in Brooklyn's public integrity section, is a favorite to lead the Eastern District of

New York, which includes parts of New York City and Long Island, according to two people with knowledge of the discussions who asked not to be named because the process isn't public.

[News flash: Subways are even grosser and more rat infested](#)

CRAIN'S NY - Andrew Hawkins

In 2011, a video of a rat running over the face of a man sleeping on the New York subway captivated millions of viewers. Since then, subway-system cleanliness may have only gotten worse, according to an audit by Comptroller Scott Stringer. "Our auditors observed rats scurrying over the tracks and onto subway platforms, and it's almost as if they were walking upright—waiting to take the train to their next meal," Mr. Stringer said in a statement Thursday. "This is a daily, stomach-turning insult to millions of straphangers, and it's unworthy of a world-class city." The Metropolitan Transportation Authority is not meeting its own goals for cleanliness, Mr. Stringer said. Cleaning crews are expected to visit each underground station and clean track beds every three weeks. But auditors found that only 3% of stations were cleaned that often.

...Mr. Stringer's audit also did not attempt to tabulate the number of rats that populate the subway system. An expert last year put the citywide population at about 2 million. Mayor Bill de Blasio's executive budget for fiscal year 2016 calls for beefing up a pilot program that seeks to reduce vermin in seven neighborhoods. The mayor budgeted \$3 million and proposed to make the program permanent and citywide.

[Opinion: New York must step up on cybersecurity](#)

CRAIN'S NY - Yvette Clarke

As the fourth-largest state and the commercial capital of the country, New York influences the nation at large in its approach to cybersecurity threats facing businesses and consumers. While Congress grapples with how to respond to a series of computer security breaches in government and the private sector, New York must reduce its own growing number of cyber breaches. Between 2006 and 2013, the number of data-security breaches reported to the state attorney general tripled, exposing a total of 22.8 million personal records. Likewise, recent investigations into the high-profile breach at JPMorgan Chase (and Indiana's Anthem) pointed to compromised usernames and passwords as the entry point of choice by cybercriminals.

[Two men charged with stealing 9 houses in Brooklyn and Queens](#)

CRAIN'S NY - Associated Press

Two men are accused of stealing nine houses and renting them out or selling them. Brooklyn District Attorney Kenneth Thompson says Danny Noble and Romelo Grey filed false documents to obtain the titles for the homes. Prosecutors say the houses in Brooklyn and Queens were either vacated or rarely used. Mr. Thompson says that that Mr. Noble, the ringleader, filed false documents with the New York City Department of Finance, which maintains land records and other real property filings.

[Eighth body found in Amtrak wreckage](#)

CRAIN'S NY - Associated Press

The death toll from the Amtrak wreck rose to eight with the discovery of another body in a mangled railcar Thursday, while a lawyer for the train's engineer said his client has no recollection of the crash and wasn't on his cellphone or using drugs or alcohol. A cadaver dog found the eighth body in the wreckage of the first passenger car Thursday morning, nearly 36 hours after the crash, Fire Commissioner Derrick Sawyer said. Officials believe they have now accounted for all 243 passengers and five crew members who were thought to be aboard the train, Mayor Michael Nutter said.

[Amtrak Derailment: Last 2 Crash Victims Identified](#)

ABC - Dan Good, Gillian Mohny, Sabina Ghebredihin, Meghan Keneally

The family of the last victim to be identified in the Amtrak crash in Philadelphia has confirmed that she died in the crash. Laura Finamore, 47 worked in corporate real estate for Cushman & Wakefield and she is listed on the company's website as working out of its New York office. She was the last fatality to be identified, with the release of her name coming after the Italian consulate in Philadelphia announced that an Italian national, Giuseppe Piras, died in the Tuesday night crash. Bob Gildersleeve was also killed in the derailment, his company said in a statement. Gildersleeve was an Elkridge, Maryland, native traveling from Baltimore to New York City on business.

Gildersleeve's son, Marc, and father, Bob Sr., handed out fliers in Philadelphia on Wednesday, hoping someone had seen him.

National News:

[Baltimore Officers Plan to Challenge Prosecutor's Basic Accusation](#)

NY TIMES - Serge Kovaleski, Michael Wines

Less than two weeks after six police officers were charged in the arrest and death of Freddie Gray, the officers' lawyers and supporters have sketched the outline of a defense, taking aim at the substance of some of the most serious accusations, as well as at procedural issues. Last Friday, lawyers for the six officers filed motions to dismiss all charges and asserted that Marilyn J. Mosby, the state's attorney for Baltimore City, was so tainted by conflicts of interest that she could not have fairly judged the merits of the case. They also argued that she misread the law in charging that Mr. Gray's arrest for carrying an illegal knife — the reason for detaining him in a police van where he suffered a fatal spinal cord injury — was without foundation.

[In California Budget Plan, Brown Wins Deal on Tuition Freeze for In-State Students](#)

NY TIMES - Jennifer Medina

Ending a standoff over whether tuition at the University of California schools would rise, Gov. Jerry Brown said Thursday that he would send millions more dollars to the university system than he had proposed earlier this year, in exchange for a tuition freeze for in-state students in the 10-campus system. The proposal, part of the governor's revised \$115.3 billion budget plan, is the end of a monthslong battle between Mr. Brown, who did not want tuition to rise, and Janet Napolitano, the president of the University of California, who had threatened to raise tuition unless the state gave more money to the schools. The deal caps tuition for California residents over the next two years, while out-of-state tuition could increase by as much as 8 percent in each of the next two years and 5 percent in the third year. Under the new plan, if approved by the Legislature, the state would provide a 4 percent increase in spending for the system in each of the next four years and provide a \$436 million infusion toward paying down the system's pension obligations.

[Missouri House Speaker Quits Over Texts](#)

NY TIMES - Eli Yokley

John Diehl, Missouri's State House speaker, said Thursday that he would resign, one day after the revelation of sexually suggestive text messages that he exchanged with a 19-year-old legislative intern. In the messages, obtained by The Kansas City Star and published as screen shots on Wednesday, Mr. Diehl, a Republican, engaged in innuendo-laden chats with the young woman, a freshman at Missouri Southern State University in Joplin. After initially insisting that he would not step down, Mr. Diehl said Thursday that he was resigning "on my own terms," to avoid jeopardizing the agenda of the Republican majority here.

[FBI Says Texas Man Lied About Links to Syria](#)

WSJ - Delvin Barrett

A Texas man was charged on Thursday with lying to the Federal Bureau of Investigation during a probe into his alleged travel to Syria, U.S. officials said. Court papers show Bilal Abood, 37 years old, of Mesquite, Texas, was arrested Thursday after a two-year game of cat and mouse with federal agents, who questioned him repeatedly before and after he allegedly traveled to Syria in 2013. It wasn't immediately clear if Mr. Abood had a lawyer. The FBI questioned Mr. Abood, a naturalized citizen born in Iraq, on March 29, 2013, as he prepared to fly out of the country. He told agents he was leaving to visit family in Iraq, but authorities prevented him from flying, according to an affidavit filed by an FBI agent. A week later, agents interviewed him again and he admitted he planned to go to Syria to fight with the Free Syrian Army, according to the complaint. Unlike terror groups, such as Islamic State and the Nusra Front, the moderate FSA has received backing from the U.S.

[\\$30,000 Baby: Couples Take Out Loans to Conceive](#)

WSJ - Neil Shah

Miryam Gerdine and her husband, both 44 years old, are expecting their first child in June, but the happy occasion comes with a price tag: The Maryland couple spent \$30,000 on in vitro fertilization and other procedures. Delayed

childbearing has allowed more women to join the workforce, but many who wait until their late 30s and 40s struggle to get pregnant. That has helped lead to a sevenfold increase in IVF and other fertility treatments between 1988 and 2013—and more offerings in the industry aimed at helping couples conceive, such as loans from fertility-finance firms and package deals on IVF treatments.

International News:

[Nepal School System Left Shattered in Aftermath of Quake](#)

NY TIMES - Gardiner Harris

The concrete walls of the high school here shattered like a mirror, leaving a latticework of fissures that crisscross every wall and pillar. Engineers have condemned the school, Shree Gyan Mandir Mamuna Higher Secondary School, fearing that the continuing aftershocks from the devastating earthquake last month could cause at least one of the structure's two floors to collapse. That is what happened to the house next door, where the second floor is now the first. While information is still sketchy about the extent of the damage across Nepal, officials say that thousands of schools have been destroyed and that tens of thousands of classrooms need to be replaced.

[ISIS Releases a Recording It Says Was Made by Its Leader](#)

NY TIMES - Rukmini Callimachi

Amid reports that its reclusive leader had been injured and possibly incapacitated, the Islamic State terrorist group released an audio statement on Thursday that it said was from the man himself, Abu Bakr al-Baghdadi. If authentic, the 34-minute recording would be the first public address by Mr. Baghdadi in six months, and it comes after recent reports by some news organizations that he suffered shrapnel wounds damaging his spine during a coalition airstrike in Iraq. In the recording, the speaker identifies himself as Mr. Baghdadi and tells Muslims that they have two choices: Either travel to join the Islamic State, also known as ISIS or ISIL, or else carry out attacks in their home countries.

[U.S., Arab Allies Find Accord on Iran](#)

WSJ - Carol Lee, Jay Solomon

U.S. President Barack Obama strengthened military backing for Arab allies, who in turn offered him support to pursue a “verifiable” nuclear deal with Iran despite their deep skepticism over its possible security consequences. The statement of support by six Persian Gulf countries on Thursday, including Saudi Arabia, could provide a boost for Mr. Obama's efforts to secure a nuclear accord with Tehran—the signature foreign policy initiative of his presidency. But the summit, held at the presidential retreat at Camp David, Md., was undermined to a degree by the absence, among other top leaders, of Saudi Arabia's king, who pulled out last week just hours before his expected departure to Washington. “A comprehensive, verifiable deal that fully addresses the regional and international concerns about Iran's nuclear program is in the security interests of GCC member states” and the U.S., the joint statement released after the summit said. Saudi Foreign Minister Adel al-Jubeir underlined, however, that doubts persist about the enterprise. “We don't know if the Iranians will accept the terms they need to accept,” he said.

[Iran Patrol Boats Fire on Singapore-Flagged Commercial Oil Tanker in Gulf](#)

WSJ - Dion Nissenbaum, Asa Fitch

Iranian patrol boats opened fire on a Singapore-flagged oil tanker as it moved through the Strait of Hormuz in a confrontation that raised new concerns about Iran's attempts to exert more control of commerce in the Persian Gulf. For the second time in two weeks, Islamic Revolutionary Guard Corps Naval patrol boats confronted a commercial ship moving through the strait and ordered it into Iranian waters on Thursday, according to U.S. officials. Three Iranian patrol boats opened fire on the 600-foot-long Alpine Eternity when the tanker crew refused to follow their direction, then chased the tanker after it issued a call for help, U.S. officials said. While the Alpine Eternity made it safely to port in the United Arab Emirates, the confrontation is the latest in a string of developments that have heightened tensions in the Gulf region. During the past month, the U.S. military has sent an aircraft carrier to the Arabian Sea to deter an Iranian flotilla suspected of carrying arms for allies in Yemen and temporarily increased protection for American and British ships moving through the Strait of Hormuz.

[Colombia Takes U-Turn on Drug Policy](#)

WSJ - Juan Forero

For nearly 15 years, crop dusters have buzzed over the hinterlands here in southern Colombia, dumping defoliant on vast fields of the crop used to make cocaine. And little by little, much of the coca that covered these humid hills like corn in Iowa wilted and died. But Thursday night, a state entity that sets national drug policy announced that President Juan Manuel Santos's government will phase out aerial spraying of coca, a cornerstone of Washington's war on drugs in the Andes, epicenter for the world's cocaine production. The development is being celebrated by detractors of fumigation, who say spraying from the sky is inefficient, causes health problems and breeds resentment in regions where the government needs to win hearts and minds in its battle with Marxist rebels.

From: Watkins, Ellen
Sent: Friday, May 29, 2015 7:09 AM
Subject: Morning Press Clips – Friday, May 29, 2015

Morning Press Clips – Friday, May 29, 2015

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[Man smoking synthetic pot while naked jumps from Bronx fifth-story window, is in critical condition](#) - Rocco Parascandola

[Man jumps to his death from downtown Manhattan luxury apartment building, is decapitated: witnesses](#) - Erica Pearson, Chris Sommerfeldt, Thomas Tracy

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[Man found fatally shot in the head on Staten Island street: police](#) - Joseph Stepansky

[Brooklyn woman wants daughter's bank accounts frozen as court fight over \\$1 million lottery win continues](#) - Christina Carrega-Woodby, Dareh Gregorian

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Mayor de Blasio in the News:

EDUCATION / PROSE SCHOOLS

[Council Members Complain, and Summer School Money Is Restored](#)

NY TIMES - Kate Taylor

While Mayor Bill de Blasio fights in Albany to maintain his control over New York's school system, his schools chancellor on Thursday got a cool reception from an audience that is usually much friendlier to the administration: the City Council. The issue: 17,000 slots in summer programs for middle school students that the administration had cut at the last minute, in some cases after parents had enrolled their children. The money saved — nearly \$28 million — was to be redirected to the city's lowest-performing schools, where the administration is under pressure to show improvement. But on Thursday, when the chancellor, Carmen Fariña, appeared at a hearing on the Education Department's budget, council members said that was not a good enough reason to deprive other children of opportunities, and by the end of the day, the administration said it had decided to restore the summer program money.

[Gov. Andrew Cuomo Confounds Mayor Bill de Blasio](#)

WSJ - Josh Dawsey, Mara Gay

Aides to New York City Mayor Bill de Blasio have huddled for months trying to understand Gov. Andrew Cuomo, often as they scrambled to address perceived slights. They largely have come to one conclusion: There is very little to be done about him. The rocky relationship between the state's two leading Democrats took another turn Wednesday after they met one-on-one in Albany. Mr. de Blasio called out Mr. Cuomo by name, saying he should do more to help the city. Mr. Cuomo's office then issued a statement calling the mayor's ideas untested. The statement reached Mr. de Blasio hours after he left Albany, and his aides said he was neither forewarned nor surprised. ...The strained ties between the two men seem to date to early last year when they appeared at dueling rallies in Albany on education, with the mayor advocating for traditional public schools and the governor for charters. Mr. de

Blasio's allies now say they have all but written off Mr. Cuomo's support for their 2015 Albany agenda, which includes strengthening rent regulations and securing permanent mayoral control of the city's schools.

[New York Senate leader proposes one-year extension for Mayor de Blasio's control of city schools, lifting charter cap](#)

DAILY NEWS - Kenneth Lovett

New state Senate GOP Majority Leader John Flanagan is floating a proposal that would extend mayoral control of New York City schools for just a year in return for lifting the cap on charter schools. Flanagan (R-Suffolk County) and Senate Education Committee Chairman Carl Marcellino (R-Nassau County) this week introduced a bill tying the two issues together. Gov. Cuomo and the Assembly Democrats have sought to extend mayoral control for three years, while Mayor de Blasio wants it extended permanently. "We support mayoral control, but before extending it for more than one year, we want to ensure that it's working, that improvements are being made where necessary, and that low-wealth, underperforming schools are receiving adequate funding from the city," said Senate spokeswoman Kelly Cummings.

[Cuomo blasts de Blasio for waiting too long to battle over mayoral control of city schools, rent regulation](#)

DAILY NEWS - Glenn Blain

Things aren't getting any nicer between frenemies Gov. Cuomo and Mayor de Blasio. Cuomo, during an appearance at an upstate prison Thursday, dialed up the animosity by suggesting the mayor waited too long to engage in the legislative battles taking place in Albany on issues like the extension of mayoral control of city schools and rent regulations. "The Senate fundamentally disagrees with the mayor on a number of issues and it's also a little late in the day to be starting a theoretical debate because there's only like nine days left," Cuomo said. The governor also raised concerns about de Blasio's plan to reform the 421a property tax abatement program, which has been slammed by the AFL-CIO and other labor leaders for not including a prevailing wage mandate for construction workers.

[City backing off cuts to summer programs for middle-school students](#)

DAILY NEWS - Erin Durkin

The city backed off on cuts to summer programs for thousands of middle-school students after getting slammed for quietly axing the seats. Officials will fund 34,000 summer program seats - including 17,000 that would have been scrapped under Mayor de Blasio's budget proposal, a spokeswoman for the mayor said Thursday. "After hearing from parents and kids, we're pleased to announce that the administration will fund the full 34,000 middle-school seats for this upcoming summer, for this year only — so that families and providers are not left hanging," said spokeswoman Amy Spitalnick. Before the announcement Thursday, City Council members had grilled Schools Chancellor Carmen Fariña on the decision to yank the funding after many kids had already been told they had spots. The mayor's budget would have sent the \$27.7 million to struggling schools in the "renewal schools" program.

[Opinion: De Blasio's charter school envy: His PROSE schools show why we need to lift the cap on innovative new educational models](#)

DAILY NEWS - James Merriman

There are already so many reasons to eliminate the cap on the number of charter schools allowed in New York. Parental demand is chief among them; in New York City alone, 50,000 students are on wait lists for charter seats. But this week Mayor de Blasio — a vocal opponent of lifting the cap — inadvertently offered another important reason: Charters should continue to open and innovate because they are bringing fresh ideas for improving achievement to a once-stagnant public school system. In announcing the expansion of the city's PROSE program, which allows up to 200 district schools to deviate from the highly prescriptive teachers' contract, the mayor and schools chancellor are allowing traditional public schools to implement many of the innovations that have made some of the city's charters models of academic excellence.

[De Blasio reverses decision to cut after-school program funds](#)

NY POST - Aaron Short

The de Blasio administration is backing off its plan to slash funding for middle-school summer programs following an uproar from parents and educators. "After hearing from parents and kids, we're pleased to announce that the administration will fund the full 34,000 middle-school seats for this upcoming summer — for this year only — so

that families and providers are not left hanging,” mayoral spokeswoman Amy Spitalnick said Thursday. The Post reported two weeks ago that the administration reserved \$27.7 million in February for more after-school programs this summer. But earlier this month, the money was yanked, even though many schools had already hired staff and enrolled students. The administration shifted the funds to a larger, \$50 million initiative to improve 130 struggling schools and called the previous notification to parents an “error.”

[Opinion: Why ‘traveling mayor’ de Blasio just fell flat in Albany](#)

NY POST - Editorial

Mayor de Blasio went to Albany this week toting a list of political requests and he didn’t even get a lousy T-shirt. What he got instead was a backhanded slap from Gov. Cuomo and Senate Republicans. Welcome back to New York, Bill. Permanent mayoral control of public schools? Cuomo and his fellow Democrats in the Assembly are offering just a three-year extension, Senate Republicans only one — and they also want Albany to sign off on the city’s schools budget each year. Modifying the 421-a real-estate-tax subsidy to require more affordable housing? Said Cuomo Thursday: “I am not interested in passing . . . a giveaway to developers.” Hiking the minimum wage and making the city’s rent laws even more pro-tenant? Fuhgeddaboutit. We’re not exactly displeased that part of de Blasio’s agenda (especially the last two points) is dead in the water. On the other hand, we’d like to see other items passed. The lesson here for the mayor: Making political speeches in Iowa and California is no way to get what you want from the state capital.

[Fariña hints at a deal on city’s summer programs](#)

CAPITAL NY - Sally Goldenberg, Eliza Shapiro

More than 100 parents, politicians and activists rallied Thursday on the steps of City Hall to protest Mayor Bill de Blasio’s proposed cuts in summer programs for children. Holding signs and wearing T-shirts with slogans like “Give it Back” and “Keep Your Promise,” the group called on the mayor to restore the money. “We have a mayor ... who has shown extraordinary commitment over the last year to children and families through his pre-K initiative, through his expansion of after school programs for middle-school students. So a cut to summer programs makes absolutely no sense and we call upon the mayor to right the wrong, to take this mistake off the table and make sure that up to 40,000 children have an option for summer camp,” Nancy Wackstein, executive director of United Neighborhood Houses, said at the start of the rally.

[De Blasio restores funding for summer programs after rally](#)

CAPITAL NY - Sally Goldenberg

Hours after more than 100 people rallied outside City Hall to demand restoration of cutbacks to a popular summer program, the de Blasio administration announced on Thursday that the money would be returned. In quashing a small but growing controversy, the mayor agreed to allocate \$20 million to cover 34,000 summer camp slots for the upcoming fiscal year, his spokeswoman told Capital. “After hearing from parents and kids, we’re pleased to announce that the administration will fund the full 34,000 middle-school seats for this upcoming summer, for this year only -- so that families and providers are not left hanging,” spokeswoman Amy Spitalnick wrote in an email. The news came after a fairly large demonstration earlier on Thursday to pressure the mayor to reverse his last-minute decision to withhold the funds, which took place after providers and parents had begun to register children for the slots.

[\[PRO\] D.O.E. postpones ‘Renewal Schools’ policy briefing](#)

CAPITAL NY – Eliza Shapiro

[\[PRO\] During hearing, Council pushes Fariña on familiar concerns](#)

CAPITAL NY – Eliza Shapiro

[\[PRO\] N.Y.C. business execs push for extension of mayoral control](#)

CAPITAL NY - Jessica Bakeman

[\[PRO\] Nolan: Flanagan trying to ‘micromanage’ schools](#)

CAPITAL NY - Jessica Bakeman

[Jamie Dimon, Barry Diller Demand Continued Mayoral Control of Schools](#)

NY OBSERVER - Ross Barkan

A coterie of the city's business elite are demanding the State Senate and Assembly extend mayoral control of public schools for at least three years. The Partnership for New York City, an advocacy group representing the city's business leaders, sent a letter to State Senate Majority Leader John Flanagan and Assembly Speaker Carl Heastie today urging them to reject a bill that would extend mayoral control for only a single year.

...Mr. de Blasio is seeking to make mayoral control of public schools permanent. But Albany, which has the power to renew or end the city's control of its schools, has not been cooperative with the liberal mayor. The Republican-controlled Senate last night passed a bill, likely to fail in the Democrat-controlled Assembly, that would allow only a one-year extension and increase the number of charter schools. (Mr. de Blasio wants to keep the charter cap in place.) Mayoral control is set to expire in June.

[City Hall Responds to Protests, Restores Summer Program Funding](#)

WNYC - Beth Fertig

After fierce criticism from City Council members, families and community groups, the De Blasio administration said on Thursday that it would maintain a summer art, music and science program for middle school students for one more year. The city changed course on its plan to redirect more than \$27 million from the summer classes to its Renewal program for struggling schools after a rally was held outside City Hall during an education budget hearing. At least 30 Council members also signed a letter to the mayor voicing their opposition. "After hearing from parents and kids, we're pleased to announce that the administration will fund the full 34,000 middle school seats for this upcoming summer, for this year only -- so that families and providers are not left hanging," said Amy Spitalnick, a mayoral spokeswoman. During the budget hearing, Julissa Ferreras, the chairwoman of the Finance Committee, said the cut was creating "havoc" for many families who were counting on the summer enrichment classes.

[Opinion: When free lunch simply isn't enough](#)

SI ADVANCE - Tom Wroblewski

There is such a thing as free lunch in the New York City public schools. But Public Advocate Letitia James and others say that some kids don't take advantage of the program because there is a "poverty stigma" attached to it. Their solution: Expand the free lunch program to all students. That way nobody will know who is "poor" and who is not. For this we should spend millions of dollars?

...Mayor Bill de Blasio has smartly declined to put money in the city budget to provide for universal free lunch, much to the shocked dismay of Ms. James. He said a pilot program to expand free lunch in the middle schools has shown "mixed results" in terms of increasing participation. Contrary to the old saying, there is such a thing as a free lunch. Those who are already eligible need only take advantage of it. Dropping another \$20 million into the \$78 billion abyss of the Department of Education budget isn't going to change anything.

[Education Upheaval in Albany is Backdrop to DOE Budget Hearing](#)

GOTHAM GAZETTE - Ben Max

With an eye on Albany, it was time Thursday morning for New York City schools Chancellor Carmen Fariña to again testify in front of the City Council about her agency's proposed fiscal year 2016 budget and key education issues facing the city. The heightened level of concern with events in the capital comes amid shakeups in state leadership, important legislation on the negotiating table with deadlines looming, and recently passed controversial state teacher evaluation laws.

...Of the school renewal program, which is this administration's alternative to closing schools (the preferred model of the Bloomberg administration for the city's most struggling schools), Fariña added that the DOE has "dispatched teams of dedicated principals and assistant principals to strengthen leadership" and help the schools "change direction" to meet "concrete milestones" in their renewal plans. It is on the success of these schools that de Blasio and Fariña will largely be judged in coming years.

[De Blasio defends parent input under city's mayoral control structure](#)

CHALKBEAT - Geoff Decker

Mayor Bill de Blasio dug in his heels on the issue of mayoral control on Wednesday, urging state lawmakers to renew the law without making changes that would weaken his power over the city's schools. De Blasio was back in Albany to pressure lawmakers to renew the law that grants the mayor control over New York City education policy,

which expires at the end of June. De Blasio said the current structure has allowed the city to implement its most important education initiatives, from the expansion of pre-kindergarten to the transfer of more power to superintendents. The mayor has said he supports the three-year extension passed by the Assembly last week, while the state Senate late on Wednesday introduced its own one-year renewal that comes with significant checks. But de Blasio was not ready to accept any proposals offered in recent weeks that would limit his oversight in exchange, including those calling for more community control over school-space decisions.

[Fariña, grilled about summer program cuts, hints that a solution is on the way](#)

CHALKBEAT - Geoff Decker

Education officials struggled to explain an abrupt cut to middle-school summer programs at a budget hearing Thursday, as pressure mounted for the city to restore funds to avoid layoffs and cancellations. Chancellor Carmen Fariña told council members she thought they would see a resolution “soon” to the cuts, which advocates and program directors estimated will affect at least 35,000 children and were first reported by Chalkbeat. It was the de Blasio administration’s first acknowledgement that officials were negotiating to restore the funds, but program directors and council members said they were still waiting for details. “It’s totally creating havoc in many families’ lives, and it’s incredibly frustrating for us from the council’s perspective,” said Julissa Ferreras, who chairs the council’s finance committee.

[After protests, city will restore funding for summer programs](#)

CHALKBEAT - Geoff Decker

The de Blasio administration announced it will restore funding to middle-school summer programs that it cut in its final budget proposal. “After hearing from parents and kids, we’re pleased to announce that the administration will fund the full 34,000 middle school seats for this upcoming summer, for this year only — so that families and providers are not left hanging,” said Amy Spitalnick, a spokeswoman for de Blasio. The city’s response comes just hours after City Council members and advocates ratcheted up their criticism of de Blasio, whose signature education initiative included an expansion of after-school programs over the summer. During testimony at a budget hearing on Thursday, Chancellor Carmen Fariña told council members she believed that a resolution would come “soon,” but advocates who attended a rally outside City Hall said they remained uncertain.

[City to Double Amount of PROSE Schools by September](#)

THE FORUM - Staff

The de Blasio administration this week announced that 64 more schools—11 in Queens—will become Progressive Redesign Opportunity Schools for Excellence for the 2015-16 academic year, “allowing them to suspend Department and union rules to innovate new ways to reach students.” Currently in its first year, the PROSE Program includes 62 elementary, middle, and high schools. By the fall, according to the administration, it will be ahead of schedule and nearly two-thirds of the way towards its target of spurring innovation at 200 schools.

[EXCLUSIVE: In Letter, Agudath Israel Urges Cuomo, State Senate to Renew Mayoral Control](#)

JP UPDATES - Jacob Kornbluh

Mayor Bill de Blasio got Thursday the backing of a significant and influential Jewish organization in his dispute with Governor Andrew Cuomo and legislative leaders in Albany over the extension of mayoral control of education in New York City. On Wednesday, Mayor Bill de Blasio drove up to Albany to lobby the governor and lawmakers on permanently extending mayoral control of city schools. But Cuomo on Thursday suggested the mayor waited too long to push his legislative priorities like the extension of mayoral control of city schools and rent regulations. “The Senate fundamentally disagrees with the mayor on a number of issues and it’s also a little late in the day to be starting a theoretical debate because there’s only like nine days left,” Cuomo told reporters. The Senate is also putting barriers in de Blasio’s drive toward renewal of mayoral control. In a letter sent to governor Cuomo, Assembly Speaker Carl Heastie and Senate leader John Flanagan by Agudath Israel of America urges the governor to rethink his stance and come forward in handing over control of the education system in the city.

HOUSING / ECONOMIC DEVELOPMENT

[New Round in a Rivalry for de Blasio and Cuomo](#)

NY TIMES - Jesse McKinley, Michael Grynbaum

Mayor Bill de Blasio, his political agenda imperiled in the final days of the state legislative session, let off some steam this week when he urged Gov. Andrew M. Cuomo to show “leadership” with lawmakers. On Thursday, Mr. Cuomo made quite clear how he felt about the suggestion offered by his fellow Democrat. “Mayor of the City of New York, frustrated with Albany?” the governor said at a news conference near here, barely containing his laughter. “Now there’s a shocker.” In the latest chapter of the state’s most passive-aggressive political relationship, Mr. Cuomo and Mr. de Blasio are clashing, yet again, over a housing proposal. And the mayor, despite trying for months to placate and promote Mr. Cuomo, is finding that his traditional foil is not about to yield.

[EXCLUSIVE: Ad campaign charges de Blasio as hypocrite for backing a rent freeze](#)

DAILY NEWS - Jennifer Fermino

The city's most powerful landlord — Mayor de Blasio — is a hypocrite for backing a rent freeze since he has the luxury of raising rents whenever he pleases, a blistering new ad campaign charges. The 30-second ads from the Rent Stabilization Association have begun airing on NY1 and News12 in Brooklyn and the Bronx ahead of the June 24 Rent Guidelines Board vote. The board is mulling a freeze for the city’s 1 million rent stabilized apartments. De Blasio said during the campaign and last year that he supports a rent freeze. “Mayor de Blasio wants stricter Albany rent laws and a rent freeze that prevents landlords from paying the bills,” the narrator says. “Landlord de Blasio can cover his costs by raising his tenants’ rent.”

[Cuomo raises the stakes in ongoing feud with de Blasio](#)

NY POST - Kirstan Conley

Gov. Cuomo took his feud with Mayor de Blasio to a whole new level Thursday by accusing the ultra-progressive mayor of trying to engineer a “giveaway to developers.” A day after meeting with de Blasio, the governor charged that the deal the mayor made with the real-estate industry to extend the 421-a tax-abatement program to help produce more affordable housing was a windfall for developers. “A lot of people think the deal negotiated by the city is too rich for developers and not enough for workers,” Cuomo told reporters after touring the Greene County Correctional Facility near Albany on Thursday. That brought a sharp rebuke from the Mayor’s Office. “This mayor and administration have proven themselves ardent supporters of working people and of the labor movement — nobody can argue that isn’t the case with a straight face,” said mayoral spokesman Wiley Norvell.

[Opinion: The real way to save New York’s public housing](#)

NY POST - Howard Husock

Mayor de Blasio deserves credit for his new plans to address the festering problems at the New York City Housing Authority. That’s appropriate: NYCHA — home to half a million New Yorkers in 178,000 apartments — is, after all, by far the largest source of low-income housing in the city. And the problems affecting the nation’s largest public-housing system run deep. Even as it sits \$98 million in the red, paying for the repairs needed by the aging system — broken elevators, faulty plumbing and heating systems and leaky roofs — could cost fully \$17 billion. De Blasio and new NYCHA CEO Shola Olatoye have made a good start in their reform proposals — which must, above all, find new revenue. In particular, their willingness to embrace a Bloomberg-era plan to invite building on underutilized NYCHA-owned sites, such as parking lots that not even affluent New Yorkers have, promises both the construction of new housing and significant lease payments, estimated at \$50 million a year. Many such projects already have plans on file with the city — and can truly be called shovel-ready. Other ideas, like improving rent collection from its current low level (74 percent), also make sense. But more can be done.

[Cuomo, from the left, faults mayor on 421-a](#)

CAPITAL NY - Jimmy Vielkind

Fresh off an apparently acrimonious interaction with Bill de Blasio in Albany, Governor Andrew Cuomo is now faulting the New York City mayor for favoring developers over labor unions in his proposed tweaks to a real estate subsidy program. The latest tit-for-tat between the state's top Democratic politicians involves the 421-a program, which is set to expire on June 15, and has put Cuomo in the unusual position of attacking de Blasio from the left. The mayor has worked closely with the Real Estate Board of New York in crafting a plan to renew 421-a—which offers tax breaks on buildings in exchange for promises to set aside a percentage of units as affordable—as he tries to build 200,000 new affordable housing units. His bill, unveiled this week, was blasted by the local and national labor

leaders for not including a provision requiring construction workers on 421-a backed projects be paid a prevailing wage. Instead, de Blasio extended prevailing wage provisions for service workers in an attempted compromise.

[Trumka tweaks de Blasio on 421-a prevailing wage](#)

CAPITAL NY - Ryan Hutchins

Mayor Bill de Blasio has drawn the ire of the national AFL-CIO for his refusal to support a prevailing wage requirement for construction workers in a controversial tax abatement program that's up for renewal. In a statement, union president Richard Trumka calls the mayor's proposed revisions to the 421-a program "disappointing." De Blasio has already been criticized by some union leaders in New York over what they see as a double-standard: The mayor wants to strengthen wage requirements for service workers in buildings that receive the tax break, but will not support that sort of a mandate for construction workers. "Since 2001, the labor movement has helped finance the construction of over 28,000 affordable housing units in New York City," Trumka said. "Mayor de Blasio's proposal is very disappointing given the proven track record of the labor movement in financing these affordable housing projects, all while paying good wages with benefits to the workers who built the units."

[PRO] [Cuomo, city at odds over funding for NYCHA](#)

CAPITAL NY - Brendan Cheney

[Battle Over Real Estate Tax Break Opens Another Rift Between Cuomo, de Blasio](#)

NY OBSERVER - Ross Barkan

The debate over the renewal of a controversial real estate tax break has opened up yet another rift between Gov. Andrew Cuomo and Mayor Bill de Blasio, allowing Mr. Cuomo, in a twist, to side with organized labor over the real estate industry. Mr. Cuomo, a moderate who has had a strained relationship with some public sector unions, appeared more open to a labor-backed proposal today that would require developers receiving the 421a tax breaks to pay laborers a prevailing wage. Mr. de Blasio, a proud progressive, is against the plan, arguing that it would be too expensive and impede the rapid building of affordable housing—and he has the support of the Real Estate Board of New York, the industry's chief lobby. Ironically, REBNY has traditionally sided with Mr. Cuomo, a beneficiary of their lavish campaign spending.

[A Taxing Matter: Looking Back on the History of 421-a](#)

NY OBSERVER - Kim Velsey

Stepping into Matt Leisy's one-bedroom apartment at 75 West End Avenue is a bit like entering an alternate reality, a New York in which a young actor might live by himself within walking distance of the Theater District, rather than three to a two-bedroom in Astoria. Of course, there will always be fledgling actors who, with the benefit of family finances, manage to live very well, but Mr. Leisy's pleasantly furnished space does not show the telltale signs of the trust-funder. And indeed, he is not a wealthy man, but a working actor—soon to depart on a tour of *A Gentleman's Guide to Love and Murder*—who pays \$595 a month for the space.

...Meanwhile, a number of developers and housing advocates said that 421-a abatements for condos—which would be eliminated in favor of a rental-only abatement under Mayor de Blasio's proposal—have become less and less the norm in Manhattan anyway, as certificates have disappeared and the cost of land and condo prices have risen high enough that fewer and fewer Manhattan developers elect to do on-site inclusionary.

[State and City at Odds Over Public Housing Funding](#)

WNYC - Cindy Rodriguez

At a hearing Thursday, city council members, housing advocates and tenants denounced Gov. Andrew Cuomo for allowing state legislators to have a say in how \$100 million will be spent at the city's decaying public housing developments. In his opening remarks, Bronx councilman Ritchie Torres, chair of the committee on public housing, accused the governor of using the money to gain political favors. "There are certain ethical lines that should never be crossed and there are certain things that should never be politicized, and the health of public housing residents should be one of them," Torres said. A memo from state officials recommends the money be used on improvements such as better lighting, landscaping, playground equipment and security cameras instead of on larger infrastructure projects. "...such improvements are expected to be financed through the existing NYCHA capital program," the memo reads.

New Yorkers' rent struggle: 'Severe burden' increasing on tenants: Report

AM NY - Ivan Pereira [p.3]

Nearly half of middle-income New Yorkers are struggling to pay their rent, the worst percentage among major U.S. cities, according to a study released Thursday.

...Mayor Bill de Blasio, other elected officials and housing groups have pushed for the creation of more affordable housing options and have lobbied Albany to strengthen the state's rent stabilization laws, which expire next month.

Council hits the roof over Cuomo's flip-flop

SI ADVANCE - Associated Press [p.7]

[Could the 2025 World Expo be held at the former Fresh Kills Landfill?](#)

SI ADVANCE - Tracey Porpora

The Staten Island Economic Development Corporation (SIEDC) is spearheading a campaign to bring World Expo 2025 the site of the former Fresh Kills Landfill. "You have the Fresh Kills Landfill just sitting there. It has not been turned over to the Parks Department yet. ...There has been no significant public investment yet," said Cesar Claro, SIEDC president and CEO. "World Expos, which used to be called world fairs, involve a three- to six-month initiative where significant public and private investment is made for the World Expo show then when it's over all that infrastructure remains. ...If you don't do anything significant at Fresh Kills it will never be more than a closed landfill," he added. Staten Island officials have been hoping to turn Mayor Bill de Blasio's attention to the West Shore where this landmark effort to transform Fresh Kills into a park is underway. But the massive project is underfunded with an unclear future.

[Cuomo throws cold water on de Blasio's housing plan](#)

CRAIN'S NY - Andrew Hawkins

Gov. Andrew Cuomo said Thursday he doubts Mayor Bill de Blasio's plan to overhaul the city's lucrative 421-a tax break for developers will win approval from Albany this year. In comments to reporters, the governor suggested the deal reached between Mr. de Blasio and the powerful Real Estate Board of New York may be "too rich for developers," and that he had concerns about approving an overhaul of the tax break that "doesn't do enough for workers." The AFL-CIO is pushing for a "prevailing wage" for building trade workers on projects that receive the tax break. Mr. de Blasio says he opposes that mandate because it would raise construction costs and result in fewer affordable units being built. The governor's comments represented something of a role reversal for him and the mayor with respect to organized labor and the real estate industry.

[Column: Number of rent-regulated apartments in the city is actually rising](#)

CRAIN'S NY - Greg David

Up in Albany, progressive Democrats like Mayor Bill de Blasio and tenant advocates are claiming the rent-regulation system is under siege, threatening the ability of hundreds of thousands of New Yorkers to find affordable housing. Here's an interesting fact, though: The number of rent-regulated units increased in 2013, the last year for which statistics are available. I came across that startling number in the excellent Five Myths About Rent Regulation in New York City, published by the Citizens Budget Commission. The actual number is small (1,087) but it is the direction that matters here. Two major factors are at work here. Luxury vacancy decontrol has slowed sharply since the threshold for deregulating apartments was raised to \$2,500 from \$2,000 four years ago. Many new units are entering the system because they were built or renovated using the 421-a, J-51 and other tax breaks. Admittedly, the new units charge market rents at the beginning. But they eventually offer below-market rents when the increases allowed by the Rent Guidelines Board lag the trends in the marketplace, which has certainly been the case in the last few years.

[DON'T KILL AFFORDABLE HOUSING WITH A PREVAILING WAGE MANDATE](#)

CITY & STATE - Jolie Milstein

The New York State Association for Affordable Housing agrees with Matt Ryan's view in City & State that affordable housing and good jobs should go together. The renewal of the 421-a property tax abatement would do exactly that: promote good jobs and good wages for the workers building new affordable homes for New Yorkers.

...The 421-a program is a vital part of any strategy to meet this overwhelming demand for affordable housing. That is why Mayor Bill de Blasio supports extending and reforming 421-a as part of his effort to create more affordable housing.

[City aims to ease worries about rezoning proposal](#)

REAL DEAL - Claire Moses

While community leaders are increasingly growing nervous about Mayor Bill de Blasio's rezoning proposal, representatives of the city are trying to put those worries at ease. City Planning Chair Carl Weisbrod has extended the comment period on the proposed changes and wrote a letter to explain the goals of the zoning, according to Crain's. The new zoning code would allow for more density in contextual zoning districts. Weisbrod has said it will promote "affordable housing and better quality buildings." The agency will be hosting a meeting on Thursday night to answer questions about the proposal.

[De Blasio calls out Cuomo for stalling on 421a](#)

REAL DEAL - Tess Hofmann

Mayor Bill de Blasio traveled to Albany yesterday in a last-minute effort to galvanize the legislature and the governor to act on 421a and rent regulation issues — but told reporters that he saw few encouraging signs of progress. "We need action from the other two bodies," de Blasio said. "In particular, we need the governor to act. We need leadership and we know the governor has been able in the past to make real change here in Albany and get big things done. This is a moment when we need that leadership." The mayor said that he walked away from Albany with "no commitments," according to Capital New York.

[Cuomo: NYC is never happy with Albany](#)

POLITICS ON THE HUDSON - Joseph Spector

It's an inherent conflict: New York City often can't move without the approval from the state Legislature. So Gov. Andrew Cuomo today brushed aside complaints yesterday from New York City Mayor Bill de Blasio that the governor and the Legislature aren't taking seriously the city's needs for new rent-control laws, tax breaks for real-estate developers and continued mayoral control of schools. "Mayor of the city of New York frustrated with Albany. Now there's a shock," Cuomo told reporters. Cuomo said the city has benefited greatly from policies at the state Capitol, and he and the Legislature are trying to reach an agreement on the outstanding issues for the city before the session ends June 17. "I am a New York City boy through and through. I was born in New York City, raised in New York City. I know New York City very well. I know the needs of New York City," Cuomo, who is from Queens, said.

[De Blasio urges Albany to act on rent rules, schools](#)

BROOKLYN DAILY EAGLE - Associated Press

[Bill on tenant notification on repairs passes Council](#)

THE VILLAGER - Zach Williams

A bill recently passed by the City Council would require landlords to provide at least 24 hours notice before doing work that would disrupt building services, such as heat, water and electricity. Mayor de Blasio is expected to sign the measure into law in the near future following a 50-to-0 vote by the Council on May 14 in favor of the legislation. The bill requires landlords to give 24 hours notice before most type of work, with a mandatory 10 days notice for major alteration work. The suspension of elevator service for more than two hours would also require a day's notice, under the legislation.

[City Planning tweaks heights in zoning plan, but concern is still high](#)

THE VILLAGER - Zach Williams

The city has scaled back its plans to raise height limits in contextual zoning districts within some parts of Chelsea, but proposed changes remain that could result in buildings as much as 30 feet taller than rules currently allow. City planners are in the midst of outreach to local community boards regarding the plan to increase affordable housing by loosening construction restrictions in order to maximize the permitted space within buildings. Community Board 4 was the first board in Manhattan to receive a presentation from the city Department of Planning on how the effort to

update contextual zoning would affect its neighborhoods. Contextual zoning regulates the height, width, setback from street and other elements determining the proportions of what is known as the “building envelope.”

[De Blasio urges Albany to act on rent rules, schools](#)

LEGISLATIVE GAZETTE - Associated Press

New York City Mayor Bill de Blasio on Wednesday urged Gov. Andrew Cuomo and state lawmakers to strengthen his city's rent regulations and modify a real estate tax break to require more affordable housing, saying there is no excuse for inaction on issues affecting millions of city residents. De Blasio traveled to the capital city to press his case personally, meeting with Cuomo and top lawmakers at a critical time for his legislative agenda. He discounted predictions that the recent arrests of the former Senate and Assembly leaders have paralyzed state government, saying the final weeks of the legislative session offer "a chance for Albany to turn the page" on its recent scandals. "The reputation of Albany is on the line," he said. "A lot of problems have occurred up here. People all over the state are disappointed in Albany. It's a chance for Albany to turn the page and do some things that will actually restore faith."

[Opinion: The New York City Housing Authority's Bold Plan Deserves Support](#)

HUFFINGTON POST - Carol Kellerman

Mayor Bill de Blasio and Shola Olatoye, Chair and CEO of the New York City Housing Authority (NYCHA), released on May 19th a 10-year roadmap called "NextGeneration NYCHA". The roadmap is a bold plan that deserves to be supported. The New York City Housing Authority plays a crucial role that should be fulfilled through smoothly functioning operations and sound financial management. NYCHA is home to more than 400,000 New Yorkers. It is the nation's largest and oldest public housing authority - bigger than the next 11 combined. Yet as the roadmap itself acknowledges, "the promise of NYCHA as decent, affordable housing is under serious threat as the Authority confronts the worst financial crisis in its history."

[New York City mayor frustrated by what he calls lack of leadership in Albany](#)

INNOVATION TRAIL - Karen Dewitt

In the final weeks of the legislative session, groups are lobbying for some of the major remaining issues still on the table, including the mayor of New York City, and groups who want a property tax break for homeowners struggling to hold on to their houses. And both accuse Gov. Andrew Cuomo of not taking an active enough role. New York City Mayor Bill de Blasio came to Albany to meet with Cuomo and legislative leaders to push for reform and renewal of the city's rent control laws -- which impact around two million people -- and a related property tax break for developers who set aside some of their new dwellings for affordable housing. De Blasio says that law, known 421a, also needs to be fixed. Both measures expire on June 15. With the session in disarray following the arrests of the leaders of both houses of the legislature, and their subsequent resignations, many expect the laws to be simply extended for another few years, without making any changes.

NYPD / PUBLIC SAFETY

[NYPD's Broken Windows 'targets marginalized groups and focuses on low-level infractions,' should be abandoned: watchdog group](#)

DAILY NEWS - Rocco Parascandola

Broken Windows policing is busted — and needs to be thrown out, a police watchdog group says in a report released Thursday. "It is past time that the city abandon its wasteful, ineffective and biased application of Broken Windows policing that targets marginalized groups and focuses on low-level infractions which many people see as innocuous or annoying at worst," says the report by the Police Reform Organizing Project. "The city should concentrate its resources on supporting proven problem-solving programs and services that address social and economic problems and inequities." The NYPD says it typically goes where the quality of life violations are happening, often in response to complaints from residents. It says, though, that it has modified its approach, with less emphasis on numbers and more on correcting conditions."

[Column: On crime, it's taint by numbers](#)

NY POST - Andrea Peyser

Are these signs that New York City is sinking back into the bad old days? There were 16 murders in Manhattan from Jan. 1 through this past Sunday, compared with 11 in the same period last year, a 45 percent increase. Plus, 50 shootings in the borough, compared with 31 in that time span in 2014, a 38 percent hike. But the number of victims has nearly doubled — from 33 to 61 — because some shootings target more than one person. Mayor de Blasio downplayed the bloodshed. Citywide, murders are up 15 percent this year, while shootings have increased 7.5 percent, with a 9 percent jump in victims. And murders were up 60 percent all over the city last week, compared with the same seven-day period last year. “The fact is, in some boroughs we have seen some increases. In others, we’ve seen decreases,” de Blasio said. “I think it’s clear that what we have primarily here is a gang and crew problem,” he said, calling the murder spike “small,” and saying that crime in the city, overall, is down. He vowed to “do better.” I don’t feel safer.

[Opinion: The black lives that don’t matter to progressives](#)

NY POST - Rich Lowry

Black Lives Matter, the slogan of the movement that began in earnest after the police shooting of Michael Brown in Ferguson, Mo., is a lie. Taken at face value, the phrase is a truism, since obviously all lives matter. But the people who use it as a shibboleth don’t care about black lives per se so much as scoring points against the police.

...It is a paradox that a figure who is anathema to the Black Lives Matter movement, Rudy Giuliani, saved more black lives than any of his critics ever will. He did it by getting the police to establish and maintain basic order and defending the cops when the likes of Al Sharpton maligned them.

Now that Mayor de Blasio has pulled back, shootings are trending up in New York City. But it’s OK, as long as nameless young black men are the ones being shot at. For progressives, only some black lives matter.

Letter: Murder by the Numbers: Is Bill Paying Attention? - Letters [p. 28]

[Activists react to Bratton’s ‘offensive’ comments](#)

AMSTERDAM NEWS - Stephon Johnson

New York City Police Commissioner William Bratton used a recent event to remind the public that they’re just as responsible for the current situation between them and cops.

...The AmNews spoke with New York Assemblyman Charles Barron about Bratton. Barron felt the commissioner’s words not only reflected on him but also reflected on New York City Mayor Bill de Blasio. “Bill de Blasio should be ashamed of himself for bringing [Bratton] into our city,” Barron told the AmNews. “He’s out of touch. He should leave and take his broken window theories with him.” Barron also labeled Bratton a racist, one who “always has been” since the Rudolph Giuliani administration and who feels all Black New Yorkers should be stopped and frisked. “Every drop of blood that Bratton’s police have caused in our community—Akai Gurley, Eric Garner—is on the hands of de Blasio and Bratton,” said Barron. “You cannot call yourself a progressive and bring such a regressive, racist commissioner to our community.”

[Opinion: SHOOTING SEASON?](#)

AMSTERDAM NEWS - Nayaba Arinde

...Speaking this Tuesday, Mayor Bill de Blasio declared, “The NYPD is doing a fantastic job and driving down crime overall. Look, the major index crimes in New York City—we are down compared to last year to date ... We have some areas we have to do better in ... The fact is, in some boroughs, we have seen some increases, in others we’ve seen decreases. We have to do better in certain precincts and we have to do better at addressing the gang problem. It’s abundantly clear, what’s happening more and more is isolated to a relatively small set of gangs and crews. And more and more police resources are going to address that problem.” De Blasio added, “We’re still at one of the lowest murder rates we’ve ever had in the history of this city.” Laying the blame for the homicides at the feet of city “gangs,” he said, “There are certain precincts we have to do more in, and there’s certain gang issues we have to address with some additional tools. Now, we have a lot of additional tools coming online. The handheld technology is going to make a big difference. It will speed up the ability of our officers to catch the bad guys ... They have the retraining. They have the new technology. They have ShotSpotter.”

MISCELLANEOUS MENTIONS

[It's Baseball Season, and Mayor de Blasio Is in His Element](#)

NY TIMES - Matt Flegenheimer

The trouble began in Milwaukee, after the first ballgame that Mayor Bill de Blasio found time for during a Midwest swing to discuss income inequality — but before the second. It followed him back home, where tabloids were unsympathetic to the gentle protestations of the mayor, a known Red Sox fan... And it led him, at last, to a recent gathering in his City Hall office for that rarest of civic treasures: a mayoral correction, if not an apology, concerning middle fingers, New York City baseball fans and whether the latter had truly flashed the former at their elected leader. “I actually don’t remember, specifically, getting the finger,” he said in an interview, contradicting playful comments he had made to assembled Wisconsinites in a bid to flatter their ballpark etiquette. “I took some poetic license.”... The mayor has described his dedication to the currently middling sluggers of Fenway Park as “quasi-religious,” and he has made no attempt to conceal his affections in an administration stocked with fellow New Englanders.... Yet if the mayor’s preferences have at times earned him scorn, his passion for the national pastime has maintained an unusual hold on his life in public and in private, informing his management philosophy, dribbling into the lexicon of daily meetings and, occasionally, keeping him awake well beyond the unofficial mayoral bedtime.

[Puerto Rican Mayor Faces Taxi Troubles on a Trip to Bronx](#)

NY TIMES - Emma Fitzsimmons

It was a trip that drivers balked at not once, but twice. Carmen Yulin Cruz, the mayor of San Juan, P.R., hailed a taxi in Greenwich Village on Wednesday night to go back to her hotel, a place recommended by the speaker of the New York City Council. But the cabdriver refused to take her there. The boutique hotel was apparently located in the wrong borough: the Bronx.

...Ms. Cruz, who became mayor of San Juan in 2013, was in town for the New Museum’s “Ideas City” conference and had meetings with the speaker and with Mayor Bill de Blasio this week. She had just visited Magnolia Bakery for dessert on Wednesday before hailing the taxi around 8 p.m.

[‘WE RECTIFIED IT’: Mayor de Blasio’s veterans affairs commissioner addresses POW/MIA flag flap](#)

DAILY NEWS – Celeste Katz

Nobody noticed that our flag was not there. Almost nobody. Mayor de Blasio's veterans affairs commissioner echoed her boss in saying City Hall's nearly yearlong failure to fly a banner commemorating missing and captured members of the military was a "mistake" that never drew attention until recently. "We rectified it. It was the right thing to do," Commissioner Loree Sutton told NY1. Sutton spoke of the flag flap a week to the day after the Daily News exclusively reported that the black standard hadn't been displayed at City Hall since last summer because of roof repairs — despite a law requiring that it be flown until every servicemember is accounted for.

[Letter: Readers sound off on Mayor de Blasio, David Letterman and milk](#)

DAILY NEWS - Voice of the People

A mayor building a better city. Jamaica: I am amazed at the Daily News and others trashing Mayor de Blasio. Because of him, I see hundreds of children in my neighborhood going to free universal pre-K. I see the guys at the corner deli who used to have to work seven days a week with no time off now getting paid sick leave. I see seniors at my mother’s church who are now going to be eligible for the senior citizen rent increase exemption since the income threshold has been raised to \$50,000. And for myself, my rent is going to go up only \$11 this year because of his efforts in getting a 1% increase for rent-stabilized apartments. If this is the worst mayor we’ve ever had, I would love to see what you think a good mayor is! Blanche Wimbs. Honest to goodness leadership. Bronx: I couldn’t agree more with Mayor de Blasio’s assessments of previous mayors. Mike Bloomberg giving Goldman Sachs’ staff a pep talk was abominable. Rudy Giuliani really was all about taking credit for things he didn’t initiate. Who signed off on the revitalization of Times Square? Ed Koch and David Dinkins. De Blasio is a progressive, and I still remember the Daily News endorsing other candidates mainly because de Blasio is not pro-corporate America. Your agenda is transparent. Kevin Harris.

[Black church leaders lead revolt against de Blasio’s re-election](#)

NY POST - Michael Gartland

There’s a revolt brewing in Mayor de Blasio’s political base. Black church leaders are so furious at some of de Blasio’s policies that they’re actively looking for a candidate to run against him in 2017 — and leading their list is

popular Brooklyn Rep. Hakeem Jeffries. Pastors told The Post on Thursday they're steamed over de Blasio's handling of the NYPD, for not providing enough city contracts to minority-run businesses and for tilting affordable-housing policies towards developers.

[De Blasio to appear on 'Daily Show' next week](#)

CAPITAL NY – Miranda Neubauer

Mayor Bill de Blasio is scheduled to appear on "The Daily Show" next Tuesday, according to a spokesperson for Comedy Central. It will be de Blasio's second appearance on the show. His first appearance was in February of last year, when Jon Stewart mocked the mayor for eating pizza with a fork. Stewart is nearing the end of his run with the show. According to the show's website, at the start of this week there were 33 episodes of the show left before Stewart departs the show on August 6. Comedy Central announced on Thursday that new host Trevor Noah will start on September 28.

[Ragone met with Bloomberg allies while at City Hall](#)

CAPITAL NY - Sally Goldenberg

Mayor Bill de Blasio and former mayor Michael Bloomberg have virtually no contact and hardly a nice word to say about one another, but that antipathy did not trickle down to some of their top staffers. Peter Ragone, a senior adviser to de Blasio during his first year in office, met frequently with members of Bloomberg's inner circle in the months following de Blasio's inauguration in 2014, according to a review of his schedule obtained through a Freedom of Information Law request. In February of last year, during his second month on the job, Ragone met with Bloomberg's longtime press secretary, Stu Loeser, inside the Staten Island room of City Hall. At the time, Loeser was helping charter school advocates wage an ultimately successful political battle against de Blasio. The following day, Ragone had a conference call with another former Bloomberg aide who now works for the charter sector, Bradley Tusk.

[\[PRO\] De Blasio praises F.C.C.'s Lifeline proposal](#)

CAPITAL NY - Miranda Neubauer

[Opinion: A chance to really make our streets safer](#)

AM NY - Liza Featherstone

Is my son at age 9 old enough to walk by himself to the school bus stop? I recently pondered that question over pints with a friend, as our kids' soccer team practiced across the street. We remembered walking to school by ourselves -- by kindergarten. Granted, neither of us grew up in NYC. But it seems that many children roamed more freely in crime-ridden 1970s NYC than our kids -- and kids nationwide -- do today. Much has contributed to this cultural shift, of course. But here's a practical point: In the 1970s, when I walked a half-mile to my suburban elementary school in Massachusetts, crossing guards were at every dangerous intersection ("police ladies," we called them). Putting more crossing guards on NYC streets would make it safer for children to walk to school in 2015.

...Reducing pedestrian deaths has been one of Mayor Bill de Blasio's signature issues. Here's a chance for him to continue making the streets safer, create a couple hundred good jobs, and help give our kids more independence.

[Botan a taxi in NYC for mayor of San Juan](#)

EL DIARIO - Staff

The mayor of Puerto Rico's capital, Carmen Yulin Cruz, was dumped in a yellow cab, then the driver refused to take from the Greenwich Village in Manhattan to the Bronx. Local media reported that Cruz, who is visiting the Big Apple to promote various cultural initiatives and other changes made in San Juan, was with two colleagues and when he told the driver to his destination was The Opera House Hotel The conduit told him he could not take because I had GPS. Although the mayor had already indicated to the driver that the direction was East 149th Street, and the meter already marked \$ 3.50, the driver insisted he would not take them and asked them to get off the car, and even not him He imported they will not pay what they already had.

...During his visit to NY, Cruz has had an opportunity to meet with Mayor Bill de Blasio and City Council president, the also Puerto Rican Melissa Mark-Viverito.

[Bike Lane Markers Missing From Rebuilt Rockaway Boardwalk](#)

DNA INFO – Katie Honan

This is a wheelie big whoops. The first stretch of the rebuilt, multi-million dollar Rockaway Beach boardwalk was unveiled last week without promised markers that were supposed to delineate the stretch's bike lane — or signage giving bikers rules of the road — leaving confused cyclists with no idea when or where they can ride. Parks Department renderings of the new boardwalk presented at dozens of community meetings since 2014 showed a two-lane section marked with bright yellow bike-lane decals, as well as a darker concrete intended to separate it from the pedestrian walkway.

...It was a confusing start for the new boardwalk, which opened Friday to pomp from politicians including Mayor Bill de Blasio. And it's the latest blunder for the multi-million dollar project, which has gone over its initial budget and is now able to spend as much as \$480 million to rebuild thanks to a cash infusion from the federal government.

[NYCLU and New York Press Club Decry De Blasio's 'Free Speech Zone'](#)

DNA INFO – Katie Honan

First Amendment and press freedom advocates blasted the mayor's office for banishing sign-holding protesters to a "free speech zone" at the opening of the rebuilt Rockaway boardwalk last week, saying it made a "mockery of our basic rights." Days after DNAinfo first reported that de Blasio aides ordered a handful of residents who brought signs to the May 22 unveiling to stand in a cordoned off area hundreds of feet away was "outrageous" and "makes a travesty" of the mayor's pledge for transparency, according to a letter sent Thursday by New York Press Club. "We demand that you inform your aides that suppression of the press is against the law of the land and the policies of your administration," NYPC president Larry Seary and Gabe Pressman, the chair of the Freedom of the Press committee, wrote the mayor.

[Religious Groups Waiting For Action by De Blasio On Use of Empty Schools](#)

NY SUN - Jordan Lorence

Within hours of the United States Supreme Court declining on March 30 to review the Bronx Household of Faith case, a lawsuit challenging New York City's ban on private worship services in empty school buildings, Mayor Bill de Blasio responded with what appears to be a decisive move of reconciliation. The religious groups meeting in the city's public schools could remain, and he repeated his administration's commitment to the principle "that religious organizations are able to use space in city schools on the same terms provided to other groups." This brought immediate relief to Christian churches who feared they might lose their meeting places with Good Friday and Easter only days away. Easter has come and gone, and we await the mayor's ultimate decision.

[Istanbul shows ferries have a future](#)

THE GUARDIAN - Stephen Starr

The Istanbul rush hour commute is like no other. Passengers feast on toasted sandwiches, tea and freshly brewed coffee before taking one of a choice of seats. Some even get to light up a cigarette out the back. That's because 300,000 people in Turkey's biggest city take the ferry to work every day.

...In February, New York City mayor Bill de Blasio announced that a new ferry service for the city is to begin operating in 2017. New York is "the ultimate coastal city," he said, and plans to spend \$55m (£36m) linking Brooklyn, Manhattan, Queens and elsewhere by boat. As in Istanbul, De Blasio's plan would see ferry fares the same as bus and subway, and outlying districts are expected to enjoy increased service.

[Opinion: The Small Man in Gracie Mansion](#)

COMMENTARY - Noah Rothman

If Vox.com were granted the divine power to craft their perfect politician from scratch, the famously self-assured liberal website could still not have conceived of New York City Mayor Bill de Blasio. A little man somehow occupying a grand office, the mayor occupies himself with every manner of minutia and frivolities – all of which he appears to think are of more importance than managing the affairs of the city he was elected to govern. The progressive's progressive, de Blasio wages a relentless war on progress. The latest front in the battle to contain the excesses of innovation comes in the form of the mayor's determination to regulate the competing ride-hailing services Lyft and Uber. In a gift to the city's Paleolithic livery drivers' union, de Blasio has proposed compelling these services to cough up \$1,000 to the city in order to get approval to upgrade the user interface on their smartphone applications. The proposal is a stab at the heart of these services' ability to innovate. What is today a

process that develops at the speed of thought and ingenuity would, under the mayor's proposal, become a draconian slog through a bureaucratic morass.

[Whose Job Is It to Fix the MTA? 3 Reasons to Point Your Finger at Cuomo](#)

STREETSBLOG NYC - Ben Fried

Comptroller Scott Stringer came out with a big report yesterday about how New York City contributes more to the MTA than you might think. Add up all the fares, tolls, dedicated taxes, and public funding that originate from the city, and it comes out to \$10.1 billion per year. With Governor Cuomo and Mayor de Blasio tussling over who should pony up and cover the massive hole in the MTA's five-year capital plan, the Stringer report was taken to be a news cycle win for team de Blasio. The thing is, there are much better reasons to point your finger at Cuomo instead of the mayor. The share of MTA revenue coming from NYC is actually about what you would expect, since, as Stringer's report also points out, the MTA spends \$9.86 billion annually on services and infrastructure benefitting New York City residents. There's still about \$270 million that flows from city sources to the commuter railroads serving the suburbs — and that's an imbalance that should get fixed — but in general, the MTA budget isn't broken because New York City pays more than its fair share.

[Flood, plane issues discussed at civic](#)

QUEENS CHRONICLE - Anthony O'Reilly

Quality-of-life concerns discussed at Tuesday night's Howard Beach-Lindenwood Civic Association's meeting came from the sky and bay — ranging from an excess of airplane noise to flood insurance. Dana Kochnower, a policy advisor with the Mayor's Office of Recovery and Resiliency, urged the audience to study the Federal Emergency Management Agency's proposed changes to its flood maps, which will go into effect "sometime after 2016," she said.

...Councilman Eric Ulrich (R-Ozone Park) touched on issues with Mayor de Blasio's proposed executive budget, saying the Council is working to include funding for 1,000 additional cops, something the mayor did not include in his plan, keep funding for services to senior citizens and add funding for Queens libraries.

[Part of boardwalk opens once again](#)

QUEENS CHRONICLE - Anthony O'Reilly

After a long and grueling winter, it's finally beach season. But the beaches aren't the only thing open once again to city residents. A portion of the new, more resilient Rockaway boardwalk is accessible to Queens beach-goers for the first time since Superstorm Sandy, Mayor de Blasio and peninsula officials announced last Friday. "The boardwalk is central to this community's history and identity — and the new boardwalk will be a symbol of the Rockaways' strength and resiliency," de Blasio said in a statement.

[Koslowitz hits on all things District 29](#)

QUEENS CHRONICLE - Christopher Barca

Councilwoman Karen Koslowitz (D-Forest Hills) has served as an elected official for the better part of the last two decades, but she says she's more motivated than ever to make a difference in the lives of her communities.

...She added that her district was oversaturated with quality-of-life issues, such as overcrowded schools, specifically PS 144 and PS 196. Dozens of parents whose children are zoned for the two Forest Hills schools but have been waitlisted have called on the Department of Education to alleviate the overcrowding issue with trailers, something de Blasio wants city schools to be able to rid themselves of by 2018.

[A quirky sound, plus new meaning to 'sharp' notes](#)

QUEENS CHRONICLE - Silas Valentino

Eight musicians gathered in the bell choir loft following Sunday's service at the Trinity Lutheran Church in Astoria. They passed around D5, G-sharp and B5 bells, requesting the specific notes as if playing a musical version of the board game Battleship.

...In 2009, the festival earned the Guinness World Record for the Largest Musical Saw Ensemble. This year it was recognized by Mayor de Blasio, who sent a letter applauding its "unwavering dedication to preserving and promoting the art of the musical saw."

[Charlie Celebrity: Rockaway's Youngest Activist](#)

ROCKAWAY TIMES - Katie McFadden

When he's not busy surfing, drawing, playing legos, video games or watching Star Wars, 10-year-old Charlie Ciliberti is getting into heated debates with top politicians. The St. Camillus Catholic Academy 5th grader and young entrepreneur may be Rockaway's youngest activist. When Mayor de Blasio came to town for the beach and boardwalk opening last weekend, Ciliberti gave him a piece of his mind. After the press conference, the 10-year-old chased down the mayor. As the 6'5 de Blasio leaned down to hear the little boy, Ciliberti surprised him by asking about controversial subjects like the NYPD, the ferry, and what will be done with the leftover \$480 million in FEMA money once the boardwalk is complete.

[Column: Between The Groins](#)

ROCKAWAY TIMES - John Cori

In Spring 2013, NYC Parks announced their estimate for the cost to rebuild our Rockaway Beach boardwalk. That figure was in the area of \$270 million. That is the amount The City of New York, in turn, requested from FEMA to cover the cost of the rebuild of our boardwalk. In September of 2013 an email from NYC Parks Commissioner Silver, to Mayor de Blasio was leaked to the media about concerns of a "political liability," that NYC may be awarded an additional 200 million dollars from FEMA, on top the 270 million dollars originally requested. During the past several months it has been announced that FEMA has in fact awarded NYC the amount that NYC requested to rebuild our boardwalk, 270 million dollars, and yes FEMA also added in the additional 200 million.

[Mayor Celebrates New Boardwalk, Beach Season](#)

ROCKAWAY WAVE - Miriam Rosenberg

Mayor de Blasio returned to Rockaway to help kick off the 2015 beach season and open the peninsula's first new stretch of boardwalk since the rebuilding from the damage caused by Superstorm Sandy.

[Opinion: Equality denied](#)

TIMES LEDGER - Staff

The American dream was tarnished last week for at least 100 children who were shut out of a carnival at their Flushing elementary school because their parents did not pay the \$10 fee. Nearly 900 students at PS 120 who complied with the principal's edict attended the event in the school yard, but some of their disappointed classmates were banished to the auditorium for a rerun of an old Disney movie, according to the New York Post.

...There is a disturbing trend involving income segregation in this city, which has been practiced with aplomb in Manhattan and may be spilling into the other boroughs. It's a riff on Mayor de Blasio's Tale of Two Cities.

[Traffic Incident Strikes at the Mount Carmel School in Belmont](#)

NORWOOD NEWS - Tatyana Turner

Parents are outraged over a crash involving a school crossing guard that could have been prevented. The incident has caught the attention of a local city councilman, who's demanding some traffic calming measures. Elementary school crossing guard Jenny Arias was struck by a car on May 15 while on the job at the intersection of 188th Street and Bathgate Avenue in Belmont. It's home to three nearby schools—Our Lady of Mt. Carmel School, MS 254, and the Belmont Prep High School, with dozens of students walking to their schools daily.

...For over a year, DOT has put their focus on reducing traffic-related fatalities through Vision Zero, a plan that's high on the agenda of the de Blasio Administration. Arias' injuries comes amid City Council members Brad Lander and Vanessa L. Gibson calling on Mayor de Blasio to better represent school crossing guards. Council members and city officials acknowledge the risk that school crossing guards take to protect school children around New York City and plan to have better support for the crossing guards so that they can perform their tasks in a safe and efficient manner.

[NYC: DOT Responds To Greenfield And Treyger Request To Restore Ocean Parkway to 30 MPH](#)

YESHIVA WORLD NEWS - Staff

Last week, YWN reported that NYC Councilmembers David G. Greenfield and Mark Treyger urged Mayor de Blasio to reconsider changing the speed limit on Ocean Parkway from 30 miles per hour to 25 miles per hour. In November, Mayor Bill de Blasio signed legislation that lowered the default speed limit citywide from 30 mph to 25

mph. However, the expectation was that major through-routes like Ocean Parkway and the Gowanus Expressway would remain at their previous speed limits since a higher speed is necessary to carry traffic smoothly. The lowering of the default speed limit is a part of Vision Zero – an initiative aimed to reduce traffic fatalities citywide. On Thursday afternoon, a DOT Spokesperson responded, and gave YWN the following statement: “Ocean Parkway is the fourth most dangerous roadway for pedestrians in Brooklyn and its history of serious crashes informed DOT’s decision to reduce the speed limit by 5 mph...”

[New York Press Club Scoffs At De Blasio’s Supposedly Dumb Idea Of Free Speech](#)

DAILY CALLER - Betsy Rothstein

Reporters are often cordoned off at events. The idea being to keep them controlled and contained. Any journalist who has been to Washington party Nazi Tammy Haddad’s garden brunch knows what that’s like — she ropes off reporters in a pen, like zoo animals, before you enter the home. Once inside, everything is supposed to be off the record. Well, protestors deserve a pen manned by political aides don’t they? Not according to the New York Press Club, which has issued a stern statement to New York Mayor Bill de Blasio for setting up a “Free Speech Zone” for protesters at the boardwalk in Rockaway.

[Upstate Senators Push De Blasio To Overturn Ban On Foam Products](#)

JP UPDATES - Suzanne Vega

Sen. Betty Little and John Bonacic called on Mayor Bill de Blasio to overturn his ban on foam products, stating it would negatively affect the constituents of their district. The ban would cause thousands of layoffs, even while a suitable alternative has been offered by companies such as Dart Container Co., who has offered to recycle all foam products for the city and find buyers for every piece of recycled foam for more than five years. The ban, announced earlier this year by the mayor would prohibit foam clamshells, cups, and other items that are low-cost and proven to be recyclable. This measure would hurt small business who rely on these products, as well as the companies that manufacture them.

[Local Pols Push To Restore Ocean Parkway Speed Limit To 30 MPH](#)

SHEEPSHEAD BITES - Anna Gustafson

Councilmen David Greenfield and Mark Treyger are urging Mayor Bill de Blasio to restore the Ocean Parkway speed limit to 30 miles per hour after it was decreased to 25 mph as part of the mayor’s Vision Zero initiative, with the lawmakers stressing that the new speed limit is causing increased traffic congestion on local streets. Both legislators noted that they support the Vision Zero initiative, which aims to reduce traffic fatalities throughout the city, but said the change on Ocean Parkway has created more problems than it has solved.

...According to lawmakers, neighbors are beginning to see an increase of drivers on local roads as they attempt to avoid Ocean Parkway, which was constructed as a major roadway throughout central and southern Brooklyn and is heavily trafficked because there are no parallel roads of similar capacity.

[NY Press Club Blasts De Blasio For Creating Protest Zone At Event](#)

CBS 2 - Staff

The New York Press Club is sending a letter to Mayor Bill de Blasio chiding his staff about setting up a separate area for protesters. The club, made up of journalists from across the city, unveiled the letter Thursday. It criticizes the mayor’s aides for keeping protesters about 50 yards from de Blasio — a so-called “free speech zone” — during a Friday event in the Rockaways. It calls the practice contrary to the concept of free speech and “a mockery of our basic rights.” “If this is your idea of free speech as guaranteed by the Constitution and the Bill of Rights, you are badly mistaken,” the letter read. “Free speech, like freedom of the press, are part of the liberties guaranteed to us since the founding of the nation.

[DOT looks to make East 165th Street intersection safer](#)

NEWS 12 - Staff

The New York City Department of Transportation says East 165th Street between Jerome and Melrose avenues is one of the most dangerous intersections in the Bronx. The agency is looking to improve safety along the busy stretch of road starting at the Grand Concourse. Part of Mayor Bill de Blasio's plan to eliminate pedestrian fatalities citywide includes a left turning lane and designated bike lanes at the intersection.

Agency Mentions:

[Taxi Commission Reassures Uber That Proposed Rules Are Not a Threat to Innovation](#)

NY TIMES - Rick Rojas

Opponents have attacked proposed rules aimed at strengthening New York City's regulation of car-hailing apps, like Uber, calling the measures a threat to innovation. On Thursday, as the Taxi and Limousine Commission convened a hearing on the rules, Uber drivers and their supporters crammed into the commission's Lower Manhattan headquarters ready to air their discontent. But first, Meera Joshi, the chairwoman of the commission, would have her say, and over several striking minutes, she dissected the criticism that has played out in the press in recent weeks. She said the language of the proposed rules and the intent behind them had been widely mischaracterized. She scoffed, for example, at claims that the rules would have the agency meddling in changes in software, for instance, or would set a "bad precedent for the Internet."

[Retired FDNY firefighter, runner of 175 marathons, dies at 85](#)

DAILY NEWS - Joseph Stepansky

Ernest Medaglia ran 175 marathons — including the first official one in New York City 45 years ago — and fought fires for the FDNY during a 28-year career. He never entered a race he didn't finish. The lifelong Bronx resident, a U.S. Army and Marine vet who at one time was a transit cop, died on Memorial Day. He was 85.

[Uber, city taxi officials clash at public hearing over proposed car service rules](#)

DAILY NEWS - Dan Rivoli

Uber and city taxi officials got into a head-on collision at a public hearing Thursday over proposed rules that the app-based car service feared would put the brakes on its operations. With Uber's mounting criticism of the rules as stifling innovation and risking a citywide shutdown of the on-demand car provider, Taxi and Limousine Commissioner Meera Joshi pushed back on those "mischaracterizations" that confuses drivers and app users.

[San Juan mayor, wishing to travel from Manhattan to the Bronx, gets kicked out of yellow cab](#)

DAILY NEWS - Erin Durkin, Jennifer Fermino

Welcome to New York — and get out of my cab. The mayor of San Juan got treated like a native by some Big Apple cab drivers when she said the words they hate to hear: Take me to the Bronx. Mayor Carmen Yulin Cruz, who is visiting the city, hailed a cab in Greenwich Village Wednesday night to head back to her hotel in the South Bronx — and ended up getting kicked out after the driver claimed he couldn't find the way. "We took a cab, myself and three co-workers, and as we are about \$3.50 into the cab fare, he told us 'You're going to the Bronx, I don't know how to get there,'" said Cruz.

...Cruz — who had been warned that although the hotel was "wonderful," cabs might be reluctant to go there — took down both drivers' license numbers and is filing a complaint with the Taxi & Limousine Commission. "The TLC has zero tolerance for any kind of ride discrimination and investigates every allegation," said agency spokesman Allan Fromberg. Cruz also has friends in high places who weren't shy about bringing attention to the incident. She told City Council Speaker Melissa Mark-Viverito, who tweeted to her more than 16,500 followers, "So...@CarmenYulinCruz, guest to our wonderful #NYC, says @nyctaxi kicked her out when she said heading to #Bronx. #DetailsToCome #ILLEGAL."

[Tenants, officials attack Cuomo's decision to block NYCHA from spending \\$100M to fix roofs](#)

DAILY NEWS - Greg Smith

A growing chorus of tenants and elected officials Thursday attacked Gov. Cuomo's decision to block the Housing Authority from spending \$100 million in state funds to fix NYCHA's worst roofs. At a City Council hearing, participants who often criticize NYCHA this time cheered the agency's plan to replace 123 leaky roofs and jeered Cuomo's plan to fund smaller projects suggested by Assembly members. "This is simply an unfair distribution of resources and a waste of money," said Aixa Torres, tenant association president at the Alfred E. Smith Houses, which made the worst- roofs list.

[NYPD accused of race bias, sued for allegedly denying promotion to 3 black workers](#)

DAILY NEWS - Barbara Ross

Three African American civilian employees of the NYPD sued the department and their supervisors Thursday claiming that brass discriminate against minorities by denying them promotions to better paying jobs in the motor fleet division. David Binyard of Queens and two Brooklyn residents, Ricky Davis and Tyrone Taylor, say in court papers that they had extensive experience before being hired by the city about a decade ago as auto service workers in the NYPD's Maspeth facility. Although they have good job performance ratings, the men say the NYPD has refused to promote them to full mechanics where they would earn \$80,000 instead of \$40,000 a year. Only two of the PD's nearly 50 full mechanics are African American, they say in papers filed in Manhattan Supreme Court. The men claim that their supervisors also have routinely denied them and African American employees the opportunity to work overtime.

[Schools Chancellor Carmen Fariña takes questions from parents, educators at packed Bronx forum](#)

DAILY NEWS - Laura Bult, Denis Slattery

From a mother's worries over failing schools to a teacher's push for mental health services, the city schools boss opened her inbox to more than 500 concerned parents and educators at a packed town hall forum Thursday in the Bronx. They traveled from as near as Mott Hall Science and Technology in the South Bronx and from as far away as Bushwick, Brooklyn, to drill Chancellor Carmen Fariña on hot-topic issues like the expansion of the city's gifted and talented programs, teacher evaluations and school performance.

[Report: Q&A with Carmen Fariña from the town hall forum on city schools](#)

DAILY NEWS - Staff

Carmen Fariña answered questions from parents and educators at a town hall forum Thursday night. Here are a few of the topics covered: Q: "Can we get more counselors to help troubled students in our schools?" — Leton Hall, Bronx, teacher at Mott Hall Science and Technology Academy A: Schools Chancellor Carmen Fariña said the Department of Education was looking into adding more guidance counselors across the city.

"All our community schools or after-school programs have to have mental health clinics in their schools, no excuses," Fariña said. "We're looking to see how to use co-location sites so schools can share resources." Q: "Why don't we have more gifted and talented programs?" — Celia Velasquez, Bronx, whose grandson attends a Harlem gifted and talented program A: More students were accepted to gifted and talented programs this year than in previous years, Fariña said. "When we have parents that want to apply in a certain area ... We need a certain amount of students to create a program," she added. "That's not to say we wouldn't consider putting a program in District 7 (South Bronx)."

[Column: Taxi drivers who refuse customers should be reported](#)

DAILY NEWS - David Yassky

It happens every day: Someone flags down a cab in Manhattan and asks to go to Prospect Heights in Brooklyn, or Cambria Heights in Queens, or University Heights in the Bronx. All of a sudden, the driver mumbles something about going "off duty." When I was taxi commissioner, these complaints came in all the time, and as a Brooklynite, I found them especially infuriating. There's a simple reason this happens: economics. Because drivers have to pay the fleet owner a flat rate to "lease" the taxi for a 12-hour shift, drivers are under enormous pressure to find the next passenger as soon as they drop off the last one. There are many, many more people looking for taxi rides in Manhattan than in the other boroughs. So a driver who takes a passenger to the Bronx will spend a lot more downtime looking for the next customer. That doesn't mean it is OK for a driver to refuse a trip outside Manhattan. "Customer refusal" is a violation of Taxi & Limousine Commission rules, punishable by a \$350 fine — but only, of course, if the passenger reports it. And only a very small fraction of taxi customers who are refused service call 311.

[Opinion: TLC über alles: City goes too far in regulating an innovative car service](#)

DAILY NEWS - Editorial

As the Taxi & Limousine Commission was moving to over-regulate Uber, the high-tech car service whose drivers are not known for refusing to take anyone anywhere, a cabbie refused to transport San Juan's mayor to the Bronx. A second hack then berated Mayor Carmen Yulin Cruz Soto on her ride out of Manhattan, she reported, highlighting an experience that is all too common among New Yorkers seeking transportation to the so-called outer boroughs. Virtually everyone who has sought to cross a bridge or tunnel in a cab has a story about meeting resistance, if they

were lucky, and refusal, if they were not. Meanwhile, the TLC has set its sights on delving into the electronic innards of Uber's smartphone apps so as to ensure, it claims, a pleasant rider experience.

[Puerto Rican mayor booted from NYC cab](#)

NY POST – Yoav Gonen

It can be tough getting a yellow cab to go from Manhattan to The Bronx— even for a mayor. The Mayor of San Juan, Puerto Rico got booted from a yellow cab on Wednesday after the driver claimed he didn't know how to get her from Greenwich Village to a hotel in The Bronx. Carmen Yulin Cruz was with three coworkers and \$3.50 into the ride when the taxi driver claimed he had no GPS or other way of locating The Opera House Hotel – even though she had provided the East 149th Street address. “He kicked us out,” she told reporters after a press conference at City Hall on Thursday advocating for the release of controversial Puerto Rican political prisoner Oscar Lopez Rivera. ...Mark-Viverito called the incident involving her pal a “shame.” She said they were going through the formal complaint process with the Taxi and Limousine Commission. “It is illegal in the city of New York to deny anyone a ride,” said Mark-Viverito. “So we're going to continue to strive each and every day to ensure that the yellow cab industry and all cab services are ones that are providing service for all sectors of the city.” TLC spokesman Allan Fromberg called Cruz's experience an “unfortunate aberration.”

[Uber drivers protest proposed regulations of car-hailing apps](#)

NY POST - Rebecca Harshbarger

Dozens of angry Uber drivers protested outside Taxi and Limousine Commission offices in lower Manhattan on Thursday as the agency weighed proposed new regulations aimed at reining in car-service apps. The TLC said there are now 76 different apps, including Uber and Lyft, being used by black cars to pick up passengers, and they need to be regulated. But the drivers said there's clearly something more nefarious afoot with the planned rules. “The TLC wants to shut down Uber,” said Queens Uber driver Shahin Bhuiyan, 36.

[Black auto shop workers file class-action suit against NYPD](#)

NY POST - Julia Marsh

The NYPD's auto shop needs a major tune-up, says to a racial-discrimination class-action lawsuit filed by black workers who say they are kept in lower-paying jobs compared to their white colleagues. Three Fleet Service Division employees — David Binyard, Ricky Davis and Tyrone Taylor — are suing the NYPD, the city and their bosses claiming that they've been routinely denied promotions for mechanic positions that pay \$80,000 — twice what they earn. Those jobs are given primarily to white people who are “less experienced and less qualified,” the Manhattan Supreme Court suit claims. The three named plaintiffs, have a combined 30 years on the job. They all have prior experience in the auto industry.

[‘Manspreading’ tickets down 12 percent](#)

NY POST - Shawn Cohen, Rebecca Harshbarger

The MTA launched a new campaign against “manspreading” on the city's subways this year. Maybe it's had an impact — or maybe cops are just busier with other crimes. In any case, officers have actually given out 12 percent fewer summonses for the offensive seat-hogging so far this year compared to 2014.

[San Juan mayor has tough time getting to the Bronx](#)

CAPITAL NY - Gloria Pazmino

The mayor of San Juan says she had a hard time getting a yellow cab to take her to her hotel in the Bronx after an evening in Greenwich Village on Wednesday. Speaking to reporters outside City Hall on Thursday, Mayor Carmen Yulín Cruz, who has been visiting the city for several days, said she was kicked out of a cab after telling the driver her hotel was located in the Bronx. “We took a cab, myself and three co-workers, and as we are about \$3.50 into the cab fare, he told us ‘you're going to the Bronx, I don't know how to get there,’” Cruz said. The mayor exited the yellow cab but refused to pay the driver. “He told us we had to get out, and he knew he was not doing the right thing, because I told him I wasn't going to pay him because he was kicking me out of the cab, and he said, ‘well you don't have to pay me,’” Cruz said. The group hailed a second cab, and while the driver agreed to take the mayor and her colleagues to their hotel, he admonished them for their hotel location throughout the ride.

[\[PRO\] Sanitation tops most city agencies in collisions](#)

CAPITAL NY – David Giambusso

[\[PRO\] Hearing on ride-hail app proposals sparks debate](#)

CAPITAL NY – Kelly Weill

[Uber Drivers Protest, TLC Holds a Public Hearing](#)

NY OBSERVER - Giulia Olsson

Uber drivers blocked off a small part of Beaver Street Thursday morning, as they protested the city's Taxi and Limousine Commission's Proposed FHV Dispatch Application Rules. Drivers are concerned the rules could hurt the company. Today's protest doesn't come as a surprise—the TLC held the first public hearing for its plan, which was made public in April of this year. Outside TLC headquarters, drivers from every borough could be seen wearing black t-shirts and holding up black posters emblazoned with the word “Uber” as cars behind them honked in support. Protestors gathered in a moving circle and relentlessly chanted in favor of the app-based transportation service in the midst of the humidity. But inside the hearing upstairs, Uber drivers quieted down, as they sat next to yellow cab drivers and were faced with what the TLC wants—change.

[The Wage Board and Fast Food Workers](#)

WNYC - Karim Camara, Hector Figueroa

Gov. Cuomo has convened a wage board to consider raising the minimum wage for fast-food workers without requiring legislative approval. Karim Camara, deputy commissioner of New York State Homes and Community Renewal (focusing on faith-based initiatives), pastor of the Abundant Life Church, and former Assembly Member (D-Brooklyn), and Hector Figueroa, president of 32BJ Service Employees International Union, explain the wage board's work.

[Puerto Rican mayor says yellow cab refused to take her to the Bronx](#)

AM NY - Alison Fox

A Puerto Rican mayor visiting New York was kicked out of a cab after the driver refused to take her from Greenwich Village to her Bronx hotel. Mayor Carmen Yulin Cruz Soto, of San Juan, was trying to get back to the Opera House Hotel on 149th Street on Wednesday night when she and three co-workers were kicked out of a yellow cab. The hotel had been recommended to her by her friend, City Council Speaker Melissa Mark-Viverito.

[Charges dropped against NYPD officer in sex-abuse case involving teenager at his church](#)

AM NY - William Murphy

Bronx prosecutors said Thursday they have dropped charges against an NYPD officer arrested in March on charges he sexually abused a 16-year-old girl at a church where both worshipped. "There was not enough credible evidence to prove the charges beyond a reasonable doubt," the district attorney's office said in a statement. Charges were dropped Wednesday. Vladimir Sosa, 38, who had been assigned to the 46th Precinct, which covers the University Heights area, was arrested March 24 by Internal Affairs Bureau detectives on three counts of rape in the third degree, sex abuse in the third degree and other offenses. He was suspended without pay at the time. The suspension remained in effect Thursday, the NYPD said in an email.

[Adopt-a-Basket program aimed at fighting litter](#)

SI ADVANCE - Mary Sharmaine

Borough President James Oddo partnered with Department of Sanitation Commissioner Kathryn Garcia to promote an initiative developed to decrease the amount of litter on Staten Island streets. The Adopt-a-Basket program, organized by the city's Department of Sanitation, is meant to eliminate the overflow of city Sanitation bins. Ms. Garcia joined Oddo and Councilman Steve Matteo on Thursday afternoon in front of Country Collection Furniture, a participating business of the initiative located at 1229 Castleton Ave., Port Richmond, to convince other local businesses to join their movement and adopt a basket of their own. "It's a really very simple program," said the commissioner. "But we need partners and we've always needed partners. We really want to see the city be a cleaner place."

[Miss Staten Island warns teens about distracted driving](#)

SI ADVANCE - Paul Liotta

Miss Staten Island is leading the drive against distracted motorists posing a danger on the road. Partnering with AT&T and the New York City Department of Transportation (DOT), Katlyn Cohen, who is Miss Staten Island 2015, met with students at New Dorp High School recently to talk about the dangers of using a smartphone when driving. "I love Staten Island and I wanted to help people realize that they need to put that phone down when they're behind the wheel," Ms. Cohen, of Great Kills, said. As Miss Staten Island, the platform Ms. Cohen, who is 18, chose is: "Stop the Texts and Stop the Wrecks." In a recent commentary on SILive.com, Ms. Cohen wrote about the dangers of distracted driving. The assembly featured a small performance organized by the DOT that portrayed incidents of distracted driving, and a Q-and-A session with Ms. Cohen. At the end of the event, students signed a pledge to not use their smartphones while driving.

[Opinion: Comptroller's 'fuzzy math' lets the city off the hook on transit subsidies](#)

SI ADVANCE - Editorial

We've always thought that if the Metropolitan Transportation Authority did not exist, New York politicians would have to invent it. After all, how else could the pols avoid almost all the responsibility for providing adequate mass transit while, at the same time, being able to self-righteously beat the MTA like a piñata over fares, tolls and service? The MTA gives them the ideal foil. It's a behemoth of an agency that is notorious for being wasteful and inefficient, thus providing the pols with an easy target. Meanwhile, that persistent negative public perception gives elected officials plenty of cover so they can get away with shortchanging the MTA on funding year after year, even as they bash the agency for its budget shortfalls and failing the public.

[Discuss new regulations for taxi services Uber](#)

EL DIARIO - Cristina Loboguerrero

In a crowded public hearing was held on Thursday in the Commission's Taxi and Limousine, TLC, new regulations are to be implemented for taxis as Uber, which would require operators using smartphone applications are discussed previously approved by that agency. The peak in the package of reforms that want to implement the FTA point is to regulate the applications used on smartphones, controlling more closely the way users engage the services of Uber or Lift. And while the FTA argues that wants to protect passengers, members of the Uber Lift services and indicated that the measures are detrimental to their work. During the hearing, more than 60 representatives of various sectors of the taxi industry testified that lasted for much of the day, in which there was evidence supporting both as opponents of the measure.

[Medallion taxis sue the City of New York](#)

EL DIARIO - Staff

Four companies providing money for yellow taxi medallions sued the mayor, the state attorney general and the Taxi and Limousine Commission (TLC), arguing that Uber have enabled the company to act illegally. Melrose Credit Union companies, Montauk Credit Union, Credit Union and LOMTO Progressive Federal Credit Union are seeking a court order requiring the city to prohibit other vehicles than yellow cabs can accept passengers who make them with street signs. These four companies have loans totaling around \$ 2.500 million to buy about 5,000 medallions. According to the lawsuit, the presence of services like Uber have devalued the value of these medallions, which in June 2013 sold for \$ 1 million, and in January, costing about \$ 800,000. A recent sale closed at \$ 675,000.

[Cafe Metro Owner Loses \\$6M Tax Break Over Claims of Unpaid Wages](#)

DNA INFO - James Fanelli

The owner of the Café Metro chain wants the city to dish out a \$6 million tax break to him to build a food-preparation plant in Queens — but the hefty subsidy has been tabled after DNAinfo New York inquired about accusations that his company short-changed workers. The city's Industrial Development Agency was slated to vote next month on whether to approve a tax exemption for a subsidiary of ST Management, a company that owns and operates 25 restaurants under the names Café Metro, Flavors, Food Exchange and Fresh&Co. But the IDA put the vote on ice after DNAinfo asked the agency about four lawsuits accusing ST Management and its founder and CEO, Steve Tenedios, of underpaying employees at the restaurants. ... The city's Economic Development Corporation, which administers IDA, pulled the plug on the vote after DNAinfo's inquiry, but had started vetting the ST

Management's application weeks ago. The EDC said that it tabled the tax break vote because Tenedios only mentioned one of the four lawsuits in his application.

[City Pulls Plug on Funding for School Websites](#)

DNA INFO - Emily Frost

The city has pulled the plug on funding websites for public schools, leaving many to manage the process of building the sites on their own while footing costly web-hosting bills. The Federal Communications Commission and Department of Education both discontinued supporting the subsidies, which amounted to anywhere between 20 and 90 percent subsidies on hosting providers depending on the student body's poverty level. Previously, schools could apply for funding for website hosting from the FCC, but the commission revoked that subsidy this past July.... The Department of Education stepped in this past year, providing funding to offset the loss of the government's eChalk subsidy while schools transitioned to another service, a DOE spokesman said. But the temporary subsidy will disappear this coming school year, the spokesman and local PTA reps confirmed.... The DOE did not respond to requests for comment regarding whether it offered guidance to schools on how to switch their websites to cheaper services, or how to build and run their own sites without the help of providers like eChalk.

[20 Percent of Eligible Kindergartners Didn't Get Gifted and Talented Seat](#)

DNA INFO - Amy Zimmer

Nearly 20 percent of the city's 4-year-olds who applied to gifted and talented programs were left without seats despite scoring high enough on this year's exam, said Department of Education officials. Kindergarten G&T offer letters were sent Wednesday to roughly 2,900 of the 3,630 eligible preschoolers, according to the data.... More resources were targeted to low-income areas with traditionally low rates of test takers, DOE officials said. The department, for instance, sent postcards to families in these districts and provided hard copies of directories at every pre-K site in the city.... "Every student — no matter what zip code they live in — deserves a fair shot at these unique programs, and it's critical that we are making the test accessible to all our students and families while maintaining the same high standards," Schools Chancellor Carmen Fariña said in a statement. Yet, because too few kids qualified, there are no G&T classes being offered for kindergartners next September in the South Bronx's District 7, Crotona Park's District 12, Bedford-Stuyvesant's District 16 and Ocean Hill/Brownsville's District 23.

[NYPD Fears Influx of Gifters Targeting Rolex-Wearing Victims](#)

DNA INFO - Murray Weiss

Police fear a summer wave of thieves who target boozy nightcrawlers wearing high-end Rolex watches in nightclubs, bars and hotels after a rash of similar crimes last year, DNAinfo New York has learned. In 2014, the city saw a number of thieves — allegedly armed with date rape "Roofies" — targeting fun-seekers sporting expensive Rolex watches and other valuables that they can steal, according to law enforcement sources.... Although the NYPD's various Hotel, Vice, and Grand Larceny squads are aware last year's crimes and fear a new wave this summer, there is little they can do to prevent it. Overly aggressive tactics are shunned by the hotels and clubs that are most vulnerable, another law enforcement source added. Victims in these sorts of cases often have their losses covered by insurance, and hotels encourage victims not to report the incident by offering free stays. When the NYPD does catch the occasional crook, detectives invariably determine that their cell phones have area codes that reflect their true home base — generally warm-weather states such as Florida, Texas, Arizona and California. And they generally receive a slap on the wrist, and head out of town.

[Forest Hills Gets Ready for Summer Concert Season](#)

DNA INFO - Ewa Kern-Jedrychowska

Forest Hills' summer concert series kicks off this week as Grammy-nominated British singer Ed Sheeran takes to the stage, followed by classic rockers The Who, which will perform Saturday as part of the band's 50th anniversary tour. Businesses located near the stadium said they are stocking up on beer and food as each concert — Sheeran plays on Thursday and Friday while The Who perform Saturday — is expected to attract about 13,000 people.... The NYPD's 112th Precinct is also getting ready for crowds coming to Forest Hills and quality-of-life problems that they may bring. Deputy Inspector Judith Harrison, the commanding officer of the precinct, said at a community meeting last week that numerous police officers will be patrolling the area during the concerts, including mounted units, to make sure that "people who are drinking or perhaps urinating in places other than a bathroom ... are appropriately dealt

with.” Her main concern, she said, is getting people to and from the stadium safely "with minimum disruption to the residents of Forest Hills.”

[Woman, 61, Vomited Blood and Died After Rikers Neglect: Lawsuit](#)

DNA INFO - Rosa Goldensohn

Judy Jean Caquias began to vomit blood inside a Rikers Island jail weeks before her death — but rather than get her to a doctor, medical staff left her in her cell without help, according to a notice of claim filed by her sister. Caquias, who was 61 at the time, became incoherent and disoriented — a result of toxins reaching her brain after liver failure — three weeks into her stay at the Rose M. Singer Center, the women’s facility at Rikers Island, according to the court papers.... Caquias’ died on June 25, after her heart stopped a second time and doctors obeyed the family's "do not recusatate" order, the claim says. Widing [Caquias’ sister] is now suing the city, saying her sister’s death was the result of negligent care on Riker’s Island. The medical care provider the city contracts, Corizon, failed to diagnose or treat her liver disease, leaving her to die, she says. “While we cannot comment on pending litigation, any death of an inmate while in custody is a tragedy," a Department of Corrections spokesman said in a statement.... The health department, which oversees Rikers medical care and chooses Corizon for the job, has said they are considering replacing healthcare provider Corizon with the city’s public Health and Hospitals Corporation when Corizon’s contract runs out in December.

[Correction Officer Arrested for Strangling Girlfriend, Prosecutors Say](#)

DNA INFO – Nicholas Rizzi

An off-duty correction officer was arrested after he choked his girlfriend and threw her into a table inside their Laguna Lane home, a law enforcement source said. Benjamin McDonald, 51, had an argument with his 32-year-old girlfriend in their kitchen on May 17 at about 9:45 a.m., the source said. McDonald then grabbed her by the throat her and threw her into the table, causing her to black out, prosecutors said. He later refused to let her out of their kitchen for more than 15 minutes, prosecutors said.

[Cyclist Fatally Struck by Car Being Chased by Police in Harlem, NYPD Says](#)

DNA INFO - Aidan Gardiner

A cyclist was fatally struck in Harlem Wednesday night by a Mercedes that had been chased through two boroughs by police, officials said. The 42-year-old cyclist, whose name was not immediately released, was killed outside 64 E. 129th St., near Madison Avenue, about 11:20 p.m., an NYPD spokesman said. He was pronounced dead at the scene. The driver of the car and his passengers had not been caught as of Thursday morning.

[Liquor License Denied for Uptown Bar Where Police Were Assaulted](#)

DNA INFO – Lindsay Armstrong

A bar where two police officers were attacked had its application for a liquor license shot down by the full community board after initially getting the green light. Earlier this the month, Community Board 12's licensing committee approved a liquor license renewal for Lucky Seven at 1447 St. Nicholas Ave outside of which two police officers were punched at the end of April. Information about the assaults was not shared with the committee when the applicant appeared at the licensing meeting, and an officer from the 34th Precinct who was present at the time did not object to the renewal.

[Landmarks Sets Hearing Date for Jackson Heights Building Despite Opposition](#)

DNA INFO - Katie Honan

The Landmarks Preservation Committee has scheduled a public hearing for a historic district building's proposed rooftop extension that has been repeatedly denied by the local community board. The owners of 84-11 through 84-23 37th Ave. will present their plan to build a four-story residential building on top of the ground-floor retail at a June 16 hearing at LPC's Manhattan office. It will be the first time the proposal will go before the LPC after the architects made five bids to the community board over the past two years, and failed to win its favor, according to Howard Weiss, the lawyer for building owner Charlie Patel. Most recently, on April 17, Community Board 3 unanimously voted to reject plans to build a new apartment building in an art-deco style, with curbside bioswales and a courtyard for residents.

[East Village Tenants Protest Landlord for Harassment, Court Action Imminent](#)

DNA INFO - Lisha Arino

A group of rent-regulated tenants on East 13th Street are planning to take their landlord to court, fed up by illegal construction, persistent buyout offers and other actions they believe are designed to drive them out of their longtime homes. The lawsuit, to be filed Friday against Goldmark Property Management and its agents, will ask the court to force the landlord to restore the building's heat, hot water and cooking gas, which has been shut off since April and request an injunction on illegal harassment and disruptive repairs in individual apartments, the building residents and their lawyers said at a protest Thursday morning.

...According to the Department of Housing Preservation and Development website, there are currently 85 open violations — most of which were issued during inspections that took place in April and May, according to an HPD spokesman

[City settles Brooklyn Bridge Park housing lawsuit](#)

CRAIN'S NY - Amanda Fung

The city can move forward with its plan to develop 130 units of housing at Brooklyn Bridge Park after settling a lawsuit. The city has agreed to ask the state for permission to build affordable housing as well as limit the height of the two buildings planned for the site to 315 feet, according to The Wall Street Journal and The New York Times. The settlement gives affordable-housing advocates an opportunity to push for the inclusion of more below-market-rate apartments at the location. People for Green Space Foundation, which represents neighbors and community groups, sued the city in an effort to block the construction of new housing at the park. Under the settlement, the city can continue reviewing the 14 proposals submitted from interested developers but it has to give 14 days' notice on any development plans, giving the community time to review or object.

[My adventures in library science](#)

CRAIN'S NY - Jeremy Smerd

Libraries are the answer to 101 questions about where to get services in New York City. Citizenship course? Financial planning? Yoga? Check. Check. Check. For me last week, it was: Where to apply for a passport for your baby on a Sunday? That was how I ended up at the Brooklyn Public Library at Grand Army Plaza, not the post office. More New Yorkers went to libraries last year than to sports stadiums, city-owned museums, gardens and zoos combined. That's 37 million people, an eye-popping sign of success, sure, but also why my passport wait was more than two hours. "It was worse yesterday," the clerk told me.

Local News:

[Grand Jury Indicts Dean Skelos, Ex-New York Senate Leader, and Son in Corruption Case](#)

NY TIMES - William Rashbaum

Roughly three weeks after their arrest in a federal corruption case, Dean G. Skelos, the former majority leader of the New York Senate, and his son were indicted by a grand jury on Thursday on charges of extortion, wire fraud, conspiracy and bribe solicitation. The accusations in the six-count indictment handed up in United States District Court in Manhattan largely track the six counts in the criminal complaint that was the basis of the May 4 arrests of the senator and his son, Adam B. Skelos. The indictment, however, includes one additional accusation: that the senator secured over \$100,000 in payments and health benefits from a medical malpractice insurer that provided his son with a no-show job while it lobbied the senator on legislative matters. The 22-page indictment, brought by the office of the United States attorney for the Southern District of New York, does not name the insurer and provides no further details.

[Chimpanzees in Liberia, Used in New York Blood Center Research, Face Uncertain Future](#)

NY TIMES - James Gorman

After about 30 years of using a colony of chimpanzees in Liberia for biomedical research, which ended 10 years ago, the New York Blood Center has now withdrawn all funding for them, prompting animal welfare groups to urge the center to reconsider its decision. For now, the Humane Society of the United States is supporting the chimps, which are owned by the government of Liberia, and is starting a campaign to raise funds for them. "The New York Blood

Center is abandoning 66 chimpanzees and leaving their fate to chance,” said Wayne Pacelle, president of the society. The cost of caring for and feeding the chimps is about \$30,000 a month.

[Port Authority Picks Group to Remake La Guardia Airport](#)

NY TIMES - Patrick McGeehan

The first step toward turning La Guardia Airport into a travel hub fit for the 21st century was belatedly set in motion on Thursday afternoon. But the entire makeover probably will not be completed until the century enters its third decade. That was the news from the Port Authority of New York and New Jersey, more than 20 months after it solicited bids for the construction and operation of a new Central Terminal Building at La Guardia. At their monthly board meeting, the commissioners of the Port Authority approved the selection of a consortium led by the operator of Vancouver’s airport.

[Pataki Kept His Own Counsel on Matters of Family and Citizenship](#)

NY TIMES - Jim Dwyer

“I don’t want to get into that,” George E. Pataki said one evening in 1996, when asked why he was hanging around in the audience at the San Diego Convention Center instead of backstage with the other speakers. The Republican National Convention was being held in San Diego, and you might have thought that Mr. Pataki, then governor of New York, would have had a star turn. After all, not long before, Mr. Pataki had unseated Mario M. Cuomo, who had been one of the most potent Democratic voices of the previous decade and a symbol of much that Republicans opposed, even loathed. Yet Mr. Pataki, the vanquisher of a Democratic lion, had no place on the speaking schedule.

[New Jersey Faces a Transportation Funding Crisis, With No Clear Solution](#)

NY TIMES - Emma Fitzsimmons

Bridges across the state are falling apart. Roads are rife with potholes. Frustrated New Jersey Transit riders are facing another fare increase. As many commuters bemoan the mounting delays and disruptions, state officials say New Jersey is confronting a transportation funding crisis with no easy way out. Voters are so fed up, support is growing for a revenue option long viewed as politically untenable: raising the state’s gas tax, which is the second lowest in the country. Whatever happens with the gas tax, many New Jerseyans soon will be paying more to get to work. New Jersey Transit has proposed raising fares by about 9 percent for its 915,000 daily riders, and an increase of some amount is all but certain. Federal and state subsidies as a share of the agency’s annual budget have been falling, and that has left it increasingly reliant on fares to cover costs, even as many passengers say service is slipping.

[Bicyclist Is Killed by Car Fleeing Court Police](#)

NY TIMES - Benjamin Mueller

The pursuit began around 11:30 p.m. Wednesday, with an attempted traffic stop in the Bronx, executed by an unlikely set of enforcers: New York State Court officers, who are more practiced in shepherding defendants to their hearings than in patrolling the nighttime streets. Over a bridge and several hundred yards further, the car that had not stopped, a 2002 Mercedes, struck a bicyclist in northern Manhattan, the police said. The car took off again, weaving against traffic before it hit another car and its occupants fled on foot. The hectic getaway killed Sergei Musatov, 42, an assistant professor of neuroscience in neurological surgery at Weill Cornell Medical College, a spokesman for the school said. He was riding west on East 129th Street near the Third Avenue Bridge when the Mercedes hit his Cannondale bicycle from behind, the police said. The impact sent Dr. Musatov hurtling into the windshield of the Mercedes and then onto the asphalt.

[Gigi Jordan Receives 18-Year Sentence for Killing Her Son](#)

NY TIMES - James McKinley

A wealthy businesswoman who poisoned her son in a Manhattan hotel room was sentenced to 18 years in state prison for manslaughter on Thursday, ending a bizarre case that turned on her claim that she murdered her child to prevent him from being sexually tortured. Just before being sentenced, the woman, Gigi Jordan, asked Justice Charles H. Solomon of State Supreme Court to show compassion. As she did at trial, she repeated her contention that she killed her 8-year-old son, Jude Mirra, and had tried unsuccessfully to kill herself because she feared the boy would end up in the custody of his father, a man she believed had sadistically abused him.

[Former N.Y. State Senate Leader Skelos, Son Indicted](#)

WSJ - Rebecca O'Brien

A federal grand jury on Thursday indicted the former majority leader of the New York state Senate and his son, alleging a conspiracy to leverage the senator's political power for the son's financial benefit. Dean Skelos, a Nassau County Republican, and Adam Skelos were each indicted on two counts of conspiracy, two counts of extortion, and two counts of solicitation of bribes and gratuities. The two were arrested on May 4 and charged in a criminal complaint with the same charges. Both have said they would be vindicated. Lawyers for the senator and his son didn't respond to requests for comment Thursday.

[Team Selected for La Guardia Redevelopment](#)

WSJ - Andrew Tangel

La Guardia Airport's operator selected a development team on Thursday to replace an aging terminal building, a major step as officials said they would consider increasing the cost of the delayed project by hundreds of millions of dollars to pay for a grand entryway. The cost of the project, initially estimated at \$3.6 billion, could rise by up to \$400 million to construct a new "central entry portal" for La Guardia's Central Terminal Building, known to travelers as Terminal B, officials said on Thursday. That means the total price tag could grow by about 10%. The entryway was recommended by an outside panel appointed by New York Gov. Andrew Cuomo and tasked with broadly reimagining the entire airport. If eventually approved, the entryway would link Terminals B and C, offer retail space and potentially accommodate a rail link, a people-mover, hotel and meeting center.

[In Connecticut, Effort to Change Drug Laws Focuses on School Zones](#)

WSJ - Joseph de Avila

Gov. Dannel Malloy opened this year's legislative session with a push to revamp Connecticut's laws around nonviolent drug offenses, calling the harsh penalties "a failed experiment" from the 1980s and 90s. Now, with less than a week remaining in the session, some state lawmakers on both sides of the aisle are working on a compromise on the governor's proposal that would eliminate mandatory minimum sentences for drug possession within a school zone but retain the definition of a school zone as within 1,500 feet of a school or day-care center. Under current law, a conviction for drug possession within 1,500 feet of a school or day-care center carries a mandatory minimum two-year prison term. In densely populated cities like Bridgeport and Hartford, most private property is located within a school zone, which isn't the case for many rural and suburban parts of the state.

[Conn. Senate Votes to Replace 11th-Grade Test](#)

WSJ - Joseph de Avila

The state Senate passed a bill on Thursday that would replace a Common Core-aligned test for high-school juniors with a college-entry exam like the SAT or ACT. Connecticut rolled out the Smarter Balanced Assessment Consortium test this school year for grades 3 through 8, as well as 11th grade. The test, also used in more than a dozen other states, is aligned with the Common Core's educational goals. But it is taking time away from classroom instruction and compounding a stressful junior year for students who are preparing for SATs and Advanced Placement exams, said Democratic state Sen. Gayle Slossberg.

[People Monitored After Fever Death](#)

WSJ - Associated Press

Federal and state health officials have identified more than 150 people who possibly had contact with a patient who died of Lassa fever, the Centers for Disease Control and Prevention said Thursday. So far, most of those people face no danger, but six are at a high risk of having been exposed, a CDC spokesman said. Thirty-three are at low risk. All are being monitored, the spokesman said. A New Jersey man died Monday after traveling in West Africa and returning to New York City's Kennedy Airport on May 17. University Hospital in Newark said the man was transferred there Saturday from another hospital because it could deal with viral hemorrhagic fevers. Saint Barnabas Medical Center in Livingston said the 55-year-old man came to the emergency room on May 18 and was treated and released. He returned three days later.

[Woman Who Poisoned Autistic Son Sentenced to 18 Years](#)

WSJ - Thomas Macmillan

A multimillionaire businesswoman was sentenced Thursday to 18 years in prison for killing her 8-year-old autistic son with a cocktail of pills in a New York City hotel suite. Gigi Jordan, a former health-care entrepreneur, pleaded for mercy at her sentencing hearing in Manhattan Supreme Court, saying her son suffered for years before she took his life. She only wanted to end the pain he felt as a result, she said, of ongoing sexual abuse by his father—and to end her own life. But Justice Charles Solomon said regardless of what Ms. Jordan believed, there was no evidence her son, Jude Mirra, was being abused.

[Police Identify Suspect in 14-Year-Old's Death](#)

WSJ - Pervaiz Shallwani

New York City police on Thursday identified a 25-year-old suspect in the shooting death of a 14-year-old boy last week. Police released a photo and asked the public for help in locating Travis Bloch in connection with the death of Christopher Duran, who was shot at close range Friday morning after being confronted by a gunman near his home in the Morrisania neighborhood in the Bronx.

[Dean Skelos' son faces new charge of no-show job](#)

DAILY NEWS – Stephen Rex Brown

Dean Skelos' ne'er-do-well son was paid over \$100,000 by a medical malpractice insurer seeking to curry favor with the powerful pol, federal prosecutors charged Thursday. The allegation was included in a new indictment against the father-son duo. The indictment did not specify the firm, and said the money came in the form of payments and health benefits. The insurer “provided Adam Skelos with a no-show job while actively lobbying Dean Skelos on legislative matters,” the indictments reads. The indictment reaffirmed the six bribery and extortion charges leveled against the pair in a complaint earlier this month.

[Head of Queens school noted for open attitude toward students](#)

DAILY NEWS - Lisa Colangelo

When this school administrator says he has an open-door policy, he really means it. Randy Gast, the executive director of the Martin Luther School in Queens, said he never locks the door to his office. “Even if I am not there — students know it's available if they need a place to get away or a place to use the phone,” said Gast, 58, a seasoned educator who has led the parochial school for five years. He makes sure to walk through the halls and lunchroom to casually chat and fist-bump students so they know he is always accessible.

[New Yorkers are less likely to consent for organ donation than any other state: study](#)

DAILY NEWS - Erica Pearson

New Yorkers to be less likely to sign up as an organ donor compared to other states, says that factors relating to the state's system may be at play. New Yorkers are less likely to give consent for organ donation than people in any other state — and the reasons go beyond demographics, a new study found. Donation consent rates are highest in the Midwest, according to a University of Pennsylvania and University of Kansas Hospital study. Experts have often explained New York's low rate of donation by looking to the Empire State's demographics — statistics have shown that blacks, Latinos and Asians are less likely than whites to give consent for a loved one's organs to be donated after they are declared brain dead. However, there are other factors at play, researchers found — because even when only looking at consent among white patients, New York still ranks last.

[Airport workers upset LGA renovation plan moves forward while promised benefits package stays on pause](#)

DAILY NEWS - Rich Schapiro

Airport workers flew into a rage Thursday as the Port Authority moved forward with a plan to renovate LaGuardia Airport while a promised benefits package remains grounded. “How can they modernize the airport while maintaining outdated working conditions?” Newark Airport cabin cleaner Gertrudes Contreras, 60, fumed to Port Authority board members. The area's roughly 20,000 porters, cleaners and guards are now making \$10.10 an hour — after a pay raise fueled by the Daily News' Fight for Fair Pay campaign. But eight months after its own deadline, the Port Authority still hasn't unveiled its plan laying out future pay raises and expanded medical benefits.

[Sheldon Silver reiterates that \\$4M earned was standard practice](#)

DAILY NEWS - Stephen Brown

Sheldon Silver reiterated Thursday that the alleged corruption schemes that authorities say earned him \$4 million were merely standard practice in Albany and well within the law. The defense from Silver's lawyers Steven Molo and Joel Cohen came in response to Manhattan U.S. Attorney's superseding indictment against the disgraced Lower East Side assemblyman. In the new indictment prosecutors detailed the alleged lengths to which Silver went to invest his corrupt cash, thus hiding it from investigators. But Silver's attorneys said he'd earned the money fair and square, so there was nothing shady about his investing it.

[Lower East Side tenants plot to sue landlord, ex-cop-turned-agent over alleged racist taunts, lack of gas, hot water](#)

DAILY NEWS – Barbara Ross, Chris Sommerfeldt, Corky Siemaszko

Tired of living without gas, heat and hot water, a group of Lower East Side tenants have banded together to sue their landlord and his lackeys — a group that includes a disgraced ex-cop. The frustrated tenants — mostly Mexican immigrants — claim Goldmark Property Management has waged a campaign of harassment aimed at driving them out of their rent-regulated apartments. They claim they've been without the basic services since April 17 and have endured racist taunts and threats to call immigration from the landlord's aggressive agents.

[Staten Island contractor is blamed - and fined \\$121,000 - for the death of a construction worker crushed at a demolition site](#)

DAILY NEWS - Greg Smith

A Staten Island contractor was whacked with \$121,000 in fines Thursday and blamed for the death of a worker crushed during demolition. On Nov. 28 Delfino Velazquez was crushed when a mezzanine collapsed during a botched demolition job at a site on West Service Rd. U.S. Occupational Safety & Health Administration Area Director Patricia Jones said, "This worker's death should never have happened." OSHA found Velazquez's employer, Formica Construction, ignored safety regulations and did not perform a required pre-demolition engineering survey to determine the building's stability.

[Authorities probe Brooklyn fire started with Molotov cocktail: source](#)

DAILY NEWS - Tina Moore

A Molotov cocktail ignited a blaze that tore through a house in Brooklyn early Thursday, a law enforcement source said. Fire marshals are investigating the all-hands fire in the three-story house on 83rd St. in Bensonhurst that erupted at 2:54 a.m. and burned for 25 minutes, the source said. The Molotov cocktail was hurled into the house on a leafy block near the intersection of Bay Parkway and 83rd St., according to initial reports. Two people were rushed to Lutheran Medical Center for smoke inhalation.

[Cops ID suspect wanted for fatal shooting of 14-year-old Bronx boy](#)

DAILY NEWS – Thomas Tracy

Cops identified Thursday the man they say executed a baby-faced teenager on a Bronx street. Travis Bloch, 25, shot 14-year-old Christopher Duran 16 times outside of his home on Sheridan Ave. near E. 167th St. in the South Bronx Friday morning, cops said. Duran died at the scene. Investigators suspect Bloch was exacting revenge against victim's 17-year-old brother — a reputed member of the Bronx-based "280" gang, police sources said. Duran was no stranger to police — he was considered an associate of his brother's gang and had already racked-up five previous arrests, including possession of a knife, assault and battery, and robbery.

[NYPD on hunt for hit-and-run driver who fatally struck bicyclist, a Weill Cornell professor, in East Harlem](#)

DAILY NEWS - Caitlin Nolan, Tina Moore, Larry Mcshane

The driver in a fatal hit-and-run remained on the lam Thursday after plowing his Mercedes into a neurological researcher bicycling across a quiet East Harlem street. The manhunt for the fugitive suspect — and two passengers — began immediately after the 11:20 p.m. Wednesday crash that left Russian native Sergei Musatov, 42, lying dead on E. 129th St., police said. The unidentified driver sped off after rear-ending the researcher and assistant neurological surgery professor at the renowned Weill Cornell Brain and Spine Center on the Upper East Side. Musatov, of Manhattan, was thrown from the bike and slammed into the car's windshield. He bounced off and landed in the street. The runaway car first drew the attention of law enforcement after running a red light in the Bronx.

The silver four-door luxury car pulled the wrong way onto Madison Ave. after bouncing off construction barricades, driving a block south and turning west onto eastbound E. 128th St., cops said. When the Mercedes with Florida plates collided with a Volkswagen Golf during the botched getaway, its driver and passengers ran off, police said.

[Brooklyn woman brutally stabbed by husband just married him to help him get green card, her 'real' boyfriend says](#)

DAILY NEWS – Edgar Sandoval, Christina Carrega-Woodby, Dareh Gregorian

A Brooklyn woman who was allegedly stabbed by her husband for refusing to have sex was his wife in name only — at least according to her boyfriend. “They weren’t really married,” Chris Justin, 23, said of Danisha Rogers and Upali Pelige. “She only married him to help him get his green card.” Law enforcement sources said Pelige stabbed Rogers in the face, neck, head and body after she spurned his advances at her East New York home on Tuesday. She was rushed to Brookdale University Hospital, where she’s fighting for her life after being placed in a medically induced coma.

[Upper East Side socialite busted for shoplifting skirt, purses from Bergdorf Goodman: cops](#)

DAILY NEWS – Shayna Jacobs, Thomas Tracy

A Princeton University graduate turned blogger and socialite was busted for swiping a pricey skirt and two purses from Bergdorf Goodman, officials said Thursday. Melissa Berkelhammer, 38, was charged with grand larceny after she was nabbed inside the swanky Fifth Ave. department store 6:30 p.m. Wednesday while allegedly stuffing a \$2,700 Christian Dior purse, a Dribs day bag valued at \$880 and a \$320 Milly skirt into her own pocketbook, officials said. She was grabbed leaving the store, according to court documents.

[God \(Gazarov\) proves his existence in Brooklyn court after Equifax threatens to deny him credit over divine name](#)

DAILY NEWS – John Marzulli

It’s official: God does exist. God Gazarov of Brooklyn, that is. Gazarov, 27, settled his lawsuit Wednesday against Equifax for messing with his ability to secure loans because the credit reporting agency did not recognize his first name. The suit alleged that an Equifax official told Gazarov it could not provide him or a lender with his credit file “because it could not process his name as ‘God’ and suggested that he should consider changing it.”

[Man smoking synthetic pot while naked jumps from Bronx fifth-story window, is in critical condition](#)

DAILY NEWS - Rocco Parascandola

A naked 48-year-old man who was smoking synthetic marijuana was critically injured when he jumped from the fifth floor of a Bronx building Thursday morning, police sources said. The man was hanging out with his girlfriend, drinking and smoking a substance called K4 about 3:25 a.m. on Ogden Ave. Then he jumped, breaking his ankles, dislocating his shoulder and suffering internal injuries, sources said. He is in critical condition at Lincoln Hospital. His name has not been released.

[Man jumps to his death from downtown Manhattan luxury apartment building, is decapitated: witnesses](#)

DAILY NEWS - Erica Pearson, Chris Sommerfeldt, Thomas Tracy

A man leaping from a luxury lower Manhattan apartment building met a grisly end Thursday when he was decapitated after crashing into a railing, horrified witnesses said. The unidentified man jumped from a West St. building at about 11 a.m., officials said. His body exploded apart after it hit the railing bordering Battery Place and the underpass that leads to FDR Drive — leaving stunned onlookers covered in blood.

[Man critically injured by hit-and-run driver in Bronx: cops](#)

DAILY NEWS - Joe Stepansky

A man was mowed down and critically injured by a hit-and-run driver on a Bronx street Thursday night, police said. The man, whose identity was not immediately known, was slammed on the Grand Concourse at E. 182nd St. around 8:45 p.m. by a car that fled the scene, police said. The victim was rushed to Saint Barnabas Hospital in cardiac arrest, a Fire Department spokesman said.

[Man found fatally shot in the head on Staten Island street: police](#)

DAILY NEWS - Joseph Stepansky

A man was found fatally shot in the head on a Staten Island street Thursday night, police said. The man, whose identity was not immediately known but appeared to be in his 20s, was found mortally wounded on Fremont St. near

Corson Ave. in Tompkinsville around 9:48 p.m., police said. He was rushed to Richmond University Medical Center where he died, police said.

[Brooklyn woman wants daughter's bank accounts frozen as court fight over \\$1 million lottery win continues](#)

DAILY NEWS - Christina Carrega-Woodby, Dareh Gregorian

The Brooklyn mom who says her daughter ran off with her \$1 million lottery winnings wants a judge to freeze her offspring's bank accounts. In papers filed in Brooklyn Supreme Court, Barbara Quiles, 51, says she needs an emergency order against daughter Linza Ford "to immediately cease any further use of my lottery winnings" and to "return all of my lottery winnings she has taken from me." Ford "betrayed and left me," the mom, who's suing her daughter over the missing cash, said in an affidavit. Ford, 21, maintains the scratch-off ticket was all hers.

[Manhole catches fire near Union Square: FDNY](#)

DAILY NEWS – Joseph Stepansky

A manhole fire flooded a portion of Broadway near Union Square with smoke on Thursday night, causing road closures but no injuries, authorities said. The manhole in front of Strand Book Store on Broadway at E. 12th St. caught fire around 5:20 p.m., a Fire Department spokesman said. A portion of Broadway was closed as the street filled with clouds of dark smoke, witnesses said. FDNY firefighters were called to the scene. "Avoid Broadway & 13th," Twitter user Timmy Wood posted on Thursday. "Something seems to have blown up beneath the street. Loud popping noise and then tons of smoke. Everyone freaking out."

[Man found dead in bathtub in Bronx, alongside sex toys and drugs: cop sources](#)

DAILY NEWS – Joseph Stepansky, Tina Moore

A 43-year-old man was found dead in a Bronx bathtub with sex toys and drug paraphernalia nearby — and blood spatter in another room, police sources said Thursday. The man, who was not immediately identified, was found around 5:10 p.m. Wednesday with trauma to his body in the River Park Towers in Morris Heights, authorities said. The Medical Examiner will determine the cause of death. Cops have been questioning people seen on surveillance tape going in and out of the apartment, a police source said. A neighbor told cops the man had a medical condition and needed emergency treatment occasionally, a police source said.

[Brooklyn man stabs mom, 70, before cutting own wrists: cops](#)

DAILY NEWS - Ryan Sit, Rocco Parascandola

An emotionally disturbed man stabbed his 70-year-old mother before slashing his own wrists in an apparent suicide bid in Brooklyn early Thursday. The unhinged and unidentified son, 49, gouged his mother in the neck and torso in their home on Dahill Road in Kensington around 4 a.m., cops said. He then cut his own wrists several times. When officers arrived, the man lunged, prompting the sergeant to shock him with a stun gun. Paramedics rushed the man's mother to New York Methodist Hospital, where she was expected to survive, officials said. The man was taken to Lutheran Hospital and listed in stable condition, police said.

[Gigi Jordan, multi-millionaire mom who forced fatal overdose on 8-year-old son inside Fifth Ave. hotel, gets slammed with 18 years in prison](#)

DAILY NEWS – Shayna Jacobs

A multi-millionaire mom who forced a fatal overdose on her 8-year-old autistic son at the Peninsula Hotel in 2010 was sentenced Thursday to 18 years in prison by an outraged Manhattan judge who said she exhibited "an absolute lack of any remorse." Gigi Jordan, 54, was issued the stiff prison sentence by Manhattan Supreme Court Justice Charles Solomon who ripped her for justifying her unthinkable deed. "You would think in 2015, the defendant would say something like, 'What a terrible thing I did. How could I kill my own son?'" Solomon said.

[Column: Prices for industrial Brooklyn properties soar as developers go crazy for sleek office conversions](#)

DAILY NEWS – Katherine Clarke

The long-hyped Brooklyn office boom is for real. Developers are paying record prices for quirky industrial facilities across the borough, spurred by increasing demand from the New York tech sector. Big Manhattan real estate players are bidding up the price of former breweries, storage facilities and even former ship-building factories as far afield as Gowanus, Bushwick and Red Hook with an eye toward investing millions of dollars to transform them into bold, statement buildings with cutting-edge amenities for the tech and creative set.

[Ex-State Senate boss Dean Skelos, son indicted on corruption charges](#)

NY POST – Josh Saul

A federal grand jury has voted to indict ex-state Senate Majority Leader Dean Skelos and his son Adam Skelos on six counts of criminal conduct related to their alleged scheme to peddle the Long Island pol's influence in exchange for cash and work for the ne'er-do-well son. The indictment revealed yet another instance of Adam capitalizing on his father's position by taking cash for a "no-show job" from a company that was trying to sway his dad. "Dean Skelos attempted to secure and did secure hundreds of thousands of dollars for Adam Skelos, including ... over \$100,000 in payments and health benefits from a medical malpractice insurer who provided Adam Skelos with a no-show job while actively lobbying Dean Skelos on legislative matters," the indictment reads. The crimes the father and son were indicted on include conspiracy to commit extortion, extortion, and solicitation of bribes.

[Rangel open to old rival to succeeding him in Congress](#)

NY POST – Carl Campanile

Don't expect Harlem Rep. Charles Rangel to retire without a bang — particularly when it comes to determining who succeeds him in Congress. Rangel, 84 — who has served in Congress since 1971 and announced he will step down at the end of his term next year — raised eyebrows by showing up at a congressional birthday-bash fundraiser Wednesday night for Adam Clayton Powell IV. While stopping short of an endorsement, Rangel gave a speech at RIO II Gallery on upper Amsterdam Avenue praising Powell as a worthy candidate. Rangel defeated Powell's father, Adam Clayton Jr., five decades ago to claim the congressional seat which encompasses portions of the The Bronx as well as Harlem, El Barrio, Washington Heights, Inwood and the Upper West Side.

[Squirrel attacks subway operator — for second time in two weeks](#)

NY POST - Rebecca Harshbarger, Joe Tacopino

Nutty squirrels are going off the rails on the city's subways. In the second such incident in two weeks, a squirrel accosted a train driver Thursday after running through a window of a Coney Island-bound Q train north of the Cortelyou Road station at about 9:20 a.m., according to transit sources. After the motorwoman hit the brakes, riders helped her chase the squirrel out. It was unclear if it was at the next station or between subway cars.

[Court shoots down Halloran's bid to stay out of jail during appeal](#)

NY POST - Josh Saul

A federal appeals court shot down ex-City Councilman Dan Halloran's bid to stay out of prison on bail while he appeals his bribery conviction — in a decision that also casts doubt on his chances for a reversal, new court papers state. Halloran was found guilty last year of masterminding a failed \$200,000 bribery scheme to get Democratic state Sen. Malcolm Smith the Republican line in 2013's mayoral election. The crooked pol tried to argue that he should be allowed to stay free while he appeals his Manhattan federal-court conviction.

[Neuroscientist on bike killed by driver who fled traffic stop](#)

NY POST - Natasha Velez, Shawn Cohen, Danika Fears

A "brilliant" Manhattan neuroscientist was killed when his bike was struck by a hit-and-run driver fleeing a traffic stop, authorities said Thursday.

Sergei Musatov, a 42-year-old assistant professor of neuroscience at Weill Cornell Medical Center, was rear-ended on his bike and thrown onto the hood of the speeding, four-door, silver Mercedes sedan around 11:30 p.m. Wednesday on 129th Street in East Harlem, police said. The Mercedes driver, who had two passengers, then turned onto Madison Avenue, going against traffic, and smashed into a Volkswagen Golf stopped at a red light at East 128th Street.

At that point, the suspects ditched their ride and fled on foot.

Musatov, who wasn't wearing a helmet at the time of the crash, was pronounced dead at the scene. Just minutes before the fatal crash, court officers had tried to pull over the luxury car near the Third Avenue Bridge in The Bronx, after noticing it had a broken window and blew through a red light during their routine patrol of city courts.

[Motorman responsible for drunken subway crash hurt in hit-and-run](#)

NY POST - Larry Celona, Natalie Musumeci, Joe Tacopino

A subway motorman who caused an infamous drunken 1991 train crash in which five passengers died was the victim of a serious accident himself Thursday, when he was critically injured by a hit-and-run driver in The Bronx. Robert

E. Ray, whose speeding downtown No. 4 train derailed near Union Square more than 23 years ago, was struck at Grand Concourse and East 182nd Street at 8:45 p.m., according to law-enforcement sources. The driver of the car fled the scene and Ray was rushed to Bronx-Lebanon Hospital, where he was listed in critical condition.

[Woman fights back against Morningside Park pervert](#)

NY POST - Aaron Feis

A pervert exposed himself to a woman in Morningside Park — but fled with his tail between his legs when the plucky victim turned the tables and took a swing at him, cops said Thursday. The 38-year-old woman was strolling along a path in the park between West 120th and West 123rd streets around 7:40 p.m. Tuesday when the creep sneaked up behind her, lifted her skirt and flashed her, authorities said. The quick-thinking victim swung at the deviant, sending him fleeing into the park, police said.

[Millionaire mom who killed autistic son gets 18 years in jail](#)

NY POST - Rebecca Rosenberg

The unrepentant pharmaceutical millionaire who force-fed her autistic son a fatal dose of prescription drugs insisted she did it for his own good Thursday in Manhattan court just before a judge sentenced her to 18 years in prison. “I loved Jude more than anything in this world and I believed that he would live and die in unbelievable agony, and there’s no sadder person in this world than me over Jude’s death,” a sobbing Gigi Jordan, 54, whined to Justice Charles Solomon. “I can’t touch and smell his hair or see him smile. My only way of surviving is the hope that I can do good for other children that suffered Jude’s pain.” Jordan claimed once again – as she had at trial – that she murdered her son February 5 of 2010 at the luxury Peninsula hotel because she feared that her ex-husband Raymond Mirra would kill her. And then her son Jude Mirra would be condemned to a life of sexual abuse at the hands of his biological father Emil Tzekov.

[Ex-husband hits millionaire kid-killer with defamation lawsuit](#)

NY POST - Josh Saul

The ex-husband of killer mom Gigi Jordan filed a defamation lawsuit against her Thursday, saying her testimony at trial ruined his reputation. The suit, filed in Manhattan federal court, came as Jordan was sentenced to 18 years behind bars for fatally poisoning her 8-year-old autistic son. Raymond Mirra, 56, claims Jordan damaged his public image by testifying that he stole from her and threatened to have her killed because, she asserted, she knew he was connected to the Mafia. “Ms. Jordan testified that she had poisoned Jude to death by feeding him over 50 pills of various prescription sedatives,” the lawsuit says. “However, she attempted to mitigate her culpability by telling ludicrous falsehoods about Mr. Mirra that, she claimed, diminished her responsibility for taking Jude’s life.”

[Suspect in vicious Bronx rape seen on surveillance video](#)

NY POST – Aaron Feis

A fiend beat, raped and robbed a woman on a Bronx street early Wednesday, according to cops. Authorities said the 32-year-old victim was walking along Amethyst Street near Rhinelander Avenue in Van Nest around 4:45 a.m. when the creep approached her and struck up a conversation. When the woman let down her guard, the thug slugged her in the face and growled, “Shut up before I hurt you!” according to police sources. He then raped her, cops said.

[Gang member suspected in murder of 14-year-old boy](#)

NY POST – Larry Celona, Chris Perez

This man is suspected of killing a 14-year-old Bronx boy last week, authorities said Thursday. Police identified the suspect as Travis Bloch, 25, of The Bronx. He is wanted for the murder of seventh-grader Christopher Duran, who was pumped with bullets in Morrisania as he headed to school, law-enforcement sources say. While police still don’t have a motive, the shooting is believed to be gang-related, sources said.

[Son stabs mother, self in Brooklyn](#)

NY POST - Natasha Velez

A madman slashed and stabbed his 70-year-old mother in Brooklyn early Thursday, police said. The suspect, 49, stabbed her in the torso inside the Kensington apartment on Dahill Road and Tehama Street around 4:20 a.m. before slashing her in the neck, according to police. Then he slashed his wrists before plunging a knife into his own neck,

authorities said. When cops arrived, the lunatic lunged at an NYPD sergeant as soon as the front door opened, sources said.... The woman was rushed to Methodist Hospital, where she is expected to survive, cops said. Her son was sent to Lutheran Hospital in stable condition.

[Man falls to death outside luxury building](#)

NY POST – Aaron Feis, Beckie Strum

A man fell to his death outside a luxury apartment building that overlooks New York Harbor in the Financial District on Thursday morning, authorities said. The man was found dead around 10:40 a.m. with injuries consistent with a fatal fall at the foot of the Ocean building at 1 West St. – a complex touted as “the very first address in Manhattan.” Investigators are investigating where exactly the man fell from and whether it was a suicide.

[Thief robs same cell-phone store four times: cops](#)

NY POST – Natasha Velez

Police say this man brazenly robbed the same Bronx store four times in less than two weeks—in broad daylight. The spree started on May 15 when he walked into the Mount Hope Metro PCS on Jerome Avenue near West 183rd Street at 11:40 a.m. and casually sparked up a conversation with an employee, video surveillance shows. But he cut the chit-chat short when he grabbed for two headsets and bolted from the store, cops said. He returned on May 19 at 11:50 a.m. and doubled up—swiping four headsets, the video reveals. But by the third robbery, the crook’s confidence grew.

[Killer cyclist again runs red lights with son](#)

NY POST – Kevin Fasick

Bike scofflaw Jason Marshall — who fatally plowed over a woman in Central Park last year — rolled through two red lights while taking his kid to school on Thursday morning. Marshall hit the road a little before 8 a.m. from his building at Park Avenue and 120th Street — the same day he was featured on the cover of The Post for flagrantly ignoring the rules of the road. He ran the red at 119th Street and The Post videotaped him rolling through the light at 109th moments later — again with his son sitting on the front of the bike.

[Man named God settles lawsuit with credit agency](#)

NY POST – Selim Algar

So it turns out God does exist — and he’s living in Brooklyn. A Brighton Beach man named God Gazarov has settled his federal lawsuit against Equifax after the credit reporting giant finally agreed to enter his unusual moniker in their database. As reported exclusively by The Post last year, the Russian native was falsely branded as having no credit history because the company refused to recognize his name. The bizarre snafu made it impossible for the jewelry store owner to secure basic loans. After more than a year of haggling, Gazarov, 27, secured a confidential financial penance from Equifax late Wednesday and emerged from the negotiations with a wide smile.

[Mom tries to freeze daughter’s bank account over \\$1M lottery ticket](#)

NY POST – Lia Eustachewich

The Brooklyn woman who claims her daughter stole her \$1 million in lottery winnings wants a judge to freeze the young woman’s bank account and return the money in full, according to new court papers. Barbara Quiles is seeking an emergency order in Brooklyn Supreme Court barring her daughter Linza Ford from spending the scratch-off jackpot Quiles claims she won with her own money in 2012. “I was – and am – the sole owner of the purchased Ticket that is a jackpot-winning ticket in the amount of \$1 millions dollars,” Quiles wrote in an affidavit. Quiles, 51, is suing Ford for allegedly violating a contractual “lottery agreement” by falsely claiming the \$1 million jackpot and skipping town with it.

[Mark-Viverito to march for release of Puerto Rican nationalist](#)

CAPITAL NY – Gloria Pazmino

City Council Speaker Melissa Mark-Viverito will march in Manhattan on Saturday to demand the liberation of Oscar López Rivera, a Puerto Rican nationalist currently held in federal prison for conspiracy. Rivera, a member of the Armed Forces of National Liberation (FALN) in Puerto Rico, was convicted and sentenced to 55 years in prison for conspiracy to transport explosives with intent to destroy government property, among other charges, in the 1980s. For years, human rights advocates and political supporters have demanded Rivera’s liberation, saying he is being held simply for his political beliefs.

[\[PRO\] CUNY Research Foundation, P.S.C. reach tentative deal](#)

CAPITAL NY – Conor Skelding

[Cuomo urges consensus on raising age of criminal responsibility](#)

CAPITAL NY – Josefa Velasquez

Speaking on Thursday at the Greene Correctional Facility in Coxsackie, Governor Andrew Cuomo urged the Legislature to reach agreement on a proposal to raise the age of criminal responsibility. After touring the prison, Cuomo reiterated his call to stop prosecuting most 16- and 17-year-old defendants as adults. "In my opinion it's too early to condemn a 16-year-old to a life without redemption," he said. Earlier in the week, Cuomo made his case in an op-ed in the Daily News. While the Democratic-led Assembly is close to an agreement with Cuomo on the reform, the Republican-led Senate remains an obstacle.

[State offers few specifics for Cuomo's \\$1.5 B. competition](#)

CAPITAL NY – Will Brunelle

Governor Andrew Cuomo's \$1.5 billion Upstate Revitalization Fund competition presents a "wonderful opportunity" for the state's 10 regional economic development councils, according to James Barba, co-chair of the Capital Region council. But Barba's colleagues on the regional council received little specific guidance about the competition during a meeting Thursday with Empire State Development officials. Richard Tobe, director of upstate revitalization for E.S.D., told the meeting's participants that the state is looking for "creativity in the use of the funds," and that there are few strings attached to the competition's three \$500 million prizes.

[After long delay, Port moves ahead with LaGuardia revamp](#)

CAPITAL NY – Ryan Hutchins

The Port Authority of New York and New Jersey said Thursday it will move forward with a major project to replace the aging central terminal building at LaGuardia Airport, ending a six-month delay that came at the behest of Governor Andrew Cuomo. The governor inserted himself into the process at the 11th hour, after years of work to bring the \$3.2 billion effort to fruition, because he said the professionals who run the Port Authority were not seeing the whole picture. Think bigger, Cuomo urged, speaking at a press conference last year as he sat beside Vice President Joe Biden, a man who famously declared LaGuardia worthy of a third-world nation.

[Despite promise, no trial yet for children with epilepsy](#)

CAPITAL NY – Dan Goldberg

Nearly a year after it was first announced and nearly a month after it was deemed "imminent," there is still no medical marijuana trial for children with epilepsy in New York, angering, if not surprising, advocates for greater access of the drug to children suffering from severe epilepsy disorders. "There is a drug that will be helpful for children with epilepsy," state health commissioner Dr. Howard Zucker said during his confirmation hearing before the Senate health committee. "Imminently, we will announce which parts of the state and different institutions will be able to apply to see if they can get the drug."

[PRO] [Ithaca College adjuncts vote to join union](#)

CAPITAL NY – Conor Skelding

[Port Authority moves forward with \\$3.2 B. LaGuardia project](#)

CAPITAL NY - Ryan Hutchins

The Port Authority of New York and New Jersey board voted Thursday to move ahead with a \$3.2 billion project to replace the aging central terminal building at LaGuardia Airport. The board selected LaGuardia Gateway Partners, one of three remaining bidders, as its preferred proposer to design, build and maintain the new Terminal B building. Work would begin by early 2016 if negotiations stay on schedule, but officials would not say if the project could still be completed by 2021. The preferred proposer will now enter negotiations with Port staff, with a first meeting scheduled for Friday morning. The group includes Vantage Airport Group, which would run the terminal, as well as Skanska, Meridiam Infrastructure, Parsons Brinckerhoff, Walsh Construction and HOK.

[Cuomo promises 103 more corrections officers](#)

CAPITAL NY - Jimmy Vielkind

After several rounds of prison closures and years of criticism about rising violence in New York's correctional facilities, Governor Andrew Cuomo on Thursday promised to add 103 corrections officers by year's end. The announcement came after the governor toured the Greene Correctional Facility, one of several medium-security prisons that opened during the 1980s when his father, Mario Cuomo, was governor. Officials from the New York State Correctional Officers & Police Benevolent Association, including its president, Michael Powers, said Andrew Cuomo was the first governor to tour a state prison since his father was in office. The inmate population, Powers said, is "more violent, more volatile" than previously and attacks on guards are up 50 percent even as the inmate population has fallen.

[Reformers, Democrats urge vote on L.L.C. bill](#)

CAPITAL NY - Bill Mahoney

In a news conference at the state Capitol, several Democratic lawmakers and reform groups called on the Senate to allow a vote on a measure designed to close the so-called "L.L.C. loophole" in campaign finance law. A bill that would treat limited liability companies as corporations for the purpose of calculating campaign contribution limits passed the Assembly earlier this month and the Senate's election committee in April. That committee vote was forced by Sen. Daniel Squadron, though the bill's momentum has since stalled. It was referred to the chamber's corporations committee, which has yet to taken action despite a mandate in the house's rules that it consider the bill within its next two meetings.

[Empire Center sues M.T.A. for payroll records](#)

CAPITAL NY - Will Brunelle

Calling the Metropolitan Transit Authority's refusal to release payroll information part of a "pattern of conduct," the Empire Center for Public Policy has filed a lawsuit against the M.T.A., in an attempt to compel the agency to honor its Freedom of Information Law requests for payroll data. Since the Empire Center requested the data, it has faced over four months of delays by the M.T.A., according to its press release. The data would be part of an annual update to the fiscally conservative think tank's government spending database, and the lawsuit alleges that the M.T.A. has consistently failed to meet deadlines and provide information in previous years, as well.

[NOAA recommends more Hudson River PCB-dredging](#)

CAPITAL NY - Scott Waldman

A new federal report on the cleanup of the Hudson River has found that General Electric's ongoing PCB dredging project may not be adequate and that more work is needed. The National Oceanic and Atmospheric Association concluded in a report released earlier this month that "additional removal of PCB-contaminated sediment in the [Upper Hudson River is] needed." The federal report found that original models used to plan the cleanup were "overly optimistic." On Thursday, which was Hudson River advocacy day at the state capitol, a group of environmental and community groups called for General Electric to continue more dredging of the river.

[Senate holds up toy regulation bill](#)

CAPITAL NY - Scott Waldman

The chairman of the State Senate environmental conservation committee isn't allowing a vote on a bill regulating use of chemicals in the manufacture of children's toys because he's trying to hammer out a compromise version that will be acceptable to manufacturers. The Child Safe Products Act is supported by 40 senators, including liberals and conservatives. However, Republican legislators in control of the Senate committees that need to pass the bill before it can move to the full chamber have not moved it. The measure is not yet on any committee agendas as the legislative session winds down. During a committee meeting Thursday, Senator Brad Holyman, a Manhattan Democrat, pressed the environmental chairman, Senator Tom O'Mara, as to why he had yet to move a bill that's supported by nine of the panel's 13 members.

[PRO] [Clergy make a push for education tax credit](#)

CAPITAL NY - Jessica Bakeman

[Skelos indictment points to medical malpractice firm](#)

CAPITAL NY - Laura Nahmias

The federal indictment handed up Thursday against former Senate majority leader Dean Skelos and his son, Adam, alleges Adam Skelos earned \$100,000 in payments and health benefits from a no-show job at a medical malpractice insurance firm that was simultaneously lobbying the state. Multiple sources told Capital the unnamed firm cited in the six-count indictment is likely the politically connected Physicians Reciprocal Insurers, the second-largest medical malpractice firm in the state. P.R.I., based in Nassau County, Long Island, counts one of the state's most prolific donors, Anthony J. Bonomo, as its C.E.O. Bonomo's brother, Carl sits on the company's board. In April, Governor Andrew Cuomo appointed Anthony Bonomo, a former a board member, chairman of the New York Racing Association.

[Skelos puts Albany condo up for sale](#)

CAPITAL NY - Jimmy Vielkind

As he fends off corruption charges, State Senator Dean Skelos and his wife, Gail, are putting their Albany condominium up for sale. According to a listing on Craigslist that was posted on Facebook by a member of the senator's family, the couple are seeking \$130,000 for the two-bedroom, one bathroom unit on the capital city's western fringe. Financial disclosure reports and tax records show Gail Bernhardt Skelos has owned the condo at 102 Greenwich Drive since 1989, and place its estimated value between \$100,000 and \$150,000. The Craigslist post, which went live last week, says the property is available with furnishings, including a new refrigerator and in-home washer and dryer. There is access to a communal pool, and a view of the city's unique Pine Bush preserve.

[PRO] [Assembly panel OKs tweak to Electoral College compact](#)
CAPITAL NY - Bill Mahoney

[Sanders could face N.Y. primary ballot struggle](#)
CAPITAL NY - Bill Mahoney

Senator Bernie Sanders, who is challenging Hillary Clinton for the Democratic Party's presidential nomination, will face a significant legal barrier if he attempts to run in next year's New York primary while remaining unaffiliated with a party. A section of state election law commonly known as Wilson-Pakula prohibits candidates from appearing on the ballot in a party's primary unless they are either enrolled members or receive the approval of the party's committee. Sanders, of Vermont, is an independent and so would need the approval of the state's Democrats to get his name on the ballot. But the state's two major parties have historically granted Wilson-Pakulas only in rare circumstances. Several longtime political observers contacted by Capital could not recall a single instance in which either party has granted one to a candidate in a statewide race. Clinton's deep political connections to New York make the likelihood of them doing so even less.

[What is George Pataki declaring?](#)
CAPITAL NY - Terry Golway

The hard question George Pataki must face is not why he believes he is a viable presidential candidate in 2015, nearly a decade after leaving Albany to the tender mercies of Eliot Spitzer. That question is easy: Any three-term governor of New York with a beating heart and a working brain should automatically qualify as a presidential contender, even if half that time was spent in the 20th Century. No, the hard question is whether he has anything interesting to say, for it has been some time since the political world has paid attention to the man best known for defeating Mario Cuomo more than 20 years ago. He has tried valiantly, if occasionally, to remain relevant in recent years, serving on blue-ribbon commissions and sharing his views on Twitter. But he never found much traction. He founded an anti-Obamacare organization known as Revere America in 2010 and then stepped down as chair less than a year later, and nobody noticed. He founded a super PAC to raise money for Republican congressional candidates in 2012, and hardly anyone noticed that, either.

[Amid FIFA fallout, U.S. women's team hopes for a bright summer](#)
CAPITAL NY - Howard Megdal

The timing of the U.S. women's soccer team media day on Wednesday could hardly have been worse, with the world focused on a spectacular 47-count indictment against top FIFA and international soccer figures. What that grim news obscured, among other things, is the fact that this summer will serve as the most significant platform women's soccer has ever had in the United States. The 2015 Women's World Cup will begin on June 6 and run through July 5. The event consists of 24 countries and 52 matches. All 52 will be seen on television, between Fox, Fox Sports 1 and Fox Sports 2. More significantly still, 16 of the 52 will be found on Fox, easily the most women's soccer ever seen on broadcast television.

[PRO] [N.Y.U. names new chief investment officer](#)
CAPITAL NY - Conor Skelding

[PRO] [Buffalo researchers link gene mutation to autism](#)
CAPITAL NY - Dan Goldberg

[New Details Revealed in Skelos Corruption Indictment](#)
NY OBSERVER - Jillian Jorgensen

Among the ill-gotten perks of being Senate Majority Leader Dean Skelos' son was a \$100,000 no-show job at a malpractice insurer, according to a six-count indictment handed up today against Mr. Skelos and his son Adam. A federal grand jury indicted the Skelos' on the same counts as those outlined in U.S. Attorney Preet Bharara last month—one count of conspiracy to commit extortion, one count of conspiracy to commit fraud, two counts of fraud and two counts of solicitation of bribes or gratuities. But while the charges remain the same, the no-show job is a new detail, unmentioned in Mr. Bharara's lengthy complaint. In explaining the conspiracy charge, the indictment alleges Adam Skelos earned \$100,000 in salary and benefits from a medical malpractice insurer that was actively lobbying his father, then one of the most powerful men in state government.

[Rangel Partners With Messaging App Frankly to Start Digital Dialogue](#)

NY OBSERVER - John Bonazzo

Congressman Charles Rangel is an active Twitter and Facebook user, but he also wants to learn from people experienced in technology, and pass on their innovations to the people he represents. "This technology train is traveling so fast and is so difficult that all I can do is bring people together and enjoy watching them exchange ideas," Mr. Rangel told the Observer. "There's just no telling the opportunities that this has, and I would not want my community not to be a part of it." As part of this mission, Mr. Rangel is working with Frankly, a digital platform that allows brands to integrate messaging into their mobile and web properties. The Silicon Valley company will announce at a town hall meeting tonight that it is forming a technology partnership with Congressman Charles Rangel, who will use Frankly to conduct digital dialogues with his constituents on various issues. District voters will be able to contact each other through Frankly as well.

[Pataki Launches Longshot Presidential Bid to 'Preserve and Protect' Freedom](#)

NY OBSERVER - Jillian Jorgensen

George Pataki—the three-term Republican governor who saw New York through the September 11 terrorist attacks—launched his presidential bid in New Hampshire today, with little of the fanfare one might expect for a candidate with his resume. Mr. Pataki ran New York as a centrist Republican—but today, and in the lead-up to his run, he's offered up more conservative rhetoric, vowing to slash the size of the federal government's workforce and "preserve and protect" freedom. "Government has grown too big, too powerful, too expensive, and too intrusive. Washington politicians and bureaucrats believe they know better than us, and can tell us how to run our lives, from what health care each of us can have, to trying to dictate what every child in every school must learn," Mr. Pataki said. On paper, Mr. Pataki is a strong candidate. He was able to defeat the late Mario Cuomo, a popular Democratic governor who was seeking a fourth term, and run a left-leaning state as a Republican for three terms.

[Opinion: The Sad Fact About Some 'Homeless Veterans' That The Media Misses](#)

NY OBSERVER - Ken Harbaugh

In the next few years, the battle to end homelessness among veterans may finally be won. Numbers have declined from over 75,000 in 2010 to less than 50,000 today, and more than 300 mayors have pledged to defeat this scourge by the end of 2015. It is one of the few areas of agreement between the President and Congress. Dozens of non-profits exist to fight the problem, and for everyday citizens there is a 24-hour VA hotline for those who want to help. The success of this effort has come at a moral cost, however. Even as numbers of vets on the street have fallen, the public sees veterans overall as especially vulnerable to homelessness. Part of the reason is that it is visible. Other issues affect vets in far greater numbers, but those sleeping under bridges are an unavoidable reminder that our system has failed in some places. In Los Angeles, where I live, I regularly see the homeless staking out intersections and parking lots. Judging by the cardboard signs they carry, many appear to be veterans.

[Long-Delayed LaGuardia Overhaul Moves Forward](#)

WNYC - Arun Venugopal

LaGuardia Airport is one step closer to finally getting a makeover. At its board meeting Thursday, the Port Authority selected a developer to overhaul the decaying, 50-year old Central Terminal Building. "They're going to have an experience like they have in a 21st century airport any place around the country or around the world," said Pat Foye, the Port Authority's executive director. "That's not something that anybody can say they encounter around LaGuardia today." LaGuardia, which Governor Cuomo called "inexcusable" last year, has long been slated for work. The project is being developed by a consortium led by the Swedish construction company Skanska. Plans for the new 1.3 million square foot terminal call for more restaurants and retail space, bigger gate areas and improved passenger and baggage screening.

[Radio: The Wage Board and Fast Food Workers](#)

WNYC - Brian Lehrer

Gov. Cuomo has convened a wage board to consider raising the minimum wage for fast-food workers without requiring legislative approval. Karim Camara, deputy commissioner of New York State Homes and Community Renewal (focusing on faith-based initiatives), pastor of the Abundant Life Church, and former Assembly Member (D-Brooklyn), and Hector Figueroa, president of 32BJ Service Employees International Union, explain the wage board's work.

[In Bedford-Stuyvesant, a Café Uses Gentrification to Give Back](#)

WNYC - Angus Chen

On a recent afternoon at ReConnect Café in Bedford-Stuyvesant in Brooklyn, Eszter Dobay and her three sons burst into the coffee shop. Her two eldest boys rushed co-owner Efrain Hernandez, who greeted the boys by ruffling their hair. Hernandez decided to open the café after he saw newcomers like Dobay move to the neighborhood. "What could we put here that could get the new folks in the neighborhood to interact with the people originally from the neighborhood?" he explained. "And then it was like, 'How about starting up a coffee shop?'" Bed-Stuy is a neighborhood that is rapidly changing. As people with more disposable income move to the community, new stores, catering to them, are popping up as well. Hernandez and his co-founder, Father Jim O'Shea, decided they'd start a business that could be a part of that change, and at the same time, give something back to long-time residents.

[Radio: A Dog's Café Life](#)

WNYC - Brian Lehrer

A bill that would leave it up to restaurants to allow diners to have pet dogs with them in their outdoor seating areas passed the Senate and is under consideration in the New York State Assembly for the term ending next month. What's your take on dining with the dogs?

[State Senator Dean Skelos Indicted; New Details Revealed](#)

WNYC - Robert Lewis

The criminal case against former state Senate Majority Leader Dean Skelos is moving forward. On Thursday, a grand jury returned an indictment, charging the Long Island Republican and his son, Adam Skelos, with six counts of bribery and extortion. Among the charges is a new allegation that a medical malpractice insurer lobbying Senator Skelos gave Adam more than \$100,000 for a no-show job. The indictment comes weeks after United States Attorney Preet Bharara's Office filed a complaint accusing Skelos of corruption. Skelos allegedly helped pressure a developer and an environmental technology company into giving lucrative work to his son. In turn, the senator helped push for legislation and contracts to benefit the firms.

[Christie Calls for End to Common Core Standards in NJ](#)

WNYC - Joseph Capriglione

New Jersey Governor Chris Christie is calling for an end to the Common Core education standards in New Jersey. Gov. Christie told an audience at Burlington County College that the system isn't working for New Jersey's students, and that the national standards have brought confusion to the classroom, as well as parents. The Governor said he'd ask the state's Education Commissioner, David Hespe, to convene a group of parents, teachers and educators to come up with new, state-specific education standards. "We all want to provide to our students an education based on standards that the people who know them best have developed and implemented," the Governor said.

[Picasso's Ballet Curtain Now On Display](#)

WNYC - Gisele Regatao

Spanish master Pablo Picasso had a thing for the ballet. His first wife was ballerina Olga Khokhlova. And he painted several pieces for ballet companies, including a stage curtain for the ballet *Le Tricorne* in 1919. That curtain ended up being installed like a tapestry for 55 years at the Four Seasons Restaurant in the Seagram Building in New York City. Last year, it was donated by the Landmarks Conservancy to the New York Historical Society, where it's now on view.

[World Trade Center observatory opens to public Friday](#)

AM NY - Ivan Pereira

The highest point in the city will be open for business this weekend. Crowds can start checking out the views from The World Trade Center's observatory Friday and the experience isn't limited to the tower's 102nd, 101st and 100th floors. The lobby to the site includes video testimonials from the construction crews who spent the last 13 years working on the building.

[Chimpanzees Hercules and Leo entitled to legal protection, animal rights group argues in NYC](#)

AM NY - Reuters

U.S. animal-rights advocates on Wednesday called on a New York court to order a state university to release two adult chimpanzee research subjects, contending that their captivity amounts to unlawful imprisonment. The Nonhuman Rights Project argued before a New York State Supreme Court acting justice that the chimpanzees, named Hercules and Leo, are entitled to legal protection, noting that the species has demonstrated language skills and the ability to pass on culture to younger generations.

[Former NY Gov. George Pataki launches 2016 presidential bid](#)

AM NY - Reuters

Former New York Governor George Pataki entered the race for the 2016 Republican presidential nomination on Thursday, positioning himself as a Washington outsider and moderate who won three terms in a heavily Democratic state. Pataki, 69, enters a crowded field that includes a number of staunch conservatives who hope to attract the support from the Republican base of presidential primary voters. In his announcement, Pataki appeared to eye a different audience, reflecting his appeal to Democratic "blue" voters.

[Luxury car fatally hits bicyclist and neuroscientist, then flees](#)

AM NY - Alison Fox

A 42-year-old bicyclist and renowned neuroscientist was fatally run over in East Harlem by a driver who sped off, only to bump off another car before jumping out the car and running, authorities said on Thursday. The chain of events started when a 2002 Mercedes sedan, which appeared to be trying to flee court officers, bounced off several construction barriers and rear-ended the cyclist, Sergei Musatov, on East 129th Street, near Park Avenue. Musatov was hurtled onto the windshield and then fell back to the ground at about 11:20 p.m. on Wednesday night.

[Wealthy socialite sentenced to 18 years for poisoning autistic son](#)

AM NY - Reuters

A wealthy New York socialite was sentenced to 18 years in prison on Thursday after being convicted of killing her young autistic son at a luxury Manhattan hotel room in 2010. Gigi Jordan, 54, was convicted of first-degree manslaughter in November after admitting that she administered an overdose of prescription pills to 8-year-old Jude Mirra at the posh Peninsula Hotel on Fifth Avenue, using a crusher and syringe.

[Editorial: Subway copper caper sparked anger all over NYC](#)

AM NY - Editorial

The brazen thieves who stole two tons of copper cables powering the A train did not commit a victimless crime. Close to 40,000 subway riders to and from the Rockaways, who have few alternatives to get into Manhattan to begin with, really had to scramble on Wednesday. Another 100,000 commuters who use the A train during the morning peak faced cancellations, long waits and crowded cars. And some 635,000 riders of the A -- the longest line in the city system, connecting a sandbar in outer Queens to the hilly parts of Inwood in upper Manhattan -- as well as riders on the C line, saw delays all day long. The A line had limited capacity because the power outage trapped trains parked overnight in their yards and the C couldn't turn active trains around.

[Learn how to protest at Left Forum](#)

METRO - Staff

Protesting these days means more than showing up at Zuccotti Park with a cardboard sign and a mission. Marni Halasa, a professional figure skater and performance artist who has been spotted as an Angry Mermaid at climate marches and as cop with a wish list of big bank CEOs she's like to throw in jail, is giving a panel talk at Left Forum on Saturday on how social media is changing the protesting game and how to get the mainstream media to notice you.

[Police looking for driver who fatally hit cyclist in East Harlem](#)

METRO - Wendy Joan Biddlecombe

Police are looking for the the driver who hit and killed a cyclist in East Harlem Wednesday night, then hit another car while dangerously fleeing the scene. The 42-year-old cyclist, who has not yet been identified by police, was riding his bike on East 129th St. near Park Avenue around 11:20 p.m. An unidentified driver in a 2002 Mercedes sedan with Florida license plates was driving west on 129th Street, and hit several construction barriers before rear-ending the cyclist, police said. The collision sent the man flying on to the hood of the car and into the windshield. He was pronounced dead at the scene.

[Andrew Lanza: DA is my 'dream job' but I can't abandon Senate](#)

SI ADVANCE - Rachel Shapiro

State Sen. Andrew Lanza is not running for his "dream job" of district attorney for Staten Island because he feels obligated to keep a Republican majority in the Senate, he said Thursday. Lanza informed Republican Party officials on Tuesday night that after months of considering a run, he was not going to make the leap. Less than an hour later, the party's nominating convention was ended shortly after it started and rescheduled for Sunday so the Republicans could have time to vet more candidates. Lanza, a former assistant district attorney in the Manhattan DA's office, said, "I would really like to be district attorney," but leaving the Senate, with "a razor thin majority" would create one-party rule in Albany, something he thinks would be devastating. Democrats control the Assembly and Gov. Andrew Cuomo is a Democrat. "When one side knows they don't have to listen to the other side, they don't," he said. "And that doesn't work out well for people. I got a glimpse a few years ago when we had one-party control" and it resulted in new, higher taxes.

[Ex-Senate leader Skelos and his son indicted on corruption charges](#)

SI ADVANCE - Associated Press

The former leader of the New York Senate and his son were indicted Thursday on conspiracy and extortion charges as prosecutors boosted the amount of money from \$200,000 to \$300,000 that they allege was illegally steered to the son. The indictment was returned by a grand jury in Manhattan federal court against 67-year-old Dean Skelos and his 32-year-old son, Adam. The men from Rockville Centre, Long Island, were released on bail earlier this month after they surrendered to face charges that Dean Skelos teamed with real estate developers, an environmental technology company and campaign donors to collect hundreds of thousands of dollars in bribes, gratuities and extortion payments to benefit his son. Dean Skelos was New York state's most powerful Republican when he was arrested and accused by prosecutors of taking official actions to secure the money.

[Former NY GOP Gov. Pataki will run for president in 2016](#)

SI ADVANCE - Associated Press

Former New York Gov. George Pataki is the latest Republican to get into the race for president. In a video posted Thursday morning on YouTube, Pataki says America needs to recapture the spirit of unity that spread through the country in the wake of the 9/11 terrorist attacks. He was in his second of three terms as governor when the attacks struck New York and Washington, and Pataki highlights his role in New York and the country's recovery in the video. "If we are to flourish as a people, we have to fall in love with America again," Pataki says in the video, which includes a logo that reads, "Pataki for President."

[Report: Judge declares accused killer 'Son of Sal' mentally fit for trial](#)

SI ADVANCE - Mia Wassef

A Brooklyn judge ruled Wednesday that accused serial killer "Son of Sal" from Staten Island is mentally fit to stand trial but is unfit to represent himself, according to a report in the Daily News. Salvatore Perrone, of Sunnyside, is accused of slaying three Brooklyn shopkeepers in 2012. Brooklyn Supreme Court Justice Alan Marrus said he suffers from severe personality disorder, the paper says. The judge, according to the article, assigned Howard Kirsch to represent him in the trial slated to begin in October.

[Man shot to death in Tompkinsville Thursday night](#)

SI ADVANCE - Ryan Lavis

A man was shot to death Thursday night on a street in Tompkinsville, police said. Cops responded to a call of an assault near 70 Corson Avenue at 9:48 p.m., and found a man, who has not yet been identified, lying on his left side

on Fremont Street with a gunshot wound to this head, an NYPD spokesman said. Authorities said it appeared that the victim had been shot from a close range.

[Robbery suspect in critical condition after apparent hanging attempt in NYPD holding cell](#)

SI ADVANCE - John Annese

A 53-year-old robbery suspect is in critical condition after trying to hang himself with a shirt inside an NYPD holding cell Wednesday morning, the Advance has learned. Sources close to the case say Pedro Tapia, 53, was being held in the 121st Precinct stationhouse in Graniteville Wednesday afternoon when he tried to kill himself. He was rushed to Richmond University Medical Center, West Brighton, where he remains in critical condition, hospital spokesman William J. Smith confirmed Thursday. The 121st Precinct, which is the NYPD's newest precinct, formally opened its doors on July 1, 2013. It has four holding cells -- one attached to the detective squad's office, and the remaining three in a dedicated area, with a separate bathroom in view of a police officer. It's not clear which cell he was in. One source familiar with the case said Tapia was not hanging for long and was still alive when he was discovered.

[Deli owner says robbery suspect, who tried to hang self, pretended he was armed](#)

SI ADVANCE - John Annese

The 53-year-old man who cops say tried to hang himself in police custody Wednesday pretended he was armed when he robbed a bodega earlier that day, the store's owner told the Advance. Pedro Tapia remains in critical condition after sources say he used a shirt to try and kill himself inside a holding cell at the 121st Precinct in Graniteville Wednesday. Tapia had been arrested on charges he robbed the Ryan Food Corp. deli at 109 Van Pelt Ave. in Mariners Harbor at about 7:30 a.m., choking and beating a worker there in the process. Gary Joudeh, the deli's owner, said his 34-year-old worker -- who was unavailable for comment Thursday -- got the help of a friendly customer during the struggle. Joudeh described the confrontation -- Tapia came into the store asking for help, and when the worker came out from behind the counter, Tapia pressed his hand against the worker's back.

[S.I. man allegedly stabs wife; report: sex sparked incident](#)

SI ADVANCE - Mira Wassef

A Tompkinsville man allegedly stabbed his wife in the neck, face and body numerous times Tuesday afternoon, according to an NYPD spokesman. Upali Pelige, of Bay Street, brutally attacked his wife inside her Brooklyn apartment on Wortman Avenue at approximately 4:30 p.m., police said. She was then rushed to Brookdale University Hospital. Sources told the Daily News Pelige, 40, and his wife were living apart and he stabbed her after she refused to have sex with him. Pelige was arrested Tuesday night in Brooklyn and is charged with attempted murder and assault, the spokesman said.

[Report: S.I. man who allegedly stabbed wife married her for green card](#)

SI ADVANCE - Ryan Lavis

A man claiming to be the boyfriend of a woman who was allegedly stabbed by her husband says the victim only married the man so he could get a green card, the Daily News reported. "They weren't really married," the victim's purported boyfriend, Chris Justin, 23, told the Daily News. "She only married him to help him get his green card." Upali Pelige, of Bay Street in Tompkinsville, brutally attacked his wife on Tuesday inside her Brooklyn apartment on Wortman Avenue at approximately 4:30 p.m., police said. The victim was stabbed in the neck, face and body numerous times, police said. She was then rushed to Brookdale University Hospital. Sources told the Daily News Pelige, 40, and his wife were living apart and he stabbed her after she refused to have sex with him.

[Former Independence Party head charged with hit-and-run](#)

SI ADVANCE - John Annese

Tom Hamilton, the former chairman of the borough's Independence party, is accused of striking a man with his car outside his Grymes Hill home and leaving the scene, possibly as part of a dispute over feral cats. Hamilton, 76, backed his vehicle into a 36-year-old New Brighton man on May 5, outside of Hamilton's home on Arlo Road, according to police. The man suffered pain to his left shoulder, and Hamilton drove away, according to police. An NYPD detective returned to Hamilton's home on Wednesday, issuing him a desk appearance ticket for leaving the scene of an accident, a misdemeanor. When reached for comment Wednesday, Hamilton said that the man, an employee of his co-op complex, "jumped on the back of my car, then jumped off and started screaming that I had assaulted him with my car.... I thought he was trying to break the window, but he didn't."

[Formica Construction fined \\$121K for 'willful disregard' of safety in fatal dealership collapse](#)

SI ADVANCE - Zak Koeske

The Occupational Safety and Health Administration harshly censured Formica Construction Thursday for flouting numerous federal safety rules that led to the workplace death of a demolition worker last November. Delfino Velazquez, 43, a father of four and grandfather of three, was asphyxiated on Nov. 28 when the mezzanine of the old Dana Ford Lincoln car dealership in Travis collapsed on him and three other workers who were dismantling the building. "This worker's death should never have happened," said Patricia Jones, OSHA's area director for Staten Island. "Had Formica Construction chosen to plan and carry out the demolition correctly, this collapse would not have occurred, and Mr. [Velazquez] would not have died." A six-month OSHA investigation found that Formica Construction willfully disregarded numerous safety protocols designed to prevent such incidents. The agency cited the Port Richmond-based company for three willful, three serious and one other-than-serious violation and proposed \$121,000 in total fines, spokesman Ted Fitzgerald said.

[Opinion: Dems in D.A. driver's seat with McMahon](#)

SI ADVANCE - Tom Wroblewski

That was a quick turnaround. This time last week, Staten Island Democrats were lost in the wilderness. The party was coming off two rapid-fire, blowout losses in congressional races. Party leadership was taking heat for the fact that a decent, home-borough candidate couldn't be found for either campaign. Meanwhile, the party looked like it would be similarly beaten down when it came to the race to replace newly minted GOP Rep. Daniel Donovan as district attorney. Gov. Andrew Cuomo didn't help matters when he declined to name a Democrat as interim D.A., which would have given that person a leg up in the November general election. Another blow to party prestige. Despite some dithering, most assumed that GOP state Sen. Andrew Lanza, a former prosecutor, would take the plunge, and that the popular Lanza's presence in the race would keep any top-flight Democrat from wading in. That would mean the GOP would keep its lock on the borough's three top offices: Congress, borough president and district attorney.

[Opinion: Andrew Lanza not running for DA has consequences](#)

SI ADVANCE - Rachel Shapiro

Over the several months that state Sen. Andrew Lanza has been mulling a run for district attorney, many a prognosticator has turned to the drawing board to try to map out how a Lanza campaign would affect other elected positions. A run — and a win — would mean a vacant Senate seat; a sitting official's win for Lanza's seat would mean a vacancy in that seat, and so on. But with Lanza not running for DA, opting instead to help Republicans keep a majority in the Senate, there has already been a domino effect on Staten Island. First, Island Republicans are without a candidate as of now. Their nominating convention on Tuesday night — presumably expecting to select Lanza, the most appealing of all GOP candidates — was postponed to Sunday, giving party officials a few more days to regroup and select a different candidate.

[Airports in New York topped ranking of arrears](#)

EL DIARIO - Staff

A new study reported that LaGuardia, JFK and Newark airports are among the most arrears expect on the track around the country. LaGuardia leads the ranking in terms of percentage of flights affected, with nearly 2,500 arrears, ie 0.68% of trips there have delays of between 61 and 300 minutes. However, seeing total numbers, JFK, with more traffic, has more flights with problems of this type, reaching 2,660 in 2014. Meanwhile, delays in Newark saw more than 1,600 flights last year. "Our airports are the first and last impression travelers take in the region and it is unacceptable that so many impressions include get stuck on the runway for hours," said Joe Sitt president and founder of Global Gateway Alliance, an organization made the report. Sitt asked the Federal Aviation Administration to install new generation of technological systems to reduce these problems, affecting 660,000 passengers per year in the region.

[Newark Municipal ID prepares launch in July](#)

EL DIARIO - Cristina Loboguerrero

Following in the footsteps of the Big Apple, Newark became the first city in New Jersey to implement the program for issuing a Municipal ID to all residents regardless of their immigration status. As confirmed to the Journal one source close to the process, it is expected to be the first of July when they start issuing the cards, although the official announcement of the start of the program will do the mayor Ras Baraka Monday. Unlike New York City, where the program was implemented earlier this year is free, in Newark, the Garden State's largest city, it will charge \$ 15 for processing the document, which gives access most municipal services. "It's a program that will benefit all Newark

residents alike," said Councilman Carlos Gonzalez, prime mover of the bill on the Municipal ID that was approved by the council unanimously (8-0) last week.

[Pataki into the Republican presidential race](#)

EL DIARIO - Staff

The former governor of New York George Pataki announced Thursday his entry into the race for the Republican presidential nomination for the 2016 elections and thus becomes the eighth official candidate for that party at the White House. Pataki, who won three times the governorship of New York, a heavily Democratic state, announced his candidacy in a video released on the website of the campaign and today will give a speech in Exeter (New Hampshire), considered the birthplace the Republican Party. "Washington has become very big, powerful, expensive and intrusive," Pataki said in the video to advocate for downsizing of the federal government.

[Millionaire sentenced to 18 years in prison for killing autistic son](#)

EL DIARIO - Staff

Gigi Jordan, the Belgian-born millionaire who murdered his autistic son in a luxury hotel in New York, was sentenced Thursday to 18 years in prison meet, Manhattan prosecutors said.

[Small three-story fall from his window in Brooklyn](#)

EL DIARIO - Staff

A three year old girl is recovering at Lutheran Hospital after falling from a third floor window on Wednesday night in Brooklyn, authorities said. Around 7 pm the least Nyjeana Civil fell 30 feet to the floor after slip under the security fence that covered the window of the apartment where he lives with his family on 44th Street Fort Hamilton. According to the Fire Department, Nygeana was rushed to the Luteran Hospital where he was admitted in critical condition but is recovering and in stable condition. Neighbors said they family, consisting of parents and three children, had recently moved into the building in Borough Park. The police do not make criminal charges against the family of the girl who mentioned that the gate was not secured properly.

[Less tense farewell to murdered in The Bronx](#)

EL DIARIO - Staff

The day of the funeral of Christopher Duran, younger than 14 years who was shot last Friday in The Bronx, New York Police (NYPD) released the identity of the two suspects in the murder. This is Travis Bloch, 25, who has a history of petty crime, and Jeremiah Thomas, 16. Both African Americans are wanted by the authorities. Thursday, tension mixed with silence in the wake at Ortiz Funeral Home in Washington Heights, Manhattan. There were officers and community police officers at the entrance and outside.

[Mercedes Benz overwhelms a cyclist in Harlem](#)

EL DIARIO - Staff

A cyclist died Wednesday night after being hit by a Mercedes Benz in Harlem. The incident occurred at 11:30 pm at 129 East, but it all began in the Bronx. A Cortes people of the State of New York saw the Mercedes through a red light at the North Bridge Third Avenue. The officers turned on their lights to stop the vehicle that ran over the cyclist and then fled. Minutes later, the driver lost control and crashed into a Volkswagen Golf. Three occupants of the Mercedes fled the scene. The cyclist was described as a man of 42 years who died soon after. None of the crew was arrested. The fact remains under investigation.

[Identify suspect in the crime of child Christopher Duran](#)

EL DIARIO - Staff

Police identified the suspected murderer of less than 14 years who died last after suffering three bullets in the Bronx Friday. Travis Bloch, 25, is wanted by authorities in relation to the episode. The subject was described as a black man 5 feet 10 inches tall and 150 pounds. Duran murder occurred after 8 am Friday when the child was going to school. A video of one of the surveillance cameras captured the moment a man with a red bandana hood and shot him several times a young man. According to reports, the child cried for his mother while lying on the pavement. "Mommy, Mommy," Duran cried while calling for help. On Thursday the family was watching the child in the Ortiz Funeral Home in Upper Manhattan.

[He stabs his wife for refusing to have sex](#)

EL DIARIO - Staff

A Brooklyn woman is in an induced coma after being stabbed several times for refusing to have sex with her husband. Police said Upali Pelige (40), of Staten Island, faces charges of attempted murder and assault by Tuesday's

attack at the home of his wife Wortman Avenue in East New York. Sources say the couple married eight months ago but lived separately. During a visit at 4:30 am, Pelige had stabbed his wife in the face, neck, head and body after being rejected, authorities said. Police said the suspect fled after the incident, while the victim was rushed to Brookdale University Hospital where he was placed in an induced coma. Police officers arrested Pelige Tuesday night.

[Environmental Education Pop-Up To Host Free Workshops, Courses in Bed-Stuy](#)

DNA INFO – Camille Bautista

A nonprofit is bringing free environmental workshops to a Bed-Stuy storefront this summer to raise awareness about neighborhood sustainability. The Civic Art Lab by GreenspaceNYC will set up shop in an empty store front at 456A Nostrand Ave. to offer “playful and accessible” arts-based public programs, according to founders Jeff Kasper and Laura Scherling. Locals can stop by to draw maps of their community, help envision ways to bring more organic fruits and vegetables to the area, or take a free, intensive LEED Green Associate course.

[Central Park Reservoir Running Track Reopens After Year of Repairs](#)

DNA INFO – Emily Frost

The Central Park reservoir running track reopened Wednesday after nearly a year of renovations. The 1.58-mile long track, which wraps around the Central Park Reservoir between 86th and 96th streets, was re-paved in five consecutive stages and now has a new concrete edge along its sides, said a spokeswoman from the Central Park Conservancy, which oversaw the \$3 million project. In addition, more signs clarifying the rules of the track were put up, as well as new plantings along the sides.

[Dems Select Former Congressman Michael McMahon to Run for Staten Island DA](#)

DNA INFO – Nicholas Rizzi

Former Congressman Michael McMahon has been tapped by the Staten Island Democratic Party to run for District Attorney. McMahon was chosen by the party Wednesday night in the race to fill the post vacated by Republican Dan Donovan, who became a congressman in a special election earlier this month, said Tom Feeney, executive director for the party. "He gives a tremendous opportunity to bring back this seat," Feeney said.

[Severe Thunderstorm Could Hit City During Evening Rush, Forecasters Say](#)

DNA INFO – Aidan Gardiner

Thunderstorms could lash the city with 58 mph winds and hailstones the size of a quarter during the Thursday evening rush-hour commute ahead of a wet weekend, forecasters said, The National Weather Service issued "a thunderstorm watch" for the city and region until 7 p.m. Thursday as an eastbound cold front moves through the area and could potentially clash with the humid 80-degree air, a spokesman said. "There's warm humid weather ahead of the front. The added instability — for lack of a better term — could cause these storms to pop up. If they do, it could be severe," said the weather service's Joe Pollina.

[May is Fourth Hottest on Record for New York City, Officials Say](#)

DNA INFO – Rebeca Ibarra

It's hot outside, and it's not just you — there hasn't been a May this hot in more than two decades. Temperatures in Central Park have reached an average high of 77.3 degrees so far this month, making it the fourth-warmest May on record — tied with the May of 1896, according to the National Weather Service. The only Mays with higher recorded temperatures were in 1991, 1944 and 1880. If you haven't yet, this week will be a good time to install and turn on your air conditioner. The forecast is hot and wet, with highs averaging 76.8 degrees and showers expected today and Sunday.

[Smallest Penis Pageant to Measure Contestants' Length on Stage](#)

DNA INFO – Serena Dai

This year, the little guys are going all out. Kings County Saloon's third annual Smallest Penis in Brooklyn Pageant next month will be measuring contestants' length on stage — a first for the pageant that celebrates the personality and chutzpah of the borough's less endowed. It's also the first year that locals can nominate their favorite small-bodied but large-hearted buddies to be contestants, by sending them special cardboard cutouts, courtesy of sponsor Ship a Dick.

[Man Dead After Fulton Street Shooting, Police Say](#)

DNA INFO - Camille Bautista

A man was fatally shot at a Fulton Street complex Wednesday afternoon, police said. The 31-year-old victim was found unconscious around 3:45 p.m. in the rear courtyard of 1605 Fulton Street, near Marcus Garvey Boulevard. The man suffered multiple gunshot wounds to the head and torso, according to officials.... Two people of interest are in custody for questioning, according to 81st Precinct Deputy Inspector Scott Henderson. The investigation is ongoing.

[Pharmaceutical Executive Sentenced to 18 Years for Poisoning Autistic Son](#)

DNA INFO - Ben Fractenberg

The pharmaceutical executive who poisoned her 8-year-old autistic son to death inside a Fifth Avenue hotel was sentenced to 18 years in prison Thursday, the Manhattan District Attorney announced. Gigi Jordan, 54, was found guilty of manslaughter last November after being found guilty of feeding her son, Jude Mirra, an overdose of prescription pills inside a 16th-floor room inside the Peninsula Hotel in 2010. "No one — and particularly no child — deserves the type of death that Jude Mirra suffered at the hands of his mother," District Attorney Cyrus Vance said in a statement.

[Thieves Use Victim's Jeep as Getaway Car After Robbing Him, Police Say](#)

DNA INFO – Rachel Holliday Smith

Three men robbed a 46-year-old man on a street corner, reaching into his pockets to take \$1,280 in cash before using his Jeep as a getaway car, police say. The victim was walking to his car, a red Jeep SUV, at 10 p.m. May 20 at the corner of Bedford Avenue and Carroll Street, when three men walked up to him, stole \$1,280 in cash from his pants pockets and then stole his car, which held his laptop. Some of the suspects fled in a separate blue SUV.

[2 People Hurt After 'Incendiary Device' Thrown at Brooklyn Home: Officials](#)

DNA INFO – Ben Fractenberg

Two people were hospitalized after an 'incendiary device' was thrown at a Bensonhurst home early Thursday morning, according to officials. The device caused a fire at the 83rd Street red brick, two-family home about 3:01 a.m., an FDNY spokesman said. Two people at the home were taken to Lutheran Medical Center with minor injuries. There were no arrests and the investigation is ongoing, an NYPD spokesman said.

[2 People Hurt by Molotov Cocktail Thrown at Brooklyn Home, Police Say](#)

DNA INFO - Ben Fractenberg

Two people were hospitalized after a Molotov cocktail exploded in a Bensonhurst apartment building early Thursday morning, according to officials. The explosive caused a fire inside the entryway at the 83rd Street red brick, three-story home at about 3:01 a.m., according to the FDNY and a first-floor tenant. The tenant, who just gave her first name, Angie, said she heard a "big bang" and then went outside to see what happened with one of her four teenage children. They saw a burning Bacardi bottle stuffed with newspaper and cardboard on the front porch. "We were trying to put it out," she said.

[Pair Wanted in Brooklyn Cellphone Store Armed Robberies, Police Say](#)

DNA INFO – Camille Bautista

The NYPD is looking for two men suspected of a series of cellphone store robberies in Brooklyn over the past three months. The men were first caught on surveillance video robbing a Bedford-Stuyvesant Metro PCS store on March 29, taking off with \$10,000 in stolen cash and goods, according to police. One suspect forced the shop's manager into the restroom at gunpoint before the pair grabbed about 20 phones and \$8,843 in cash.

[Cable Worker Threw Client Into Her Door, Prosecutors Say](#)

DNA INFO – Nicholas Rizzi

A cable worker was arrested after he pushed a client into her door during an argument about the work he was doing inside her home, prosecutors said. Orville Johnson, 45, who works for Metro Express, a subcontractor for Time Warner Cable, got into an argument with a 36-year-old woman over work to be done in her Ferguson Court home on May 19 at about 1:05 p.m., prosecutors said. When the victim tried to check Johnson's ID, he allegedly grabbed her wrist, twisted her arm and threw her at a door, prosecutors said.

[Girl Arrested for Selling Crack to Undercover Officers, Prosecutors Say](#)

DNA INFO – Nicholas Rizzi

A 17-year-old girl sold crack to undercover officers five times, including twice from her Harrison Avenue home, prosecutors said. From January until May 13, prosecutors said Bianca Alexander, a reputed member of the Bloods, sold crack to undercover officers in various spots in Port Richmond. Alexander was arrested on Friday and charged

with criminal sale of a controlled substance and criminal possession of a controlled substance at her arraignment, the Staten Island District Attorney's office said.

[City Council aiming to revolutionize street vending](#)

CRAIN'S NY - Erik Engquist

Life has been getting tougher for street vendors, according to advocates who say the entrepreneurs selling from carts and trucks are at the mercy of city inspectors and an increasingly punishing black market. But the vendors have been courting allies in the City Council, including Speaker Melissa Mark-Viverito, who are discussing bills that would make their livelihoods easier, if not revolutionize them. Talks are continuing about what exactly the reforms will be, but they will certainly take aim at the city's permit and license caps and at rules about how close vendors can be to retail stores. The black market exists because the city has limited the number of vending permits and licenses for more than 30 years and allows holders to renew them every two years, so long as they do so in person. The holders, who originally bought two-year permits and licenses for \$75 to \$200, illegally rent them out for \$18,000 to \$25,000 to vendors who then masquerade as independent contractors.

[Finally, a developer is named for LaGuardia terminal's \\$4B overhaul](#)

CRAIN'S NY - Daniel Geiger

The Port Authority of New York and New Jersey picked a winner Thursday to take on a \$4 billion overhaul of the Central Terminal building at LaGuardia Airport. The selection finally sets in motion one of the largest infrastructure projects planned by the bistate agency. The agency announced at a board meeting Thursday afternoon that it has picked LaGuardia Gateway Partners, a partnership led by Swedish construction giant Skanska, HOK, airport operator Vantage Airport Group, and financial firms Meridiam, Morgan Stanley, Citigroup and Wells Fargo.

[Developer bets on Bushwick with new hotel](#)

CRAIN'S NY - Daniel Geiger

A hotel is coming to Bushwick, the Brooklyn neighborhood that many are calling the next Williamsburg. Toby Moskovits, chief executive of Heritage Equity Partners and a Crain's 40 Under 40, will break ground on a 140-room hotel in Bushwick near the corner of Siegel and White streets by September.

[JPMorgan Chase plans thousands of job cuts](#)

CRAIN'S NY - Bloomberg News

JPMorgan Chase & Co. will cut thousands of jobs over the next year as the biggest U.S. bank by assets seeks to contain expenses and sells businesses, said a person with knowledge of the plans. The lender has been consolidating back-office support, cutting mortgage workers as home-loan volumes decline and reducing the ranks of tellers as more customers use automated channels, said the person, who asked not to be identified discussing personnel matters. The New York-based bank may cut more than 5,000 workers by next year, the Wall Street Journal reported Thursday, citing people familiar with the matter.

[Amazon to offer free same-day delivery to Prime members](#)

CRAIN'S NY - Associated Press

[Ex-NY Senate leader Skelos and son indicted on corruption charges](#)

CRAIN'S NY - Associated Press

National News:

[Obama, in Miami, Comments on Extreme Weather, Terrorism, Cuban-Americans and Basketball](#)

NY TIMES - Peter Baker

The visit lasted less than 24 hours, but President Obama managed to use a stop in South Florida to maximum advantage as he touched on some of the highest priorities of an administration heading into its final stages. He raised millions of dollars for his party, toured the National Hurricane Center, paid tribute to Cuban-Americans, showed support for victims of terrorism, advocated action on climate change, defended his trade policy and lamented the firing of the coach of his hometown basketball team, the Chicago Bulls.

[George Pataki Adds a Socially Liberal Voice to the Race for the G.O.P. Nomination](#)

NY TIMES - Alexander Burns

It had the outlines of a significant event: A three-term governor of New York, who forced Mario M. Cuomo from office and led his state through the Sept. 11 terrorist attacks, announced Thursday that he was running for president. But as the former governor, George E. Pataki, prepared in recent weeks to announce his candidacy, he conceded to friends and allies that he was an extreme long shot for the Republican nomination. Once a formidable figure in the party, Mr. Pataki has entertained campaigns for the presidency numerous times over the years, seemingly waiting for the perfect moment — only to jump in now, when his profile has waned. Mr. Pataki declared his candidacy late Thursday morning in an address to supporters in New Hampshire. He vowed to enact far-ranging changes in Washington, pointing to his record of attacking government spending and entrenched Democratic interests.

[Texas Storm Victims Start Cleaning Up, Even as Rain Still Falls](#)

NY TIMES - Dave Montgomery, Manny Fernandez, Richard Perez Pena

The Blanco River runs past the house Sue Sweat has rented for 13 years, and “it’s usually ankle deep,” she said, low enough to walk across. On Thursday, Ms. Sweat, 62, was holding on to a precious find, a black-and-white photograph from the 1950s of herself and her sister. It was one of the few things she and her friends had recovered, picking through what remained of her belongings after the tame stream outside became a raging beast, leaving her home gutted and mud-caked. With help from neighbors and outsiders, people here are starting to put their lives — and this town of about 3,000 residents — back together, after the flooding Saturday night and Sunday morning that damaged or destroyed hundreds of homes. From Saturday through Tuesday, severe thunderstorms, floods and tornadoes killed at least 35 people in Texas, Oklahoma and northern Mexico. Several people are still missing.

[North Carolina Governor Vows to Veto a Bill Seen as Targeting Gay Marriage](#)

NY TIMES - Alan Blunder

In a sharp rebuff to lawmakers in his party, North Carolina’s Republican governor said on Thursday that he would veto a measure to allow certain public officials to refuse to perform marriage ceremonies on the basis of their religious beliefs. The proposal, written by one of the General Assembly’s most influential Republicans, would allow magistrate judges “to recuse from performing all lawful marriages” if they harbored “any sincerely held religious objection.” Although the bill does not explicitly mention same-sex marriages, critics say it is designed to block such nuptials, which began in North Carolina after rulings by federal courts. The announcement by the governor, Pat McCrory, came soon after the House of Representatives voted, 67 to 43, to support the measure, and it set into motion another significant state-level clash about religious freedom. In February, the Senate approved it, 32 to 16.

International News:

[U.N. Resolves to Combat Plundering of Antiquities by ISIS](#)

NY TIMES - Rick Glandstone

Increasingly frustrated over the Islamic State’s brazen pillaging and trafficking of artifacts in the Middle East, all members of the United Nations agreed on Thursday to take new steps intended to thwart and prosecute antiquities smugglers, ensure the return of plundered ancient treasures and counter what diplomats described as “cultural cleansing,” a new tactic of war to spread hatred and erase the heritage of civilizations. The resolution adopted unanimously by the 193-nation General Assembly was focused on the threat to Iraq. But it amounted to the broadest international condemnation so far to the cultural destruction and vandalism wrought by the fighters of the Islamic State, also known as ISIS, ISIL and Daesh, who have videotaped themselves using bulldozers, explosives and sledgehammers on some of the most prized archaeological sites in the world.

[Putin Declares Soldiers’ Deaths and Wounds Secret, in War and Peace](#)

NY TIMES - Andrew Kramer

The deaths or wounds of Russian soldiers in “special operations” can be classified as military secrets, even in peacetime, President Vladimir V. Putin decreed Thursday. The decree comes as Russia faces accusations that it is sending its soldiers clandestinely to fight in Ukraine, an allegation the Kremlin denies. Mr. Putin’s decree amended a law that had let the military keep soldiers’ deaths or injuries secret only in times of war. Mr. Putin has repeatedly

insisted that Russian soldiers are not taking part in the conflict in eastern Ukraine, where government forces and pro-Russian separatists keep fighting despite a cease-fire deal in February.

[Putin, on Guard for 2018 World Cup in Russia, Denounces FIFA Arrests](#)

NY TIMES - Neil MacFarquhar, Andrew Roth

President Vladimir V. Putin sought to transform the burgeoning scandal over corruption in soccer's international governing body into an extension of the confrontation between Russia and the West on Thursday, accusing the United States of global overreach while invoking the fates of Edward J. Snowden and Julian Assange, the WikiLeaks founder. Most world leaders remained mum, apparently waiting for more details to emerge, but Mr. Putin went on the offensive immediately. He used the moment to again portray Russia as under siege — in this case threatened with the humiliating loss of the right to host the 2018 World Cup, a move considered unlikely.

[South Korea: Health Officials Confirm Two More Cases of MERS Virus](#)

NY TIMES - Reuters

The number of people confirmed to have contracted Middle East Respiratory Syndrome, or MERS, increased to seven on Thursday, and the authorities said another person suspected of having the virus had left voluntary home quarantine to take a trip to China. The authorities said the two most recent confirmed cases involved people who are thought to have caught the virus from the person whose case was the first confirmed last week, a 68-year-old man who had traveled to Bahrain in April and May and then returned to South Korea via Qatar. “We should have checked more actively and broadly on family-related issues — we are deeply sorry about that,” said Yang Byung-kook, the director of the Korea Centers for Disease Control and Prevention. The health authorities have been criticized for not moving quickly and effectively enough to quarantine suspected patients.

###

From: Malegiannakis, Michael
Sent: Thursday, July 02, 2015 7:09 AM
Subject: Morning Press Clips – Thursday, July 2, 2015

Morning Press Clips – Thursday, July 2, 2015

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Mayor de Blasio in the News:

VS. GOV CUOMO

['Nothing Left to Lose': How Mayor de Blasio Came to Call Out Governor Cuomo](#)

NY TIMES – Michael Grynbaum

As afternoon light filtered through the windows of his City Hall office on Monday, Mayor Bill de Blasio sat huddled around a small coffee table with his closest advisers, discussing a decision from which there would be no turning back. The mayor had determined days earlier that he was prepared to publicly vent his frustrations with Gov. Andrew M. Cuomo, a fellow Democrat who he believed had gratuitously hindered his agenda. Now, the only question was when.

[New York Democrats Join Mayor de Blasio in a Chorus of Dissent Against Governor Cuomo](#)

NY TIMES – Alexander Burns, Thomas Kaplan

Mayor Bill de Blasio's barbed comments toward Gov. Andrew M. Cuomo may have been singular in their acid hostility, but they herald a broader challenge for the governor within his own party: Democrats have begun a season of open dissent. The mounting public frustration is particularly acute among liberal and downstate Democrats aligned with Mr. de Blasio, in the party's rising populist wing. The mayor's remarks this week, accusing Mr. Cuomo of governing through vengeance and fear, are likely to further embolden Democrats who have long chafed at what they characterized as Mr. Cuomo's ironhanded methods and imperious personality.

[Editorial: Mayor Bill de Blasio Unloads on Governor Andrew Cuomo](#)

NY TIMES - Editorial

Mayor Bill de Blasio left town for a family vacation out West on Tuesday. He left behind one enormous piece of baggage, which he dropped with a thud on his way out. In an inter the City Hall press corps, he unloaded on Gov. Andrew

Cuomo, accusing him of sabotaging the city's interests, being blinded by political scheming and showing no interest in honest policy making. He said he expected the governor to seek revenge, but added that he wasn't taking it any more. "I started a year and a half ago with a hope of a very strong partnership," Mr. de Blasio said. "I have been disappointed at every turn."

[Behind Mayor de Blasio's Decision to Escalate Rift With Gov. Cuomo](#)

WSJ – Josh Dawsey, Mike Vilensky

For months, Mayor Bill de Blasio's top aides stewed about comments and perceived slights by Gov. Andrew Cuomo. But Emma Wolfe, the mayor's top political strategist, and others urged the New York mayor to keep quiet and not jeopardize the city's agenda in a difficult Albany legislative session. With the session over, the mayor unleashed his frustration, surprising friends and foes alike on Tuesday with sharp, public criticism of the governor before leaving for a family vacation. Among other things, Mr. de Blasio accused the governor of undermining his Albany agenda and focusing on "deal making" and "revenge" instead of the best interests of New York City.

[De Blasio's feud with Cuomo boiled over when Legislature passed one-year mayoral control extension of city schools](#)

DAILY NEWS – Jennifer Fermino

The simmering feud between Mayor de Blasio and Gov. Cuomo had been heating up for months — but it boiled over after the Legislature passed a one-year extension of mayoral control of city schools, City Hall staffers said Wednesday. "We felt this was a slap in the face," said Karen Hinton, de Blasio's press secretary and a former Cuomo aide. "There was no reason why he should be treated differently than Michael Bloomberg." The Legislature granted Bloomberg, de Blasio's predecessor, seven years of mayoral control in 2009.

[Column: De Blasio and Cuomo should fight it out, then start working together for New York](#)

DAILY NEWS – Denis Hamill

Call it the Gotham Gloves. I think Gov. Cuomo — 57, 6-foot-1, 200 pounds — and Mayor de Blasio — 54, 6-foot-5, 220 pounds — should fight a three-round exhibition in the Barclays Center. At the final bell, they should shake hands and promise to start working together for the people of New York. That would make the voters the winners. Let the fight be promoted by boxing guru Teddy Atlas of Staten Island, with all proceeds going to his excellent Dr. Theodore Atlas Foundation and its Atlas Cops and Kids Boxing Program gyms.

[Column: De Blasio and Cuomo's all-Democratic death match](#)

DAILY NEWS – Harry Sielgel

Talking with New York Democrats about Gov. Cuomo, the party's leader, animal cruelty comes up a lot. Cuomo as butterfly-wing picker. Cuomo as poked bear. Cuomo as cat joyfully toying with his still-living prey. So progressives were exulting after Mayor de Blasio Tuesday spoke truth to power, as it were and as is his wont, about the state's top Democrat. Finally responding to many months of slights, cheap shots and betrayals — culminating in Albany's decision to extend mayoral control of city schools by just one year — he called Cuomo unprincipled, vindictive and no friend of New York City or the Democratic Party. Then the mayor went off the grid for a 9-day family vacation .

[Giuliani advises Cuomo-bashing de Blasio to be 'diplomatic'](#)

NY POST – Yoav Gonen

Gov. Cuomo and Mayor de Blasio should break bread to patch things up after Hizzoner's public rebuke of his supposed pal, former Mayor Rudy Giuliani said Wednesday. Giuliani — known for his combativeness during his 1994-2001 City Hall tenure — said he had dinner with then-Gov. George Pataki to help smooth out hostilities that began after Rudy endorsed three-term Democratic incumbent Mario Cuomo in the 1994 governor's race rather than fellow Republican Pataki. "I can't say we got over it in one day, but we got over it in one year," Giuliani told The Post.

[Column: Bill de Blasio needs to quit whining and start **working**](#)

NY POST – Bob McManus

'Any disagreement, no matter how reasoned, was seen as heresy by him.' New York City Mayor Bill de Blasio, on Andrew Cuomo? No. Syracuse Mayor Stephanie Miner, on her own frustrations with the governor — both on policy and during her relatively brief tenure as Cuomo's hand-picked head of the state Democratic Committee. And she's hardly the only prominent Democrat in Cuomo's doghouse. Attorney General Eric Schneiderman is, mostly over policy disagreements; so, too, is the wholly inoffensive state comptroller Tom DiNapoli — for no apparent reason other than longstanding gubernatorial spite.

[With little left to lose, de Blasio lashed out](#)

CAPITAL NY - Sally Goldenberg, Laura Nahmias

The criticisms came one after another, starting with policy-based commentary and building to the more personal stuff. The governor, Bill de Blasio said, exacts "revenge" on City Hall by obstructing its agenda to score political points. He puts politics above policy and thwarts public opinion by making back-room deals. He's lost his way. De Blasio, embarrassed and frustrated by Andrew Cuomo, was trying to say that he had had enough. On Tuesday afternoon, hours before leaving for a weeklong Southwest vacation with his family, he convened City Hall reporters in his office to complain about Cuomo and make clear, once and for all, that the two Democrats are not really "friends" in the way they have often insisted they are. "There is a kind of deal-making and horse-trading that he engages in that I think often obscures the truth," the mayor said of Cuomo. "It gets so convoluted—I'm not sure even the people around him begin to remember where they began."

[As far as Cuomo is concerned, de Blasio is still a 'friend'](#)

CAPITAL NY - Sally Goldenberg

According to Governor Andrew Cuomo, he and Mayor Bill de Blasio are still friends. One day after de Blasio made strikingly unflattering comments about the governor, Cuomo seemed unfazed by the criticism. "Everybody's entitled to their own comments and their own feelings and I'll leave him to speak to his," Cuomo told a reporter from NY1 who caught him leaving an event in Harlem Wednesday night. Cuomo answered a few questions, including whether he felt de Blasio's comments were unfair. "You know what—I've know Bill, the mayor, a long time. I consider him a friend. He says what he says. I say what I say. And I'll let him speak for himself," Cuomo said. The governor also touted his own leadership skills, which de Blasio blasted in an unguarded, 30-minute sit-down with City Hall reporters in his office on Tuesday.

[\[PRO\] On de Blasio-Cuomo feud, Mark-Viverito remains neutral](#)

CAPITAL NY - Gloria Pazmino

[Bill de Blasio's Allies Decline to Join His New Crusade Against Andrew Cuomo](#)

NY OBSERVER - Will Bredderman, Ross Barkan, Jillian Jorgensen

What are friends really for? Public Advocate Letitia James, Attorney General Eric Schneiderman and Council Speaker Melissa Mark-Viverito all refused today to endorse Mayor Bill de Blasio's accusations that Gov. Andrew Cuomo deliberately undermined the interests of New York City in legislative negotiations in Albany last month. Ms. James, a close ally of Mr. de Blasio going back to their days in the City Council, told the Observer she was staying out of the open warfare that broke out yesterday between the mayor and governor. The liberal mayor and fiscally conservative governor have had an uneasy alliance marked with frequent passive-aggressive spats over policy—but yesterday, in an interview with NY1, Mr. de Blasio accused the governor, a Democrat, of having a "vendetta" and seeking "revenge" against anyone he perceives as a political rival. At an unrelated press event at City Hall this morning, Ms. James cast the brawl as a distraction from more important matters.

[Radio: In Rare Moment of Unburdening, De Blasio Accuses Cuomo of Petty Politicking](#)

WNYC - Brian Leher

Mayor Bill de Blasio unleashed a string of frustrations toward Governor Cuomo in an interview yesterday, accusing Cuomo of acting out of "revenge" and political pettiness rather than in the best interests of his constituents. NY1 Noticias reporter and host of Pura Politica Juan Manuel Benitez discusses the ongoing feud between the mayor and the governor and explains what this boiling point moment means for their inextricable relationship moving forward.

[Mayor Bill De Blasio accuses Gov. Andrew Cuomo of carrying out 'vendetta'](#)

AM NY - Matthew Chayes

New York City Mayor Bill de Blasio harshly criticized Gov. Andrew M. Cuomo on Tuesday, accusing him of exacting "revenge" and carrying on a "vendetta" that thwarted the city's interests. Though tensions between mayors and governors are common, de Blasio's broadside at a fellow Democrat he has long described as a "friend" stood apart as blunt and personal. It raised questions over how the two can manage their relationship -- and that between the city and state -- going forward. "I started . . . with the hope of a very strong partnership. I've been disappointed at every turn," said de Blasio, speaking to reporters he invited into his City Hall office. The mayor made similar remarks in a TV interview with NY1.

[Opinion: Ignore the de Blasio-Cuomo soap opera](#)

SI ADVANCE - Tom Wroblewski

So, Gov. Andrew Cuomo can be Machiavellian. Vindictive, even. There's some breaking news for you. On his way out of town for vacation the other day, Mayor Bill de Blasio saw fit to get a couple of things off his chest about Cuomo, his BFF (best frenemy forever). Speaking on NY1, de Blasio said that Cuomo had worked to stall the city's agenda in Albany. That the governor was "engaged in his own set of strategies, his own political machinations." De Blasio, who worked under Cuomo at the Department of Housing and Urban Development back in the 1990s, said he has been "disappointed at every turn" by the governor. He thought they would have a great working relationship. He thought they were buds. But de Blasio was not naïve enough to think that he would be able to knock the governor without Cuomo getting some kind of "revenge." He said he fully expected to become the victim of a Cuomo "vendetta."

[De Blasio Cuomo accuses of "vindictive"](#)

EL DIARIO - Staff

Before leaving on vacation, Mayor Bill de Blasio met with reporters and did not limit his criticism of the governor Andrew Cuomo. "He developed his own sense of strategies, their own political machinations and what we have constantly seen is that if someone disagrees with him is some kind of revenge," de Blasio said in an interview with NY1 channel. During closing of the legislative session in Albany, Cuomo renewed the rent laws governed for four years, but without any of the suggestions of the mayor, who called for an end to the ceiling that exists today to follow regulated apartment. The governor also heard proposals to reform the law 421-a, which gives tax benefits to real estate developers, and renewed the Mayor has control of public schools but only for a year. All these actions created a clash between the two leaders, while the Assembly, dominated by Democrats, sided with the ideas the mayor.

[Liberals ecstatic as de Blasio finds backbone](#)

CRAIN'S NY - Andrew Hawkins

Liberals who have long chafed under Gov. Andrew Cuomo's centrist governing are thrilled that Mayor Bill de Blasio attacked the governor Tuesday for stymieing the city's agenda in Albany. "Democrats are angry with a governor whose word is not trustworthy, and who pursues Republican policies," said Zephyr Teachout, a Fordham Law School professor who challenged Mr. Cuomo in the 2014 Democratic primary. "Republicans are tired of him, too, as he seems less driven by ideas or governing and more by power and intrigue." She added, "This is a big moment for de Blasio. And for the state." In explosive, candid interviews with NY1 and the City Hall press corps, Mr. de Blasio upbraided the governor for playing petty politics with important policy issues like affordable housing, mayoral control of schools and rent stabilization. He blasted Mr. Cuomo for a "lack of leadership," and said he had been "disappointed at every turn" by the governor.

[De Blasio's Friend In WNY](#)

STATE OF POLITICS - Liz Benjamin

During a wide-ranging CapTon interview last night, Buffalo Sen. Marc Panepinto unleashed on the governor, saying he had "lined up with the Senate Republicans against the mayor of New York City" during the end of the 2015 session. "Poor Mayor de Blasio," Panepinto said. "There wasn't one thing that the governor agreed with him on, even though they share a party affiliation." The senator's comments echoed the mayor's very public venting of his frustrations with the governor over the past six months, which included an accusation that the Senate Republicans were under Cuomo's "control" when it came to thwarting NYC's agenda. Panepinto insisted he has a "great deal of respect for the governor, but he wants to rule the Democratic Party with an iron fist."

[De Blasio's Friend In WNY](#)

CAPITOL CONFIDENTIAL - Liz Benjamin

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[A.M. Roundup: This time, no more Mr. Nice Mayor](#)

CAPITOL CONFIDENTIAL - Akum Norder

Good morning! And somehow, just like that, the year 2015 is half over. July opens with rain, maybe hail, maybe flooding depending on where you live. Congrats to the U.S. team, headed to the women's World Cup final again after blanking Germany last night 2-0 in Montreal. They'll play either England or Japan in Sunday's championship game in Vancouver. Gov. Andrew Cuomo's in NYC today. On to the headlines: Less than a week after an anonymous Cuomo administration official called Bill de Blasio "bumbling and incompetent" in the Wall Street Journal, New York City's mayor went on the offensive Tuesday. "What we've often seen is if someone disagrees with (Cuomo) openly, some kind of revenge or vendetta follows," de Blasio said in an interview with Time Warner Cable NY1. The mayor accused the governor of stymieing New York City's legislative goals out of personal pettiness, "game-playing" and a desire for "revenge."

[No winners in rent 'popularity contest'](#)

REAL ESTATE WEEKLY - Christian Bautista

A decision to freeze rents for one million New York City apartments could sound the death knell for affordable housing in the city, according to at least one legal analyst. Shewin Belkin, a housing law expert and a founding partner at law firm Belkin Burden Wenig & Goldman, accused the de Blasio-appointed Rent Guidelines Board of taking part in a "popularity contest" instead of fulfilling its legal obligations. And he warned that the decision would ultimately be detrimental to the city. "The Rent Guidelines Board appears to have tossed aside its legal mandate and opted instead to participate in a popularity contest," said Belkin. "The criteria that the RGB is obligated to adhere to in determining rent increases were not followed. Instead, the Board's majority passed historically low percentages based upon what seem to be personal and political bias. The demonization of the real estate industry and focus upon short-term political grandstanding will ultimately hurt owners, hurt affordable housing, hurt tenants and hurt New York City."

[De Blasio Is Mad as Hell at You, Cuomo](#)

GAWKER - Dayna Evans

Mayor Bill de Blasio has finally started to fill his size 49 Strawbridge's loafers. On Tuesday afternoon, he called a meeting with members of the press to spit some brassy words about sitting Governor of New York Andrew Cuomo. The verdict? De Blasio is mad as hell and he isn't gonna take this—meaning Cuomo's—shit anymore. De Blasio was all packed and ready for his weeklong family vacation to the Southwest on Tuesday when he needed to cross one last thing off his list: burning some bad boys. De Blasio was determined to out Cuomo for what he alleged was the governor's personal revenge: Cuomo had blocked reform in rent laws and left de Blasio with only twelve months control over NYC's public school system. This was not the stuff of normal political back-and-forth, de Blasio noted. No, no. It was something much more divisive.

[NYC Mayor Bill de Blasio 'disappointed' by Gov. Cuomo 'beyond the pale'](#)

SYRACUSE - Associated Press

Mayor Bill de Blasio, who 18 months ago in his inaugural address pledged to stand "shoulder to shoulder" with his one-time boss and friend of more than two decades Gov. Andrew Cuomo, revised his opinion of him on Tuesday in a highly unusual and extraordinarily personal news conference. "I started with, meaning a year and a half ago, with the hope of a very strong partnership," de Blasio said. "I have been disappointed at every turn, and these last couple of examples really are beyond the pale." Though the governor has been far more foe than friend to the liberal mayor's agenda throughout his time in office, de Blasio had been reluctant to criticize Cuomo, a fellow Democrat, time and again taking the high road and refusing to hit back at the steady stream of slights emanating from the state Capitol building.

[George Pataki Perplexed by de Blasio's Attack on Cuomo](#)

NEWSMAX - Sandy Fitzgerald

There is always tension between New York City and the state's governor, George Pataki said Wednesday, and he does not understand why Mayor Bill de Blasio is criticizing his one-time friend, Gov. Andrew Cuomo. "I don't understand what de Blasio is thinking," Pataki, former New York governor and candidate for the 2016 GOP presidential nomination, told MSNBC's "Morning Joe" program. "I don't think it's particularly smart. There are always personal battles. You keep them behind the scenes."

['Morning Joe' Rips De Blasio's 'Strange, Strange' Behavior Toward Cuomo: It Won't Work for New York](#)

WASHINGTON FREE BEACON - David Rutz

After far-left New York Mayor Bill de Blasio (D.) ripped Gov. Andrew Cuomo (D., N.Y.) as a vengeful, selfish politician in an interview Tuesday with NY1, MSNBC's Morning Joe panel widely agreed his behavior was both "strange" and a detriment to the fortunes of the city. "This is just an open broadside by the mayor," said co-host Willie Geist.

[Cuomo on de Blasio: 'Everybody's Entitled to Their Own Comments and Their Own Feelings'](#)

NY1 - Zack Fink

Governor Andrew Cuomo initially tried to avoid reporters, entering this evening's event through a side door. But he later agreed to discuss the mayor's comments on "Inside City Hall" Tuesday, where the mayor expressed frustration with the governor and failure to deliver the city's agenda in Albany. De Blasio accused Cuomo of lacking leadership. Cuomo: "Everybody's entitled to their own comments and their own feelings, and I'll leave him to speak to his." Fink: "Do you think he was unfair, the manner in which he did it?" Cuomo: "You know what, I've known Bill, the mayor, a long time. I consider him a friend. He says what he says, I say what I say, and I'll let him speak for himself." The governor was less interested in answering the mayor directly and seemed more inclined to try and explain how Albany works, and how ultimately, all sides need to compromise.

[What's Next In De Blasio-Cuomo Feud?](#)

CBS 2 - Staff

Mayor Bill de Blasio's war of words against Gov. Andrew Cuomo were still reverberating around the state Wednesday. As CBS2's Marcia Kramer reported, many are wondering if the mayor will pay a price for his candid remarks. Speaking to reporters at City Hall on Tuesday, de Blasio accused Cuomo of seeking to undermine the city's agenda and doling out political retribution for not agreeing with the governor. "I want to emphasize there is a kind of deal making and horse trading that he engages in that I think often obscures the truth," the mayor said. "It gets so convoluted I'm not sure he and the people around him remember where they began." The New York political world is still in shock over the mayor's decision to take on the governor publicly. "The first rule of New York politics is never underestimate any Cuomo, especially Andrew," Democratic political consultant Hank Sheinkopf said.

[De Blasio Accuses Cuomo Of Hindering City Agenda, Playing Revenge Game](#)

CBS 2 - Staff

Mayor Bill de Blasio unleashed a bitter and ugly blast at Gov. Andrew Cuomo on Tuesday, accusing him of seeking to undermine the city's agenda and doling out political retribution. Speaking to reporters at City Hall just before he leaves on a family vacation, de Blasio said he believes the Democratic governor holds substantial influence over the Republican-led Senate's leadership, which led to several measures the mayor had been pushing for during the recent legislative session being watered down. De Blasio, also a Democrat, had hoped for tougher rent regulations than what was passed. He was seeking a total overhaul of a tax break for real estate developers, which the Legislature agreed to extend for six months. He didn't want more charter schools; lawmakers authorized 50 new ones. And he sought permanent mayoral control of city schools, but a minimum of three years; he received a one-year extension.

[Pundit: De Blasio-Cuomo Feud Could Have Repercussions For NYC's Agenda](#)

CBS 2 - Staff

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[At Last, De Blasio Takes Off Gloves and Hits Back at Cuomo](#)

NBC 4 - Jonathan Lemire

Mayor Bill de Blasio, who 18 months ago in his inaugural address pledged to stand "shoulder to shoulder" with his one-time boss and friend of more than two decades Gov. Andrew Cuomo, revised his opinion of him on Tuesday in a highly unusual and extraordinarily personal news conference. "I started with, meaning a year and a half ago, with the hope of a very strong partnership," de Blasio said. "I have been disappointed at every turn, and these last couple of examples really are beyond the pale."

[NY POLITICIANS REACT TO FEUD BETWEEN DE](#)

[AND CUOMO](#)

ABC 7 - Staff

Reaction came pouring in from the political world Wednesday to the public spat between New York City Mayor Bill de Blasio and New York Governor Andrew Cuomo. There were two schools of thought. One, that the mayor showed backbone in going after the governor and that liberal Democrats will rally to his side. The other viewpoint is, what in the world was the mayor thinking, since the governor has so much power over the city and remains the number one powerbroker in New York. We gauged reaction from different Democrats in this nasty family feud.

[A tale of two Republican brackets](#)

MSNBC - Chuck Todd, Mark Murray

Finally, don't miss the fireworks that the New York tabloids have to love. The New York Daily News: "Mayor de Blasio lit Gov. Cuomo up Tuesday with a double-barreled blast of political payback. In stunningly frank language, the mayor accused the governor of deliberately thwarting his Albany agenda out of political pique and revenge — and hurting New Yorkers in the process. Hours before leaving on a vacation out West, de Blasio called reporters into his office and spoke calmly in a calculated decision to take off the gloves and reveal the 'frenemies' were really enemies. He described his relationship with Cuomo as a series of painful letdowns. 'I have been disappointed at every turn,' de Blasio said." This feud is going to keep political reporters in NYC busy and entertained for some time.

NYPD / PUBLIC SAFETY

[New York City Crime Drops in June](#)

WSJ – Pervaiz Shallwani

The New York Police Department on Wednesday touted a "significant turnaround" in crime in June as the city looks to combat a surge in shootings and homicides through the first half of the year. Last month was the lowest-crime June since the department began keeping detailed numbers in 1994, officials said.

...The concerns over crime come as Mr. Bratton and Mayor Bill de Blasio are overhauling how officers patrol the city. The police commissioner on Wednesday said that the department will end the Operation Impact program, which flooded crime hot spots with new recruits in a show of force.

[Percentage of New Black Officers Hits 20-Year Low](#)

WSJ – Pervaiz Shallwani

The class of police academy graduates that will enter the New York Police Department on Thursday includes the smallest percentage of newly hired African-American officers in the past two decades. According to data from the NYPD, of the 822 officers who will be sworn in during a ceremony at Madison Square Garden, less than 10% are black.

...The NYPD and Mayor Bill de Blasio have said the city is making it a priority to recruit more black officers, particularly black men, into its ranks.

[New York City on pace for less than 100,000 felony crimes for first time in NYPD history: police](#)

DAILY NEWS – Laura Bult, Thomas Tracy

It may be a safe summer in the city after all. After a "significant turnaround" in shootings and murders that led to one of the safest months on record, the NYPD boasted Wednesday that it's on track to have less than 100,000 felony crimes by the end of the year — something that hasn't happened in the department's history.

...Civilian complaints against police were also down in June when compared to the same time period, Mayor de Blasio noted.

[Editorial: A notch in the NYPD's belt: June's crime numbers are historic, giving police the chance to turn the tide on shootings and murders](#)

DAILY NEWS – Editorial

After weeks and months in which shootings and murders had been disturbingly trending up from 2014, the NYPD and, by extension, the city had a banner month. The five boroughs just suffered the fewest murders, shootings and burglaries and the lowest overall crime of any June since the department has been tracking those statistics.

...Bratton, his boss Mayor de Blasio and the 34,000 men and women who count themselves among the Finest deserve huzzahs, not handcuffs.

[\[PRO\] NYPD touts drop in crime, arrests](#)

CAPITAL NY - Azi Paybarah

[Bronx Councilman Wants to Hire Even More NYPD Of](#)

NY OBSERVER - Jillian Jorgensen

Members of the City Council today met in the Bronx to cheer a hard-fought victory—the addition of nearly 1,300 new police officers to the NYPD’s headcount. But at least one Council member said he isn’t stopping there. “I do want you to know, Melissa, that I’ll be back next year asking for more cops,” Bronx Councilman James Vacca told Council Speaker Melissa Mark-Viverito this morning during a press conference on the new officers. The new officers included in the city budget this year come after more than a year of pressure from the City Council to boost the department’s headcount, which is currently more than 6,000 officers fewer than it was before September 11, 2001.

...When the Council first called for 1,000 new officers more than a year ago, Mayor Bill de Blasio and Police Commissioner Bill Bratton shot the idea down and it was not included in last year’s budget. But after renewing the call this year, Mr. Bratton eventually voiced his support for the headcount boost, and despite months of saying the headcount was fine as is, Mr. de Blasio eventually gave in and hired 1,300 more officers.

Top city officials crow major crime is down this year

SI ADVANCE - Associated Press [p.7]

[Report: Mayor's statements sent to community leaders after Eric Garner incident](#)

SI ADVANCE - Mira Wassef

Members of Mayor Bill de Blasio's administration circulated his public statement following the Eric Garner incident to various community and religious leaders minutes after its release, according to a report by Capital New York. The mayor's aides emailed the statements to some of the people who helped elect him and to some of his allies that criticize the police department, the report says, showing City Hall's outreach immediately after Garner's death. The emails, according to the article, provide no evidence of communication between the administration and the police union leaders. Garner, 43, died in police custody July 17 in Tompkinsville.

Opinion: Despite nanny state, we're no safer with red-light cameras

SI ADVANCE - Tom Wroblewski [p.12]

[City will pay bonds to save on prisoners](#)

EL DIARIO - Joaquin Botero

The New York prisons are full of prisoners, many of them young, who remain in detention for long periods unable to repay bonds that may not exceed or \$ 500. That is why the city created the Fund for the Surety (Bail Fund) to help those who have committed a misdemeanor, to pay sums of \$ 2,000 or less. Bail Fund will operate through a \$ 1.4 million that is part of the municipal budget of \$ 78.500 million signed last Friday. And although Wednesday began the new fiscal year has not yet set a date for detainees to benefit from this program, but noted that it would be a matter of weeks.

...Meanwhile, Amy Spitalnick, spokeswoman for the Mayor Bill de Blasio in budget issues, congratulated several days ago Mark-Viverito on this issue. "It is unacceptable that the size of the bank account of a person, rather than the risk presented, determine if someone goes to prison or to his family while waiting for the day of judgment. Such key reforms must also be approved at the state level," argued Spitalnick.

[Crime Drops in June as This Summer Starts Out as One of NYC's Safest](#)

DNA INFO - Murray Weiss

The month of June has been one of the safest summer starts in Big Apple history, DNAinfo New York has learned. All seven major crime categories — led by a 34.4 percent drop in murders — recorded declines during the four weeks of the month, starting Mon., June 1, and ending Sun., June 28. That's compared to the same period last year, which already was one of the safest Junes in more than four decades, NYPD statistics show. Crime figures for the 29th and the 30th have not yet been released by the NYPD.

...Concerns were raised earlier this month with the return of warm weather that overall crime was on the rise, which they blamed on the precipitous drop in stop-and-frisks after de Blasio's election.

[More cops may be headed to Brooklyn's 84th Precinct](#)

BROOKLYN DAILY EAGLE - Mary Frost

Mayor Bill de Blasio recently agreed to add 1,300 new cops to the city’s payroll – and some of them may be headed to Brooklyn’s 84th Precinct. In a letter to Brooklyn officials, NYPD Police Commissioner William Bratton left the door wide open to adding more officers to the streets of Downtown Brooklyn, Brooklyn Heights, DUMBO and Brooklyn Bridge Park. While the crime rate is down in many categories under 84th Precinct Captain Sergio Centa, officials say, the area has undergone explosive growth. Bratton was responsible for the letter was signed by state Sen. Daniel Squadron, U.S.

Rep. Nydia Velazquez, Borough President Eric Adams, Assemblymember Jo Anne Simon and Councilmember Stephen Levin.

[114th Pct. Honors Top Cops](#)

QUEENS GAZETTE - Richard Gentilviso

Police Officer Kasra Fathi was one of 12 new cops assigned to the 114th Precinct in January. Six months later he was honored, along with Police Officer Danny Lee, as Cop-of-the-Month. "On Wednesday June 10 during a midnight patrol [12:05 am], PO Lee and PO Fathi responded to a grand larceny [auto]," said Commanding Officer of the 114th Precinct Captain Peter Fortune at the June 23 meeting of the Precinct Community Council held at Riccardo's.

...NYPD is hiring almost 1,300 more cops under a deal reached by Mayor Bill de Blasio and the City Council boosting the force beyond the current 34,500 officers. A total of 1,297 officers are due by July 2016 with one thousand helping to launch a new model of neighborhood policing and 300 forming a new counterterrorism team.

["Fox & Friends" flips its collective lid over planned flag-burning by anti-police brutality group](#)

SALON - Scott Kaufman

Everyone on "Fox & Friends" is positively livid over Disarm NYPD's decision to burn an American flag at Fort Greene Park in Brooklyn tonight. On its Facebook page, the group maintains that "both the Confederate flag, and the American flag are symbols of oppression," because in "the years following the war, Jim Crow, segregation, and the extreme expansion of the prison industrial complex were all upheld by the United States of America, not the Confederacy." "So," the statement concluded, "we will burn the American flag, a symbol of oppression and genocide, and in the same action, dismantle our stunted, cynical expectations of what is possible in the world." This decision apparently didn't sit well with the producers at Fox News, who devoted three segments to the small protest because it could be a prelude to Fourth of July terror attack — or because the network's been on the wrong side of a flag-related issue for a few weeks now and would rather viewers forget about that. But whatever the reason, the vehemence with which the "Fox & Friends" co-hosts and their guests went after Disarm NYPD can't be denied. Elisabeth Hasselbeck began the first segment by asking state Senator Marty Golden (R) how much of the blame New York City Mayor Bill de Blasio should take for this protest. Senator Golden declined to answer that leading question, instead saying that he just hopes the mayor can stop the protest from happening.

[New York City officials say major crime down this year](#)

FOX NEWS - Associated Press

New York City is on pace this year for fewer than 100,000 reported major crimes for the first time in at least two decades, officials said Wednesday. For the first six months of 2015 there were 46,775 reports of rapes, robberies, felony assaults, burglaries, grand larcenies and auto theft, said Dermott Shea, deputy commissioner for operations of the New York Police Department. Overall crime is down 6 percent, but shootings and murder remain up this year.

...A crime increase last month gave ammunition to critics of Mayor Bill de Blasio who blasted policy shifts they feel have left the city less safe. In particular, opponents blamed the violence on the mayor's decision to enforce a federal judge's demand that the city curb the use of stop and frisk.

SUMMER VACATION

[De Blasio spotted at Albuquerque coffee shop](#)

CAPITAL NY - Laura Nahmias

Mayor Bill de Blasio hasn't released a public itinerary for his eight-day family vacation, but was spotted Wednesday morning in Albuquerque, New Mexico. De Blasio was seen at a coffee shop called Flying Star, having breakfast with Albuquerque's Republican mayor Richard Berry, according to Twitter user Katie Dunn. A spokesperson for Berry confirmed the meeting. "Only in New Mexico would Bill DeBlasio be in a coffee shop and no one recognize/care. Except me of course- selfie or no selfie?" tweeted Dunn, whose Twitter bio identifies her a D.C.-based policy and program analyst.

[De Blasio and Albuquerque mayor discuss family, not feud](#)

CAPITAL NY - Laura Nahmias

Mayor Bill de Blasio may have spent the first morning of his eight-day vacation having breakfast with another politician, but the conversation was mostly apolitical, Albuquerque mayor Richard Berry told Capital in an interview Wednesday afternoon. "We were just talking as dads and husbands and public servants," Berry said, summing up the content of their meeting. De Blasio was spotted in the coffee shop dining room by an eagle-eyed Twitter user. Berry, a Republican,

said he met de Blasio Wednesday morning at the Flying Star coffee shop on Silver Street in Albuquerque, where the two men dined on “Spanish frittata with egg whites, wheat toast with homemade strawberry preserves and a side of gazpacho.”

[Here's Bill de Blasio's Summer Vacation as Seen on Twitter](#)

DNA INFO - Staff

When the dad jeans are out, it's time to party. Bill de Blasio headed out for an eight day vacation on Tuesday night, when he was spotted at the Jet Blue terminal waiting for his delayed flight to Albuquerque. Once de Blasio's flight arrived, Rabbi Berel Levertov spotted him at the baggage claim at the Albuquerque airport, where de Blasio, as Levertov tells it, asked to take a selfie with the rabbi. Hours later, Katie Dunn reported seeing the mayor eating breakfast with Albuquerque Mayor Richard Berry at Flying Star (which gets decent reviews on Yelp). Dunn commented that de Blasio was in full vacation garb. Chirlane, Chiara and Dante de Blasio have thus far stealthily avoided the notice of the Twitterverse while on vacation.

[Mayor de Blasio Spotted Roaming the Streets in New Mexico](#)

JP UPDATES - Jacob Kornbluh

According to Tweeps, NYC mayor Bill de Blasio is on vacation in the state of New Mexico, wearing dad jeans and old tennis shoes. The Mayor's Office hasn't released a public itinerary for his eight-day family vacation. He was first spotted Tuesday evening at JFK Airport, awaiting a JetBlue flight to Albuquerque, by NY Times editor Carolyn Ryan. Rabbi Berel Levertov, a Chabad emissary, tweeted in the early morning hours, “Let Chabad of Santa Fe be the first to welcome Mayor Bill de Blasio to New Mexico! Enjoy your stay!” He later posted a selfie, apparently after the mayor requested it. “He asked me if he can take a selfie and I said “sure! This is New Mexico!” ;)”

[New York City mayor meets with New Mexico mayor](#)

KRQE NEWS - Shelby Perea

Mayor Berry had coffee with a fellow mayor, but Albuquerque residents didn't seem to notice. At least that is what one Washington DC policy analyst tweeted out. New York City Mayor Bill De Blasio is on summer vacation with his family and he was seen in the Duke City. De Blasio and Mayor R.J. Berry had coffee at Flying Star Wednesday morning.

HOUSING / ECONOMIC DEVELOPMENT

[De Blasio's development plan for NYCHA moves forward](#)

CAPITAL NY - Dana Rubinstein

Arguing the New York City Housing Authority "must use every tool at our disposal to preserve public housing," the city on Wednesday launched the process by which developers will build housing on underutilized, authority-owned land. “By taking a thoughtful approach to how we use NYCHA property, we can create more affordable housing options for residents and New Yorkers,” NYCHA general manager Michael Kelly said in a statement. The request for proposals invites developers to bid for long-term ground leases and the right to build 100 percent affordable housing at three developments: Ingersoll in Fort Greene, Van Dyke in Brownsville and Mill Brook in Mott Haven. The housing authority wants the units dedicated to senior citizens or families earning less than 60 percent of the area median income. ...The proposal is the first to be released after the launch of Mayor Bill de Blasio's 10-year "Next Generation" plan to turn around the city's sprawling and decrepit supply of public housing.

[De Blasio to Require Some Hotels, Arenas to Begin Composting](#)

WNYC - Matthew Schuerman

The de Blasio administration will take a step towards achieving its “zero waste” goal Thursday by proposing a rule requiring about 350 businesses to compost their food scraps. The rule, which is expected to take up to a year and a half to fully implement, will apply to restaurants at hotels with at least 150 rooms, sports stadiums and arenas, and large food manufacturers and wholesalers. The rule is an outgrowth of a law passed by the City Council two years ago. The measure is expected to divert about 50,000 tons of waste a year. That's just a small portion of the approximately 1 million tons of commercial food waste that the city produces. But Sanitation Commissioner Kathryn Garcia says she wants to make sure this first step is successful and add the city's 24,000 restaurants later. “We know that we need to do a lot of outreach with this first group,” she said. “And it's not an overwhelming number to do a lot of handholding.”

[Developers mulling legal challenge to 421-a deal](#)

CRAIN'S NY - Andrew Hawkins

Top developers in the city are questioning the legality of the deal to revamp the 421-a tax exemption program for housing, notably a provision empowering the Real Estate Board of New York and the building trades to negotiate the new law's wage mandate for construction workers. Many are taking a wait-and-see approach, but real estate insiders are already predicting court challenges to the program, which was renewed in June after contentious negotiations between Gov. Andrew Cuomo and leaders of the Assembly and Senate. Mayor Bill de Blasio, backed by REBNY, lobbied for a revised version of the tax break that he argued would result in the creation of 160,000 units of affordable housing. But Mr. Cuomo threw a wrench into the works by supporting a demand by the building trades that workers on 421-a projects earn prevailing wages. Mr. de Blasio said that would make it uneconomical to include as many affordable units as his plan called for. The new law extended the current 421-a program until Jan. 15, 2016, by which time REBNY and the Building and Construction Trades Council of Greater New York are required to reach a deal on wages for workers on housing projects with over 15 units that receive the tax break. If they fail, the 421-a program will be suspended, which some developers predict would dramatically slow or even stop the construction of rental housing in New York City.

[Mayor turns to city planners to redesign 15 neighborhoods. Except in Queens, where critics cry foul](#)

CRAIN'S NY - Joe Anuta

To ease New York's affordable-housing crisis, the de Blasio administration wants to redesign 15 city neighborhoods to allow for the construction of more apartments. Naturally, these efforts have been led by the Department of City Planning. All except one. City officials have entered into an unusual arrangement with a small nonprofit run by former Queens Borough President Claire Shulman to develop residential buildings, transportation, parks, and retail and commercial space for 60 acres of industrial property along the western border of Flushing. The organization, called the Flushing Willets Point Corona Local Development Corp., oversees a portion of the proposal for a new neighborhood to be called Flushing West, while the Department of City Planning is working as a paid contractor for the development corporation, according to interviews and documents reviewed by Crain's.

[Column: Housing boom spurred by 421-a uncertainty may continue](#)

CRAIN'S NY - Greg David

Uncertainty over the controversial 421-a tax breaks is fueling a surge in residential construction, especially in Brooklyn. The unanswered questions are whether the compromise orchestrated by Gov. Andrew Cuomo will supercharge building permits for the rest of the year and how big the decline will be in 2016.

...This surge was predictable, especially since the de Blasio administration didn't unveil its 421-a plan until late spring. Normally, the big gain in May would be offset by very little activity for the rest of the year as developers worked out the impact of a reformed tax break. The governor has changed that dynamic dramatically. Under a plan he pushed through, 421-a continues unchanged through the end of the year. This means the sliding exemption from property taxes for some two decades requires developers in Manhattan and a small area of Brooklyn to set aside 20% of the units as affordable housing, while all others get the incentive without strings. In January, a modified de Blasio plan requiring affordable housing in all 421-a projects takes effect—if real estate and unions reach agreement on construction wages. If not, the tax break disappears in January.

[Opinion: How to begin ending the commercial rent tax](#)

CRAIN'S NY - Ken Biberaj

In his recent interview with Crain's, Jacques Jiha, commissioner of the city's Department of Finance, was asked: "What taxes do you think still need to be changed?" Members of the Manhattan Chamber of Commerce were elated to see that the commissioner's answer was the commercial rent tax. Since the 1960s, this tax has been placed on businesses that pay more than \$250,000 per annum in rent. In the 1960s, that really only affected the largest of companies. Today it ensnares mom-and-pop businesses in the heart of our neighborhoods. City officials rightly decided to eliminate the CRT across the city in the mid-1990s, but left it in place in Manhattan below 96th Street. The time has come for the city to eliminate the commercial rent tax in the rest of Manhattan.

...We applaud the commissioner's honesty and forthrightness about how unfair the commercial rent tax is for Manhattan. Our hope is that Mayor Bill de Blasio will seize on this opportunity to level the playing field and address the inequality that Manhattan businesses are facing. While our goal is elimination of the tax, we believe this initial step of raising the threshold will go a long way in supporting the small businesses that continue to make our city a sought-after destination to live, work and visit.

[Is 421a here to stay?](#)

THE REAL DEAL MAGAZINE - Rey Mashayekhi

Out of a seemingly perfect storm of gridlock, an incomplete, last-minute deal on rent regulations and the 421a tax abatement program emerged in Albany late last month. But a key yet-to-be-hammered out provision could hamper developers' ability to plan projects for the rest of the year. In Albany, end-of-session packages are known as a "big ugly." And in this case, the name befits the circumstances. The sudden and shocking turnover in the leadership of both houses of the legislature — Sheldon Silver and Dean Skelos gave up their respective roles atop the Assembly and Senate amid real estate-related corruption scandals during the session — helped bring what were already going to be tough negotiations to a near impasse. That situation was exacerbated by a highly public schism between Gov. Andrew Cuomo and Mayor Bill de Blasio. The mayor proposed his own comprehensive reforms for the programs, which won the backing of the Real Estate Board of New York, but the governor labeled them "a giveaway to developers." The bill passed June 25 had something for almost everyone, but left unresolved the key issue of increasing wages for construction workers at 421a projects. Rent regulations were extended for four years, while 421a got six months.

[Want to buy a home in Manhattan, Brooklyn? Get ready to pay a lot more since a year ago](#)

NEW YORK BUSINESS JOURNAL - Lauren Clark

With the second quarter of 2015 behind us, two reports say prices for residential units in two New York City boroughs are much higher than they were in 2014. One report, from Douglas Elliman, tells New Yorkers what they already know — Manhattan is expensive. In fact, prices were so high last quarter that it broke records in four areas.

...Here's a little perspective about that number. In the legislative session that just ended in Albany, Mayor Bill de Blasio was pushing a plan to apply to "mansion tax" on some property sales to help pay for his affordable housing plan. His definition of "mansion" — homes that cost more than \$1.7 million (relax buyers of "average" priced homes in Manhattan, that tax did not get approved).

[NYC's Economic Development Agency Gets First Woman Chief](#)

NEXT CITY - Jenn Stanley

New York City Mayor Bill de Blasio named a woman to head the city's main agency for economic development this week. Maria Torres-Springer will leave her post at New York's Small Business Services agency to succeed Kyle Kimball as president of the Economic Development Corporation and become the first woman to hold the position. Torres-Springer says she hopes to bring more job opportunities to New Yorkers by helping companies and job-seekers. In an interview with the New York Times, she continually used phrases like "inclusive growth" and "inclusive innovation." She was chief of staff to the president of the development corporation during Michael Bloomberg's administration.

[Global cities expert issues warning on affordable housing](#)

ARCHITECTS JOURNAL - Will Hurst

The boss of 100 Resilient Cities has said London must tackle the threat of social inequality. World cities including London face a major threat if they fail to address a lack of affordable housing and growing social inequality, the head of an international organization seeking to make global cities more resilient to the challenges of the 21st century has said. ...He added that New York had similar challenges and that mayor Bill de Blasio was working on a major initiative to ensure that all New Yorkers lived within 40 minutes' travel of a good job. As well as providing affordable housing, this scheme involves encouraging commercial and industrial areas — traditionally located in downtown and midtown Manhattan — to other parts of the city.

[Opinion: Banking On an Affordable New York](#)

HUFFINGTON POST - Keith Mestrich

Banking is about trust. Our relationship with our customers is at the heart of how we help families find financial security and help local and global economies grow. Too often our industry has failed to earn this trust, especially when it comes to helping families with their largest investment: buying a home.

Our customers trust us with their dollars, and our communities and policymakers trust that we will lend responsibly and aggressively. In return, our government shares some of the natural risk in banking, and banks earn profits. But too many banks have cashed in without living up to our responsibility. The banking community has an opportunity to restore this trust and make good on our social contract with customers, communities, and policymakers. We should start by investing in homeownership, which has always been the foundation of the American Dream. When banks invest in both the borrower and in the products they're buying, we help our most economically vulnerable communities solve a challenge that is draining scarce resources, undermining broad-based economic opportunity, and worsening the financial barriers at the core of immobility. And in doing so, we'll create financial security that has eluded far too many families. At Amalgamated Bank, we're embracing this opportunity by doing three things right now. First, we will invest more than \$100 million to rehabilitate and build thousands of affordable housing units in New York. Mayor Bill de Blasio's ambitious and

visionary goal for 200,000 additional affordable housing units in the next decade will require a significant effort to rehabilitate standing properties across the city's five boroughs. These loans will help do that.

[‘Fox News is garbage’: Ana Kasparian hammers O’Reilly for segment demonizing NYC homeless](#)
RAW STORY - Arturo Garcia

DONALD TRUMP

[Macy's pulls Donald Trump clothing line after comments on Mexican immigrants while city will review contracts with mogul](#)

DAILY NEWS – Celeste Katz

Macy's no longer thinks Donald Trump is ready to wear. The iconic department store is pulling its line of Trump-branded clothing because of the Republican presidential contender's demeaning screed on Mexican immigrants as “rapists” and “killers.”

...On Wednesday, the de Blasio administration said in a statement the city would review its contracts with Trump, calling the business mogul's recent comments "disgusting," "offensive" and "hateful." "Trump's comments do not represent the values of inclusion and openness that define us as New Yorkers. Our Mexican brothers and sisters make up an essential part of this city's vibrant and diverse community, and we will continue to celebrate and support New Yorkers of every background," de Blasio said in a statement.

[New York City reviewing business relationships with Trump](#)

AM NY - Matthew Chayes

Mayor Bill de Blasio's administration said Wednesday it is reviewing the city's business relationships with billionaire developer Donald Trump, who is facing a backlash for his presidential campaign comments about rapists and drug dealers among Mexican immigrants. Karen Hinton, a spokeswoman for the mayor, said the review was underway but could not immediately provide details. In April, a \$260 million Trump golf course opened on the site of a former city dump in the Bronx under a deal with the city's Department of Parks and Recreation. The Trump Organization was chosen in 2010 to operate the public course -- named the Trump Golf Links at Ferry Point -- by then Mayor Michael Bloomberg's administration. The Trump Organization also manages two skating rinks and a carousel in Central Park, according to its website. There was no immediate response to an emailed request for comment to the Trump Organization. Macy's Wednesday became the latest business to announce it was breaking its ties with Trump. The retailer plans to phase out its Trump menswear collection, which has been sold at the chain since 2004, saying it has "no tolerance for discrimination in any form."

[Cancel Trump's Golf Course Contract, Bronx Activist Urges City](#)

DNA INFO - Eddie Small

Donald Trump's remarks about Mexicans could cost him his new golf course in Throgs Neck if a local activist has his way. Ed García Conde, founder of the blog Welcome2TheBronx, has started a petition calling on elected officials to cancel Trump's contract with the city for Trump Golf Links at Ferry Point in the wake of comments he made during his presidential campaign kickoff speech about the types of Mexicans who immigrate to the United States. "When Mexico sends its people, they're not sending their best... They're sending people that have lots of problems, and they're bringing those problems ..." he said. "They're bringing drugs. They're bringing crime. They're rapists. And some, I assume, are good people."

...The petition is addressed to Mayor Bill de Blasio, Council Speaker Melissa Mark-Viverito and Bronx Borough President Ruben Diaz Jr.

[New York City reviewing business relationships with Trump](#)

NEWSDAY - Matt Chayes, Emily Ngo

Mayor Bill de Blasio said Wednesday that his administration is reviewing the city's business relationships with billionaire developer Donald Trump, who is under sustained fire for his presidential campaign speech suggesting criminals were rife among Mexicans who enter the country. "We are reviewing Trump contracts with the city. Donald Trump's remarks were disgusting and offensive, and this hateful language has no place in our city," de Blasio, who is vacationing in New Mexico, said in a statement.

[New York City reviewing contracts with Donald Trump, mayor says](#)

REUTERS - Staff

New York City is reviewing its contracts with Donald Trump following comments by the developer and U.S. presidential candidate insulting Mexicans, Mayor Bill de Blasio said on Wednesday. "Trump's comments do not represent the values of inclusion and openness that define us as New Yorkers," the mayor said in a statement.

[Why Trump's Corporate Allies Are Finally Abandoning Him](#)

BLOOMBERG NEWS - Emily Greenhouse

On June 16, Donald Trump stood on the ground floor of the Manhattan trophy tower bearing his name, which dares to cast a shadow over the Apple Store. Light beamed down upon him, as teenage girls from Iowa—who'd been shopping at Tiffany's before they were asked to come rally next door—smiled for cameras and shrieked.

...And late in the day Wednesday, New York City Mayor Bill de Blasio said that that the city is reviewing its business contracts with Trump. In a statement released while on a family vacation in New Mexico, the mayor called Trump's remarks about "our Mexican brothers and sisters" hateful, offensive, and disgusting. One can be confident of a Trumpian response before long.

[Macy's cuts ties with Donald Trump, New York City reviews contracts](#)

FINANCIAL EXPRESS - Reuters

[NYC reviews contracts with Donald Trump as Mayor de Blasio rips his anti-immigrant smears](#)

RAW STORY - Reuters

[Macy's Cuts Ties with Trump Over Immigration Comments; City Reviewing Contracts Awarded to Trump](#)

NY1 - Erin Clarke

Macy officials say they're pulling all Donald Trump-brand merchandise off their shelves following derogatory comments he made about Mexican immigrants, and the city is now reviewing contracts they've awarded the presidential candidate.

...Mayor Bill de Blasio released a statement Wednesday afternoon after a petition began circulating online calling for the city to cancel the mogul's contract at Ferry Point Park in the Bronx. The statement reads, "We are reviewing Trump contracts with the City. Donald Trump's remarks were disgusting and offensive, and this hateful language has no place in our city. Trump's comments do not represent the values of inclusion and openness that define us as New Yorkers. Our Mexican brothers and sisters make up an essential part of this city's vibrant and diverse community, and we will continue to celebrate and support New Yorkers of every background."

[NYC to review Trump contracts after controversial comments](#)

FOX NEWS - Staff

New York City officials are reviewing the city's contracts with Donald Trump after statements the Republican presidential candidate made about Mexican immigrants. A spokeswoman for Mayor Bill de Blasio said Wednesday the review is currently ongoing. Trump has come under fire for controversial statements he made at his presidential kickoff last week. During the event, he said immigrants from Mexico are "bringing drugs, they're bringing crime, they're rapists, and some, I assume, are good people." He also maintained the notion there should be a wall along the southern border of the U.S.

[City now looking at Trump's golf deal in the Bronx as fallout continues from inflammatory comments against Mexicans](#)

PIX 11 - Mario Diaz

Hours after Macy's abruptly ended its business relationship with Donald Trump, PIX11 News has learned that Trump's golf course deal with the City of New York involving the much revered Trump Golf Links at Ferry Point is being examined in the fallout of Trump's controversial remarks regarding Mexicans. Mayor Bill de Blasio telling PIX11 News the following in a statement, "We are reviewing Trump contracts with the City. Donald Trump's remarks were disgusting and offensive, and this hateful language has no place in our city," said Mayor De Blasio, who then added, "Trump's comments do not represent the values of inclusion and openness that define us as New Yorkers. Our Mexican brothers and sister make up an essential part of this city's vibrant and diverse community, and we will continue to celebrate and support New Yorkers of every background."

MISCELLANEOUS MENTIONS

[Fewer New York City Students Must Go to School This Summer](#)

NY TIMES – Elizabeth Harris

Fewer students in New York City public schools have been required to attend summer school this year than in the past several years, according to data from the city's Education Department. Data from the department also shows a lower percentage of students have been held back a grade since Bill de Blasio became mayor in 2014. According to the department, about 19,000 students, or 6.2 percent of third through eighth graders, were required to attend summer school this year to proceed to the next grade. That is lower than the average over the past five years for that group, about 26,000, or 8.3 percent of students.

[New York Comptroller Faults Payment System in 39 City Agencies](#)

NY TIMES – Matt Flegenheimer

City Comptroller Scott M. Stringer sent letters to 39 city agencies on Wednesday over what he called a misuse of a payment system, suggesting that swaths of municipal spending had not received proper oversight. The payment method allowed agencies to circumvent the rules typically required for contracts, Mr. Stringer said, and restricted checks on vendors who “have demonstrated serious integrity and performance issues.”

...“The Mayor’s Office of Contract Services raised this very issue to the comptroller’s office in April of this year,” Amy Spitalnick, a spokeswoman for Mayor Bill de Blasio, said in an email, adding that the comptroller was “exaggerating” the scope of improper payments. “The administration has been assessing this issue citywide, and corrective actions have been underway for months at a number of agencies to ensure compliance with all relevant regulations while ensuring the continuity of vital services.”

[Gay Groups Marching in New York’s St. Patrick’s Day Parade Double to Two](#)

NY TIMES – Benjamin Mueller

Almost a year after the organizers of the New York City St. Patrick’s Day Parade said they were lifting a ban on openly gay groups marching, an anticipated surge in participation by gay Irish-Americans traditionally marginalized by the Roman Catholic Church has yet to materialize. This year, parade organizers permitted a single gay organization to march. And in next year’s parade, the organizers announced on Wednesday that they plan to double the number of gay groups to two.

...But Mayor Bill de Blasio, among other political leaders, described the step as too incremental and declined to march for the second consecutive year. Gay advocates criticized the organizers for selecting a group with little connection to the Irish community, calling it a response to mounting corporate pressure.

[With New Chair, NY St. Patrick's Parade to Add 2nd Gay Group](#)

NY TIMES – Associated Press

After ending a long and controversial ban on gay groups this year, the nation's largest St. Patrick's Day parade has new leadership and plans to add another gay contingent to its ranks, organizers said Wednesday. John Lahey was elected chairman on Tuesday, organizers said in a release. The choice marked the first change in the top post in more than two decades and furthers the parade's shift toward inclusiveness for gays marching openly.

...In 2014, first-year Mayor Bill de Blasio refused to march, and Guinness and Heineken withdrew their sponsorships. De Blasio still didn't join the ranks this year, saying the inclusion of just one gay delegation was too small a change.

[New York City Moves to Broaden Composting](#)

WSJ – Josh Dawsey

New York City is moving to require arenas, large hotel restaurants and food wholesalers to compost all of their food scraps, a significant expansion of the city's composting program that reaches into the commercial sector. Mayor Bill de Blasio's administration is poised to push the program, which would be mandatory for some New York businesses that generate large amounts of food waste, like the Barclays Center, Citi Field and Yankee Stadium; restaurants inside hotels with more than 150 rooms; and large food-processing plants. The city is planning to eventually require all restaurants to participate in the composting program, which began under Mayor Michael R. Bloomberg.

[Plastic-Foam Ban in City Takes Effect](#)

WSJ – Associated Press

New York City's ban on plastic foam took effect on Wednesday. The prohibition applies to single-use food-packaging products, including takeout containers and coffee cups. It also applies to “packing peanuts.” The ban was passed into law in December 2013, near the end of Mayor Michael Bloomberg's time in office. Mayor Bill de Blasio also supports the prohibition. In 2014, New York's sanitation department collected 28,500 tons of the material.

[NYCLASS' carriage horse ad blitz makes five more City](#)

[members less likely to support ban](#)

DAILY NEWS – John Spina

The backlash against an inflammatory flyer from the group trying to ban horse-drawn carriages is growing, with five more City Council members telling the Daily News they're turned off by the tactic and less inclined to support the bill. NYCLASS, the ban's most aggressive supporter, called carriage drivers "anti-gay, sexist and racist" in the flyer it sent out this week.

...The legislation to ban horse carriages, backed by Mayor de Blasio, must receive at least 26 "yes" votes in order to pass the Council.

[Lawyers for Rikers Island inmates who sued over jail brutality will earn \\$6.5M](#)

DAILY NEWS – Stephen Rex Brown

Jail abuse costs a pretty penny. Attorneys for the Rikers Island inmates whose lawsuit against the city spurred sweeping reform of the troubled jail will earn a whopping \$6.5 million, new filings revealed Wednesday. Ropes & Gray, The Legal Aid Society, and Emery, Celli Brinckerhoff & Abady will split the hefty chunk of change stemming from the settlement of the 2011 suit. "This agreement represents another strong step toward our goal of reversing the decades of abuse on Rikers and building a culture of safety for officers and inmates alike," Mayor de Blasio said.

[American flag-burning event at Brooklyn's Fort Greene Park should be shut down, state lawmakers say](#)

DAILY NEWS - Thomas Tracy

State officials are blasting a plan to burn an American flag in a historic Brooklyn park, demanding the city Parks Department shut down the event before a single match is lighted Wednesday night. "As we approach the Fourth of July, the greatest city in the world cannot stand by," State Sen. Marty Golden (R-Brooklyn) said in a statement about the "Burn the American Flags" protest at Fort Greene Park organized by the group Disarm NYPD. A Confederate flag and the American flag are expected to be burned near the park's Prison Ship Martyrs Monument off Myrtle Ave. and Washington St. at 7:30 p.m. "We maintain, unwaveringly, that both the Confederate flag, and the American flag are symbols of oppression," the group said on its website. Golden is demanding that Mayor de Blasio and the Parks Department kill the event, on the grounds that the group does not have any permits to hold the gathering.

[NYC St. Patrick's Day Parade chairman John Dunleavy ousted from post over anti-gay stance](#)

DAILY NEWS - Sasha Goldstein

Anti-gay St. Patrick's Day Parade chairman John Dunleavy has been ousted after 22 years following a decades-long dispute over the inclusion of gay groups at the annual march down Fifth Ave., according to a report. The decision, made Tuesday afternoon following a meeting involving the parade's board, comes just four days after the Supreme Court legalized gay marriage across the United States. But Dunleavy, the 78-year-old Irish-American lead organizer of the country's biggest St. Pat's celebration, had long withstood the tides of change, even as his homeland voted in May to legalize gay unions.

...The 2015 march was grand marshaled by Cardinal Timothy Dolan, but was boycotted by Mayor de Blasio for the second year in a row. "The final decision by the parade leadership was to have the one delegation from NBC, which is progress," he said at the time. "It is not . . . open to folks who would like to participate who don't work for NBC." De Blasio pointed to the parade in Boston, which is now open to the LGBT community.

[Editorial: No-class NYCLASS](#)

DAILY NEWS - Editorial

Anti-carriage-horse zealots, revved up by Mayor de Blasio's promise to send the whole industry to the glue factory — and stymied by the City Council's awakening to how terrible an idea that is — are losing their marbles and any semblance of civility. That's the only possible conclusion to be drawn from the unhinged half-million-dollar ad blitz by NYCLASS, the politically connected lobby furiously trying to shutter a perfectly legal tradition that delights New Yorkers and tourists in and around Central Park.

[Fewer students required to go to summer school this year](#)

NY POST – Joe Tacopino

School's out for more students this summer. Fewer city public school students are required to attend summer classes this year and a lower percentage have been held back a grade since Bill de Blasio became mayor, a new report said. The Department of Education said about 19,000 third- through eighth-graders, a mere 6.2 percent, were required to attend summer classes to reach the next grade in September, according to The New York Times.

[St. Patrick's Day Parade chair booted over anti-gay stance](#)

NY POST – Bruce Golding

The longtime chairman of the St. Patrick's Day Parade has been ousted over his hard-line opposition to gay groups marching in the iconic procession. John Dunleavy was replaced by a board member who was instrumental in winning a spot this year for a gay group tied to official broadcaster WNBC, according to a statement Wednesday from the organization behind the annual March 17 march up Fifth Avenue.

...Many politicians — including Mayor de Blasio — have boycotted the parade over its exclusion of gay groups that wanted to take part in it.

[Another council member comes out against de Blasio's carriage ban](#)

CAPITAL NY - Gloria Pazmino

Councilwoman Debi Rose came out against Mayor Bill de Blasio's proposed horse carriage ban on Wednesday, outlining her position in a lengthy post on Facebook. "After months of consideration and listening to constituents, I have decided that I will not support a ban on horse-drawn carriages," wrote Rose, a Democrat who represents Staten Island's North Shore. Rose's opposition comes on the same week that New Yorkers for Clean, Livable and Safe Streets released an aggressive mailer campaign that accused horse carriage drivers of using sexist, racist and homophobic "hate speech" against proponents of the ban. "I urge all sides to be respectful, I said last week, I appreciate feedback from my constituents on the North Shore of Staten Island, but repeated phone calls from all corners of the country is not helpful and makes it difficult for my staff to serve the everyday needs of people in my district," Rose wrote.

[Dirtiest heating oil now illegal in N.Y.C.](#)

CAPITAL NY - David Giambusso

Today marks the final deadline in a four-year crusade to rid New York City of the dirtiest form of home heating oil, and city officials say the battle is nearly won. The NYC Clean Heat program was among former mayor Michael Bloomberg's signature environmental initiatives. It called for all city residential buildings to get off of Number 6 oil, the heaviest and dirtiest variety, and convert to Number 4 oil, Number 2 oil, both of which are cleaner, or natural gas. As of Tuesday afternoon, the affected buildings were 95 percent in compliance, officials said. Roughly 250 buildings still need to be converted by today or face ramifications. In all, about 5,300 buildings needed to be converted. "The Clean Heat program is a great success story," said Nilda Mesa, Mayor Bill de Blasio's director of sustainability. "It has dramatically reduced air pollutants that trigger asthma. The results are measurable."

[City to push for more organic recycling](#)

CAPITAL NY - David Giambusso

Landfills around New York may soon be unburdened of thousands of tons of discarded peanuts and Cracker Jack as the city moves to divert organic waste that's generated in large ballparks and arenas as well as in hotels and food wholesalers. In an announcement expected Thursday, sanitation commissioner Kathryn Garcia will begin the first big wave of mandatory recycling of organic material—food, yard waste and some soiled paper products—for stadiums seating more than 15,000 people, hotels with more than 150 rooms and food distributors with more than 20,000 square feet. "This proposal represents the first step toward achieving our Zero Waste goals for businesses by identifying those establishments who are best able to separate a clean organics stream suitable for composting or conversion into clean, renewable fuel," Garcia said. Mayor Bill de Blasio has set a goal of reducing the amount of waste sent to landfills by 90 percent by 2030.

[\[PRO\] De Blasio adds another \\$675 M. to health care reserve](#)

CAPITAL NY - Sally Goldenberg

[\[PRO\] E.D.C. seeks to boost broadband access](#)

CAPITAL NY - Miranda Neubauer

[Councilwoman Says NYCLASS Drove Her to Oppose Horse Carriage Ban](#)

NY OBSERVER - Ross Barkan

A Staten Island councilwoman said today that relentless lobbying from NYCLASS drove her to do the opposite of what they wanted—vote for a ban of horse-drawn carriages in New York City. Councilwoman Deborah Rose, a Democrat, ripped the influential animal rights group for jamming her office's phone lines and constantly sending mailers, Facebook messages and tweets about the ban, telling friends and followers on Facebook that she had decided to oppose a ban, despite being an "animal lover." "After months of consideration and listening to constituents, I have decided that I will not support a ban on horse-drawn carriages," Ms. Rose wrote. "I appreciate the vocal conversation that this issue has

generated, but the more I study this issue, the more clear it is to me that the carriage horses are well-treated, in most cases by carriage drivers who grew up with horses on farms.” Adding that it “would be wrong to deprive the drivers of their beloved horses and livelihood, and to deprive New York City of the quality jobs and the character that these horse-drawn carriages contribute,” she aimed her fire at NYCLASS. “I appreciate feedback from my constituents on the North Shore of Staten Island, but repeated phone calls from all corners of the country is not helpful and makes it difficult for my staff to serve the everyday needs of people in my district.”

...Ms. Rose’s decision to oppose the ban is another blow to NYCLASS and Mayor Bill de Blasio, who vowed to remove horse carriages from city streets on his first day in office. A year and a half later, Mr. de Blasio and Council Speaker Melissa Mark-Viverito appear no closer to passing a bill, despite the support of a vocal minority of council members and animal rights activists.

[Pedestrian Deaths Holding Steady in NYC](#)

WNYC - Kat Aaron

New York City Mayor Bill de Blasio made reducing traffic deaths a major priority for his administration, lowering speed limits and cracking down on dangerous driving. But the number of pedestrians killed hasn't budged: 60 have died so far in 2015, the same number as this time last year. The number of children killed has also held steady at six, year to date. The mayor's spokesman Wiley Norvell said on Monday the city is implementing additional safety efforts. "Our second major season of street redesigns just began, including on notoriously dangerous corridors like Queens Boulevard, and we expect to see further safety gains as a result," he said.

[Albany Leaves de Blasio's MTA Board Picks in Limbo](#)

WNYC - Karen Rouse

State legislators cleared out of Albany last month, wrapping up a legislative session that ended a week late and in a last-minute flurry of activity. But one matter the State Senate didn't take care of before returning to their districts was the confirmations of Mayor Bill de Blasio's three picks for the Metropolitan Transportation Authority board. Four of the seats on the 23-member board are reserved for New York City. One seat is already held by Polly Trottenberg, the city's transportation commissioner. Two others are held by John Banks III and Jeffrey Kay — holdovers from Mayor Michael Bloomberg's administration whose terms have expired. One remains vacant. De Blasio nominated David Jones, Ydanis Rodriguez and Veronica Vanterpool. With Trottenberg, they round out the four seats that the city's mayor can name to the MTA board. Gov. Andrew Cuomo submitted the three names to the Senate for confirmation. The governor also appointed two others to the board — his former top aide, Larry Schwartz, and Peter Ward, president of the New York Hotel & Motel Trades Council.

[Radio: The New City Budget](#)

WNYC - Brian Lehrer

City Council Speaker Melissa Mark-Viverito talks about the just-passed FY 2016 city budget, as well as recent criminal justice reform legislation.

[Uber protests NYC plans to curtail expansion](#)

AM NY - Emily Ngo

Uber officials faced off with City Hall Tuesday over a City Council proposal to curtail the rapid spread of app-dispatched for-hire vehicles while studying the environmental impact of the industry. Representatives of the popular livery service said city leaders have unfairly targeted them and argued that the legislation to temporarily cap the number of Uber and similar vehicles would cost 10,000 Uber jobs. "Does it really make sense to say that Uber drivers and riders are the only cause for the age-old problem of congestion?" Josh Mohrer, general manager of the company's New York office, asked at a rally outside City Hall with about 50 drivers, riders and supporters.

...The legislation would restrict companies based on the number of vehicles a dispatching base has in its fleet while an environmental review lasting about one year is conducted. A moratorium may be proposed after the study. The measures have the support of Mayor Bill de Blasio, his spokesman Wiley Norvell said. Uber said it has 26,000 vehicles in New York, including thousands of cars used only part-time for livery work. The city said there are currently 63,000 for-hire vehicles on the streets, including outer-borough-based green taxicabs.

[City reps offer no specifics about North Shore storm-protection plan](#)

SI ADVANCE - Virginia Sherry

Two representatives from the Mayor's Office of Recovery and Resiliency disappointed residents who attended the Waterfront Committee meeting of Community Board 1 on Tuesday evening, June 30, expecting to learn more about the

city's efforts to protect North Shore communities from future superstorms like Hurricane Sandy. "I was hoping for more of a presentation about city resiliency measures," Beryl Thurman, executive director of the nonprofit North Shore Waterfront Conservancy, told Patrick Ryan, one of the two representatives from the mayor's office. "It's almost three years since Sandy and I'm looking for answers from the city at these meetings," she said. "What is the plan -- from Fort Wadsworth to Arlington? We need something specific. You guys are moving way too slow."

[Begins ban on foam containers](#)

EL DIARIO - Staff

New York has many names: polystyrene foam, Styrofoam, foam. But what is clear is that from midnight on Wednesday the business of the city of New York can not continue to use to deliver food to their customers. Restaurants, food carts and dispatch services should replace other materials such as cardboard or plastic. "It is an important step towards our goal of having a greener city, by eliminating about 30,000 tons of polystyrene waste from our landfills, streets and waterways step," said Mayor De Blasio when he announced the move in January .

[July is the "Month of the pride of the disabled"](#)

EL DIARIO - Staff

In honor of the fifth anniversary of the Americans with Disabilities Act (ADA), Mayor Bill de Blasio declared July as "Pride Month disabled people" and announced that he will be holding a parade to commemorate the historic legislation. Senator Tom Harkin, a Democrat from Iowa who was the author of the ADA, will be the grand marshal at the stop to be held on Sunday July 12. "Americans with Disabilities Act is one of the most important laws of civil rights history," said de Blasio.

[City will bring high-speed broadband to digital deserts in Brooklyn and Queens](#)

CRAIN'S NY - Matthew Flamm

City Hall may be stalled so far in its fight with Verizon over its FiOS deployment, but it is making progress on another front in its campaign for universal broadband access. The city Economic Development Corp. announced Wednesday the launch of a program to bring high-speed Internet access to so-called digital deserts in Brooklyn and Queens. At least a year in the making, the \$5.3 million public-private partnership called Connect IBZ will bring high-speed commercial broadband networks to three industrial business zones in Brooklyn and one in Long Island City, Queens. More than 5,000 businesses in the four neighborhoods stand to benefit. The city will be supporting the rollout with \$1.6 million from the state's Connect NY broadband grant program. The remaining funding will come from two providers, Xchange Telecom, a fixed wireless provider, and Stealth Communications, which will be building a fiber-optic cable network underground.

[NYC Pride March takes on new life after marriage equality ruling](#)

USA TODAY - Staff

Two days after the Supreme Court legalized gay marriage across the country, millions of people in rainbow-striped shirts, headbands, flower necklaces, tutus, capes, wigs and even eyelashes lined Fifth Avenue for the New York City Pride March on June 28, 2015. The parade is part of an annual series of events commemorating the Stonewall riots — a three-day protest against police harassment of gay patrons at the Stonewall Inn and a watershed moment in the LGBT movement. The parade featured several new chants this year, namely "All 50 states" and "Love won."

...New York Mayor Bill de Blasio slapped high-fives with spectators while a Netflix float — which featured several cast members of Orange is the New Black and gay British actors Ian McKellen and Derek Jacobi — waved to the crowd from the sunroofs of Fiat 500s.

[A Budget Victory for NYC Military Veterans](#)

GOTHAM GAZETTE - Joe Bello

With almost half of Mayor Bill de Blasio's term in office complete, it has been well-documented that military veterans have seen a number of administration policies as perplexing and frustrating. What's made this all the more disappointing is that the mayor has unique insight into the difficulties veterans and their family members face through the experience of his own father, a World War II veteran who struggled when he came home. As a result of the administration's decisions and the belief that we weren't being heard, my group (NY MetroVets) banded together with several other veterans groups to push for real progress. After months of testimony at hearings and engaging with local elected officials and the media - while keeping the veterans community informed and engaged - our hard work paid off in the city budget. Late last week the City Council voted to adopt the New York City Fiscal Year 2016 budget. The spending plan, which starts July 1, contains an increase of almost \$2.9 million dollars for veterans services.

[Gentile obtains \\$2.5 million for Dyker Park field](#)

BROOKLYN DAILY EAGLE - Paula Katinas

The field at Dyker Park will be getting a makeover thanks to \$2.5 million in city funding, according to Councilmember Vincent Gentile, who said he worked to make sure the money was included in the recently completed city budget. “The soccer field is in deplorable condition and this funding will allow for new synthetic turf to be installed,” Gentile (D-Bay Ridge-Dyker Heights-Bensonhurst) said. Gentile was also able to secure funding for the restoration of the track and athletic field behind Fort Hamilton High School in Bay Ridge. The city budget also contains funding for cleanup projects in Gentile’s district. “I have successfully secured nearly \$200,000 in new funding for clean up operations within the district,” he said. “This figure is nearly triple the amount I allocated last year to improve the quality of life in our neighborhoods. Constituents will soon see a difference on the streets.” “I had one goal in mind during this year’s budget process: to address as many needs as I could to improve as many lives as I could,” Gentile said.

..Mayor Bill de Blasio, Council Speaker Melissa Mark-Viverito and other officials announced the budget agreement on June 22. The new budget for Fiscal Year 2016 took effect on July 1.

[Constantinides Helps Pass Fiscal Year ‘16 City Budget](#)

QUEENS GAZETTE - Staff

The City Council voted to adopt a balanced and fiscally responsible Budget for Fiscal Year 2016 (July 1, 2015 – June 30, 2016). The budget includes the hiring of additional police officers, six-day library service, new and enhanced City Council initiatives, services for seniors and children, and capital funding for parks and schools. “I am proud of this year’s balanced city budget that includes many City Council priorities. This fiscally responsible budget will ensure that our streets are safer and cleaner, that our libraries are open six days per week, and is inclusive of children and seniors. The budget will also bring educational, environmental, and recreational improvements to our district. I thank Mayor de Blasio, Speaker Melissa Mark- Viverito, and Finance Committee Chair Julissa Ferreras for their leadership. I look forward to implementing these priorities that will benefit our communities and make our city more inclusive, sustainable, and engaged,” Constantinides said.

[‘Whistleblower’ Teacher Alleges City Retaliated](#)

QUEENS GAZETTE - Lizz Goff

Parents of students at William Cullen Bryant HS are raging over the removal of a physical education teacher who filed a complaint earlier this year, claiming school officials could not account for approximately \$195,000 collected from students to support physical education and student activities at the Astoria school. Teacher Peter Maliarakis was slapped with 12 charges of insubordination and incompetence and was ordered to sit at a student desk in the main office at the school, according to a former PTA president.

...Maliarakis told the Gazette earlier this year, that he sent an email to Mayor Bill de Blasio, Schools Chancellor Carmen Fariña, and other officials in September 2014, telling them he had just two basketballs for 150 students to use in his three boys’ gym classes at the school.

[Thanks To Supreme Court Millions Keep Health Care](#)

QUEENS GAZETTE - Staff

Congresswoman Carolyn Maloney (D–Queens/Manhattan) released the following statement last week, in reaction to the King v. Burwell US Supreme Court ruling, which upheld tax credits for those who have purchased health insurance through the Affordable Care Act’s federal exchange. Maloney’s statement reads: “After countless repeal votes and multiple legal challenges, the Affordable Care Act is still standing strong and helping millions of Americans afford health insurance. Today the court dealt a 6-3 blow to the right wing, providing yet again that the Affordable Care Act is here to stay.

...MENG HAILS MAYOR’S LUNAR NEW YEAR DECISION: Mayor de Blasio has decided to add the Lunar New Year as a school holiday for students of Asian families who celebrate the Lunar New Year. The mayor had pledged to do that during his 2013 election campaign, but had not gotten around to it, to the dismay of many families.

[Kids get new school holiday](#)

RIVERDALE PRESS - Isabel Angell

Public school students in New York City will have a new holiday next year: Lunar New Year. Starting in the 2015-2016 school year, the Department of Education (DOE) will officially observe the secular holiday that is celebrated across Asia. This coming year, schools will close on February 8, 2016. According to The New York Times, some schools with large Asian populations see as many as 80 percent of their students absent on the holiday. The Asian communities in New York City have been lobbying to get the Lunar New Year nam ay for years. “We pledged to families we would keep

working until we made Lunar New Year an official school holiday, and today we are keeping that promise,” said Mayor Bill de Blasio. “We are proud to be the largest school district in the nation to recognize the heritage of our Asian-American community by recognizing Lunar New Year. We thank the legislators and community advocates who worked so hard to make this possible.”

[NYC proposal would limit for-hire vehicles](#)

SENTINEL REPUBLIC - Staff

Uber has found itself fighting the city once again. The legislation would restrict companies based on the number of vehicles a dispatching base has in its fleet while an environmental review lasting about one year is conducted. City officials including the Commissioner for the Department of Transportation testified at the hearing. But having an impact study before issuing more licenses would put companies like Uber on par with the requirements for taxis, said Council Member Ydanis Rodriguez, New York City Council’s Transportation Committee Chair and sponsor of two bills: one to start the impact study and one to cap growth during the study. Licenses would be limited through the completion of a study on the impact of growth in the taxicab and FHV industries on the environment, or until August 31st of 2016, whichever comes first. “Three months ago, a trade group of medallion owners proposed a cap on for-hire vehicles”. Supporters entered the grounds five at a time and joined the protest once they passed the security check point. Josh Mohrer, general manager of the company’s New York office, asked at a rally outside City Hall with about 50 drivers, riders and supporters. Joshi encouraged existing Uber drivers to lease out their cars and trucks to other drivers. Sure, City Hall is right to be concerned about congestion, but the problem here goes beyond that. ...The measures have the support of Mayor Bill de Blasio, his spokesman Wiley Norvell said.

[NYC proposal would limit for-hire vehicles – Business](#)

THE BELL JAR - Staff

Uber has found itself fighting the city once again. Outside City Hall, supporters of the service warned of the consequences of the new bill, which would put a growth cap on the number of for-hire vehicle licenses in the city while the city studies how e-hail companies are affecting traffic. Uber has said it plans to add 10,000 new drivers in the city by the end of the year. With 26,000 registered vehicles, Uber still only represents roughly “1% of the total amount of the 2.7 million cars that enter Manhattan every day”, Mohrer noted. ...Mohrer argues that the city’s politicians, including Rodriguez and mayor Bill de Blasio, are merely providing a political reward to their contributors in the taxi industry.

[FASHION INDUSTRY HAS YET TO REAP BENEFITS OF MAYOR'S EXPANDED 'MADE IN NY' INITIATIVE](#)

FASHIONISTA - Chantal Fernandez

Mayor Bill de Blasio has dutifully made an appearance at the beginning of each New York Fashion Week since his inauguration in January 2014. This past February, he upped the ante by announcing plans to triple the city's investment in "Made in NY" fashion initiatives — programs designed to benefit manufacturers, designers, emerging companies and students — from \$5 million to \$15 million. So where is all this money going? The announcement specified the programs would roll out throughout 2015, but so far only initiatives put in place before de Blasio's time have really benefitted from the additional funding, industry members say.

[Felder: City Must Stop Illegal American Flag Burning Rally Scheduled For Tonight](#)

YESHIVA WORLD NEWS - Staff

State Senator Simcha Felder, Chairman of the Senate Committee on Cities and former NYC Councilmember who instituted the recital of the Pledge of Allegiance before every Council meeting, issued the following statement: “I join my colleague, Senator Marty Golden, in calling upon Mayor Bill de Blasio, Police Commissioner Bill Bratton and Parks Commissioner Mitchell Silver to immediately arrest any “DisarmNYPD” protesters who attend tonight’s unlawful event and prosecute them to the fullest extent of the law. They do NOT have a permit. These anarchists must abide by the law just like anyone else. If they hate this country so much, I’d be happy to sponsor a one-way ticket to North Korea or Iran.

[EXCLUSIVE: New NY parade chairman is Dr. John Lahey -- will reach out to solve gay issue](#)

IRISH CENTRAL - Debbie McGoldrick

Dr. John Lahey, 69, president of Quinnipiac University in Connecticut, has been named the new chairman of the Board of Directors of the New York St. Patrick’s Day Parade, Inc., and will also authorize the inclusion of a second LGBT group to march in next year’s event, the Irish Voice and IrishCentral have learned. Lahey, formerly vice chairman of the board, replaces John Dunleavy as chairman.

...Lahey, grand marshal of the parade in 1997, took the lead with Fitzsimons in issuing the invitation to OUT@NBCUniversal to march this year, the first time a gay group was given a place in the line of march. However, the move still came in for criticism because of the lack of Irish LGBT representation, and politicians, led by Mayor Bill de Blasio, continued to boycott the march.

[Mayor De Blasio's "Made In NY" Venture Hasn't Reached It's Full Potential Yet, But Give It Time](#)

BUSTLE - Tyler Atwood

New York City is fiercely protective of its native artistic ventures, and Mayor Bill di Blasio's pledge to increase the fashion industry's Made in New York grant by \$10 million initially seemed in favor of that initiative. However, as any politically-informed city dweller knows, there is a vast chasm between promising change and actually executing it. Despite the mayor's grand claims, Fashionista reports that few positive changes have actually been enacted — as of yet. (UPDATE: A representative from the NYCEDC reached out to Bustle with the following comment regarding the timeline for the program's implementation: “[P]lans are moving forward on the entire suite of initiatives and they will all be in place by the end of the year, as promised all along.”)

[Homophobic St. Patrick's Day Parade Chair Gets The Boot](#)

GOTHAMIST - Emma Whitford

The St. Patrick's Day Parade and Pride don't have very much in common: The same Mayor who boycotted the former, broke out a festive tie for the latter; the only rainbows you're likely to see on Fifth Avenue on St. Patrick's Day are hoisted by protestors; and we're pretty sure cops don't get down quite so jubilantly for St. Paddy.

...Not even the combined influences of Cardinal Dolan, Guinness, Heineken, the Irish government and Bill de Blasio could sway him, Irish Central reports. No, no, Dunleavy insisted, gay groups hoping to sign up next year would “have a problem.”

[Protesters Burn American Flag In Fort Greene Park; Opponents Rush In](#)

CBS 2 - Staff

A group made good on a plan to burn at least one American flag during a protest in Fort Greene Park in Brooklyn Wednesday night. But dozens of opponents of the protest stepped in and prompted the protesters to scatter. The group Disarm NYPD announced that it would burn both American and Confederate flags at the protest, and called them both objectionable symbols. “We maintain, unwaveringly, that both the Confederate flag, and the American flag are symbols of oppression,” the group said.

...Mayor Bill de Blasio issued a statement through his deputy press secretary, Monica Klein, also denouncing the protest. “This protest is a divisive, disrespectful way to express views, and does not reflect the values of our city. The American flag represents national unity, our shared ideals and honors the brave women and men who have served our country,” said the Mayor's office statement, issued before the protest.

[Opinion: Opinion: Dominicans wrongfully characterized as racist, immoral and unlawful](#)

FOX NEWS LATINO - Jonathan D'Oleo

Thucydides famously said “right, as the world goes, is only in question between equals in power, while the strong do what they can and the weak suffer what they must.” So is the case with the Dominican Republic before the United States and other rich countries who, in face of the Dominican government's decision to set a deadline to deport illegal immigrants, got on their high horse to rebuke the country for enforcing its laws on immigration. One of the quickest and slickest in jumping on his moral stallion has been Bill de Blasio, the Mayor of New York City. Speaking at the Malcolm X and Dr. Betty Shabazz Memorial and Education Center in Washington Heights, Mr. de Blasio thoughtlessly and irresponsibly accused the Dominican government of incurring in an “illegal act” that is “immoral and racist.” Moreover, Amnesty International, a human rights organization, said it is “concerned many Dominican-born people with a legitimate right to stay could be removed because they lack documentation.”

[New York City's 'Styrofoam' ban goes into effect](#)

MSNBC - Staff

Maybe yesterday you were drinking coffee from a white foam cup. Well, today that cup is a controlled substance in New York City, a piece of contraband with steeper fines attached to it than those for marijuana offenses. The city probably won't break down any doors in search of the white squeaky stuff, but as of July 1 New York is the largest city in America to prohibit the sale, possession and distribution of single-use polystyrene foam, commonly known as Styrofoam.

Businesses will have a six month grace period before being fined, but consumers should say their final goodbyes to foam cups, plates, clamshells, coolers, hard plastic-like utensil king peanuts.

...“These products cause real environmental harm and have no place in New York City,” Mayor Bill de Blasio said in a release about the ban.

Agency Mentions:

[June Crimes in New York City at Lowest Since '94](#)

NY TIMES – Al Baker

New York Police Commissioner William J. Bratton on Wednesday said that last month was the city’s lowest-crime June since 1994, when he was in his first stint leading the Police Department, in an era of much higher crime rates. At the current pace, Mr. Bratton said, the city is poised to log fewer than 100,000 major crimes — including murder, rape, robbery, felony assault, burglary, grand larceny and auto theft — this year, a low unseen since such records became reliable and consistent in 1993.

[City Reports No Fire-Related Deaths in June](#)

WSJ – Associated Press

New York City fire officials said June was the first month in 150 years that there wasn’t a fire-related death in the city. New York City Fire Department Commissioner Daniel Nigro on Wednesday credited stepped-up prevention efforts. So far this year, there have been 29 reported fire-related fatalities in the city. June marked the first month without a fire-related death since the department began keeping track of fatalities in 1916. The highest number of deaths from fires in New York City occurred in 1970 when 310 people were killed.

[Mosquitoes Infected With West Nile Found](#)

WSJ – Associated Press

The New York City health department says the West Nile virus has been detected in mosquitoes, but no human cases have been reported so far this season. The infected mosquitoes were collected from the neighborhoods of Glen Oaks in Queens and New Dorp Beach on Staten Island. The health department is setting up more traps and treating catch basins, marshland and areas that have standing water.

[Motorcyclist Gets 3½ Years for 2013 Assault](#)

WSJ – Thomas MacMillan

A man who took part in a 2013 assault by a group of motorcyclists on the driver of an SUV was sentenced Wednesday to 3½ years in prison. Jason Brown, of Brooklyn, pleaded guilty in March to charges of assault in the second degree and riot in the first degree in connection with the Sept. 29, 2013, attack in which Alexian Lien was dragged from his Range Rover and beaten by several motorcyclists in Washington Heights.

...Eleven motorcyclists—including an undercover New York City police officer—either pleaded guilty or were convicted of charges in the incident.

[NYPD sees increase in recruiting black cops](#)

DAILY NEWS – Thomas Tracy

The NYPD is seeing some success in bringing more black cops to the force. Police Commissioner Bill Bratton said 11% of the 822 NYPD recruits graduating Thursday are black. In the next class, which is expected to be 1,200 recruits, 16% are expected to be African-American, he said. Many minority candidates dropped out of the recruitment process, which took up to four years to complete, he said. “We have seen a significant increase in a very short amount of time of black candidates coming back into the process,” said Bratton.

[FDNY records no deaths in June, a first in department’s 150-year history](#)

DAILY NEWS – Joseph Stepansky

FDNY smokeaters have a new reason to celebrate — June was the first month in the department’s 150-year history in which not a single person was killed in a fire in the five boroughs, the agency’s commissioner announced Thursday. There had previously not been a month without a fire fatality since the department started keeping accurate records in 1916, said a spokesman for Fire Commissioner Daniel Nigro. The commissioner had more good news: In the past five years, between 2010 and 2014, there were fewer fire fatalities citywide than during any five-year period on record, he said.

[Fewer city kids attend remedial summer school classes as enrollment falls](#)

DAILY NEWS – Ben Chapman

Fewer city kids will attend remedial summer school in 2015, Education Department officials said Wednesday, marking the second consecutive year of declining enrollment in the mandatory classes. City public school principals referred 19,422 students to summer school classes in 2015, down from 22,570 in 2014. And the 2014 total was down from 32,205 in 2013, the last year that former Mayor Michael Bloomberg controlled the city schools. Education officials also revealed Tuesday that the percentage of students held back a grade fell from 2.5% in 2013 to 1.2% in 2014.

[City Councilman wants more cops — on top of the 1,300 already on the way](#)

DAILY NEWS – Erin Durkin

The City Council scored 1,300 new cops in the just-passed city budget — but one Bronx pol says he's aiming for more. "I'll be back next year asking for more cops," said Councilman Jimmy Vacca (D-Bronx), noting the department has shrunk by 6,000 officers since the Sept. 11 attacks. "We are down 6,000, so I do want to say this is a good down payment," he said. "If we're in a good budget situation next year, we have to go back to the well and we have to make sure that we keep filling the large gap that we were left since the World Trade Center attack."

[Protesters clash at American flag burning event at Fort Greene Park](#)

DAILY NEWS – Chauncy Alcorn, Thomas Tracy

A protest at Brooklyn's Fort Greene Park Wednesday night exploded into a heated confrontation between rival demonstrators over the burning of an American flag. Anti-racism and police brutality protesters organized by a group called Disarm NYPD were chased from the park by a group of angry pro-flag supporters after burning a Confederate battle flag and an American flag in the middle of the park. Witnesses say a pro-flag demonstrator snatched the burning American flag before others chased the anti-flaggers away.

[NYPD will shackle legs of all violent crime suspects after handcuffed man got away in Harlem](#)

DAILY NEWS - Thomas Tracy, Tina Moore

The NYPD plans to shackle the legs of all suspects charged with violent crimes in the wake of last week's prisoner escape in Harlem, police said Wednesday. Attempted murder suspect Tareek Arnold, 23, who was in handcuffs but not leg shackles, bolted on June 23 and hasn't been seen since. He was seen on surveillance video outrunning two uniformed cops who had been escorting him to a vehicle to take him to court. No detectives were put on modified assignment as a result of the escape. Police believe Arnold may have fled for Westchester. Cops said he was a member of a gang that calls itself Forty Wolves and that they were interviewing scores of his associates.

[Ramsey Orta, who filmed Eric Garner arrest, nabbed for selling drugs: cops](#)

DAILY NEWS - Thomas Tracy, Tina Moore

The man who videotaped Eric Garner's chokehold death was busted in the East Village on Tuesday night for selling drugs, cops said. Ramsey Orta was arrested at Sixth St. and Avenue C when he sold drugs to an undercover cop, cops said. He was charged with criminal sale of a controlled substance in the third degree. The man who filmed the infamous cell phone video of Garner being taken down by Police Officer Daniel Pantaleo on Staten Island last July 17 has had problems with the law before. Orta was previously busted in February for allegedly selling drugs to an undercover cop. He has repeatedly claimed he was being harassed by police.

[NYC sees safest June in 20 years](#)

NY POST – Aaron Feis, Shawn Cohen, Bob Fredericks

There were fewer major crimes in the city last month than in any month of June since cops started compiling detailed statistics in 1993, the NYPD said Wednesday. Murders dropped to 23 this year from 37 during June 2014, a 37 percent decline, and there were also dips in shootings, rapes, assaults, robberies and car thefts. "It's been a very successful month in terms of crime in New York City," Commissioner Bill Bratton said during a wide-ranging news conference in which police brass also detailed security measures for the July 4th weekend but said they knew of no credible threats against the Big Apple.

[Council Speaker touts more cops, but wants them on a tighter leash](#)

NY POST – Michael Gartland, Bob Fredericks

Just two days after a City Council hearing on bills that NYPD brass said would handcuff cops, Speaker Melissa Mark-Viverito and her Bronx colleagues staged an event in the borough touting the 1,300 new officers that the city plans to hire. "We want officers to not just react to crime but to be part of the solution, who are focused on not just crime stopping, but crime prevention. That is why the City Council fought for more officers," the speaker said outside Bronx Supreme Court.

[Daughters honor fallen FDNY dad at memorial ceremony](#)

NY POST – Danika Fears

The adorable daughters of an FDNY firefighter who died in the line of duty honored their heroic dad during a plaque-dedication ceremony in Brooklyn on Wednesday morning. Lt. Gordon “Matt” Ambelas, 40, perished on July 5 in a Brooklyn apartment blaze, leaving behind wife Nanette and their little girls, Giovanna, 6, and Gabriella, 9.

[9/11 hero a \\$5M lottery winner](#)

NY POST – Gabrielle Fonrouge, Susan Edelman

A city firefighter forced to retire due to Ground Zero ailments won \$5 million jackpot with a New York Lottery scratch-off ticket, The Post has learned. Carmelo Mercado, of Harriman in Orange County, hit paydirt with a \$20 “Cash X 100” ticket, sources said. Mercado, 63, a retired member of FDNY Battalion 49 in Astoria, told The Post he had initially purchased one ticket, but then decided on a whim to purchase another — which won. “I was in shock,” he said. “I couldn’t believe it, to be honest with you. I didn’t sleep for two days after it happened. My mind went totally blank.”

[100 Rikers guards to wear body cameras as part of settlement](#)

NY POST – Rich Calder

One hundred selected Rikers Island guards and supervisors will be required to wear body cameras as part of a proposed settlement filed Wednesday. The 63-page settlement proposal, expected to be ratified by a Manhattan federal judge this fall, was filed by the feds two weeks after the de Blasio administration announced it would end the longstanding legal fight. The proposal also bars the use of “high-impact force” unless the guard or other person is in “imminent danger.”

[911 operator indicted for using fake doctor’s notes to skip work](#)

NY POST – Shawn Cohen

A city 911 operator lied about being too sick for work, allegedly using fake doctor’s notes to weasel out of work 35 times, law-enforcement sources said Wednesday. Saleemah Brown, 36, of Brooklyn, an NYPD communications technician, allegedly doctored the dates on some real doctor’s notes between December 2012 and April 2014 to duck mandatory overtime, sources said. She was indicted on charges including falsifying business records, filing a false instrument and tampering with public records, police said. She was released without bail, pending her next court appearance July 10.

[Cops save anti-NYPD flag-burners from angry bikers](#)

NY POST – Barielle Fonrouge, Ben Feuerherd, Joe Tacopino

Now, they probably love the cops. A group of flag-burning anti-NYPD protesters needed New York’s Finest to save their skin from a gang of angry bikers who tried to pummel them in a Brooklyn park for setting Old Glory ablaze Wednesday. The fiery stunt by a few dozen members of the group Disarm the Police led to a chaotic scene at about 8 p.m. in Fort Greene Park, when the activists enraged 40 members of the Hallowed Sons Motorcycle Club by roasting the flag on a tiny barbecue grill.

[‘Little Miss Dangerous’ cop busted again after bike crash](#)

NY POST – Jamie Schram, Aaron Feis, Chris Perez

Little Miss Dangerous, indeed! NYPD cop Stacey Staniland lived up to her biker nickname Wednesday morning when she was arrested for the third time in eight months — after she slammed her motorcycle into two cars on Staten Island. The New Brighton resident was turning her Honda CBR600RR from Davis Avenue onto Henderson Avenue just after 11 a.m. when she spun out and smashed into the vehicles at a red light.

[Man who recorded Eric Garner death busted for selling ecstasy](#)

NY POST – Rebecca Rosenberg, Natasha Velez

The career criminal who recorded the police choke-hold death of Eric Garner was busted again — this time for selling an undercover cop ecstasy, authorities said Wednesday. Ramsey Orta, 23, was arrested in the East Village Tuesday night after he sold the officer three baggies of the club drug molly for \$40, according to police. Orta, who captured the cellphone footage of Garner being placed in a chokehold by an NYPD cop July 17, sparking a national outcry, insists his legal woes are a result of police retaliation.

[Editorial: Bill Bratton delivers his promised crime drop in June](#)

NY POST - Editorial

Looks like Police Commissioner Bill Bratton is making good: He said he’d put a lid on this year’s crime spike, and he has — for one month, at least. New data out Wednesday shows a notable dip in crime across the board last month, making it the

safest June since the NYPD started compiling detailed stats in 1993. Murders dropped to just 23, down from 37 last year, a 38 percent dip. The number of shootings was also down: 108 this year, versus 121 in 2014 — an 11 percent decline.

[NYPD on security measures for July 4th](#)

CAPITAL NY - Azi Paybarah

The NYPD is putting in place its most comprehensive counterterrorism effort to date for a July 4th event because of an increase in threats worldwide, a police official said Wednesday. However, John Miller, the department's deputy commissioner for intelligence and counterterrorism, said there have been no specific or credible threats made against New York City or to the Macy's 4th of July Fireworks show. "Uniformed counterterrorism officers with radiation detection pagers plus radiation detection boats" in the harbor near the fireworks barges in the East River, is part of what Miller described as an "overlay" of security being put in place.

[\[PRO\] 'Civic hacker' compiles rent regulation data](#)

CAPITAL NY - Miranda Neubauer

[Local Councilwoman Condemns Planned Brooklyn Flag Burning](#)

NY OBSERVER - Will Bredderman

Brooklyn Councilwoman Laurie Cumbo attacked an online anarchist group's plans to ignite American and Confederate flags tonight in a park in her district—an act the radicals intend to protest the murder of nine black churchgoers by a white supremacist in Charleston, S.C. last month and what they called "America's long history of institutionalized racism and murderous violence against black people." Ms. Cumbo, a black Democrat representing a traditionally African-American but swiftly gentrifying swath of the borough, criticized the group "Disarm the NYPD" and its planned 7:30 flag burning in Fort Greene Park in a statement sent to the Observer. She characterized the destruction of the flags as both a gesture of despair and as little different from the methods historically employed by racist groups.

...Starting fires on city Parks Department property is illegal, and it is unclear if the protesters will be able to go forward with the incineration. State Senator Martin Golden of Brooklyn and Assemblywoman Nicole Malliotakis of Staten Island, both Republicans, have called on the NYPD to prevent the demonstration.

[Radio: What Changes Have You Seen in Neighborhood Policing?](#)

WNYC - Brian Lehrer

It's been almost a year since Eric Garner's death brought low-level crimes and broken windows policing under scrutiny. What changes in policing have you noticed in your neighborhood? What changes have you seen in general? What gives you hope? What gives you pause? Call in: 212-433-9692.

[NYC muni-meter law that allows pre-payment takes effect](#)

AM NY - Karina Cuevas

A muni-meter law that allows drivers to pre-pay up to an hour before regulated times went into effect Wednesday. Council member David G. Greenfield proposed the legislation, which was passed by the City Council in 2013. Due to complexities in Greenfield's law and the need for a muni-meter software update, the Council gave the Department of Transportation two years to make all the necessary changes. "Today marks an important day for driving New Yorkers," said Councilman Greenfield. Under the law, drivers can pay up to an hour before the meter regulations go into effect. Also, the meters are forced to shut down when payment is not needed for parking. Finally, the law shuts down muni-meters when it runs out of paper receipts.

[NYPD force will be 'most complex' ever for July Fourth, officials say](#)

AM NY - Anthony Destefano

The NYPD is pulling out all the stops for the July Fourth weekend, deploying what is likely to be its largest counterterrorism operation ever used for the national holiday, following overseas attacks and other activities motivated by the Islamic State group, officials said Wednesday. Stressing familiar words -- that there is no known credible threat against New York City -- Commissioner William Bratton and his staff told reporters at a special crime briefing that the public should enjoy the holiday, but remain watchful for anything suspicious. "This may be potentially the most complex counterterrorism overlay for this event ever," said John Miller, the NYPD's deputy commissioner in charge of counterterrorism and intelligence.

[Man takes selfie on Brooklyn Bridge, is slammed by NYPD](#)

AM NY - Caroline Linton

A man posted a photo on a cable on the Brooklyn Bridge, leading the NYPD's counterterrorism chief to call him out for being "irresponsible and illegal." David Karnauch, who was recently visiting New York, captioned his photo "#adventureaddiction." The picture was posted as the NYPD has been ramping up security in preparation for the July 4th holiday and among worries about terrorism threats. Karnauch told NBC New York that it was "not a smart thing to do," but he said "you could just get on a beam and it actually had handrails on the left and right side, and I just walked across the bridge and turned around to take a picture."

[NYPD: Crime down overall in June](#)

METRO - Wendy Biddlecombe

Crime numbers dipped to an all-time modern low in June, according to numbers released by the NYPD on Wednesday. NYPD numbers show 799 crimes were reported across the city last month, a drop of 8.5 percent, making 2015 the lowest June on record since modern crime gathering started in 1993. "It was the lowest June, not only for overall crime, but burglaries, homicides, and shooting incidents," said NYPD Deputy Commissioner Dermot Shea. The number of shootings in May dropped after an uptick in May. The NYPD said gang-related homicides are up, as are homicides of people who are on parole or probation.

[Tight security planned for July 4 in New York City](#)

METRO - Wendy Biddlecombe

The NYPD wants New Yorkers to thoroughly enjoy the Fourth of July with the added comfort of knowing the annual display over the East River is as tight as ever. Deputy Commissioner of Counterintelligence John Miller said though there are no known credible threats for Independence Day, the NYPD has taken into account recent terrorist acts around the world. "The message is, come to the fireworks, bring your families, have a great time because you're going to have one of the most well-policed, best protected events in what is one of the safest venues in the world," Miller said. Miller said the NYPD has the "most enhanced counterterrorism overlay" planned that includes counterterrorism officers on the ground, radiation detection, camera monitoring and real-time follow-up on tips submitted through "If You See Something, Say Something."

[Taking out the trash: Sanitation worker intervenes in 7-Eleven robbery](#)

METRO - Staff

For the New York Sanitation Department, a messy situation usually doesn't involve thwarting a robbery. A sanitation worker halted a robbery at a Manhattan 7-Eleven early Tuesday morning, police said. Curtis Jackson, 44, momentarily stopped at the 7-Eleven at 23rd Street and Park Avenue South around 6 a.m. to use the bathroom, according to authorities. He saw a man holding an object in his jacket that appeared to be a gun. Jackson then snuck up on the man and tackled him, reported the New York Times. The man didn't have a gun but a marker, Jackson said. The suspect, identified by police as Nicholas Mecina, 47, faced a weapon and robbery charges. Mecina is homeless and encountered the police many times before, authorities said. The suspect had 30 prior arrests including another weapons possession and robbery charge. His arrest record dates back to 1995. Mecina allegedly pretended to have a weapon to demand cash from the 7-Eleven cashier, according to the NYPD. A former Marine, Jackson wasn't frightened of the situation.

[Crimes in your backyard: Statistics for the NYPD's 120th Precinct, June 15 to June 21](#)

SI ADVANCE - Andrew Simontacchi

The New York City Police Department has released its CompStat report for crime complaints filed in the 120th Precinct, between June 15 and June 21. The 120th Precinct stationhouse is located in St. George, and the command serves the communities north of the Staten Island Expressway. Here is a look at the crime complaints filed during that time frame, compared to the same week a year prior:

[Crimes in your backyard: Statistics for the NYPD's 121st Precinct, June 15 to June 21](#)

SI ADVANCE - Andrew Simontacchi

The New York City Police Department has released its CompStat report for crime complaints filed in the 121st Precinct, between June 15 and June 21. The 121st Precinct stationhouse is located in Graniteville, and the command serves the borough's Northwest and West Shore communities. Here is a look at the crime complaints filed during that time frame, compared to the same week a year prior:

[Crimes in your backyard: Statistics for the NYPD's 122nd Precinct, June 15 to June 21](#)

SI ADVANCE - Andrew Simontacchi

The New York City Police Department has released its CompStat report for crime complaints filed in the 122nd Precinct, between June 15 and June 21. The 122nd Precinct stationhouse is located in New Dorp, and the command serves the borough's Mid-Island communities. Here is a look at the crime complaints filed during that time frame, compared to the same week a year prior:

[Crimes in your backyard: Statistics for the NYPD's 123rd Precinct, June 15 to June 21](#)

SI ADVANCE - Andrew Simontacchi

The New York City Police Department has released its CompStat report for crime complaints filed in the 123rd Precinct, between June 15 and June 21. The 123rd Precinct stationhouse is located in Tottenville, and the command serves the South Shore communities. Here is a look at the crime complaints filed during that time frame, compared to the same week a year prior:

[NYPD steps up illegal fireworks enforcement for Fourth of July](#)

SI ADVANCE - Anna Sanders

The NYPD will step up enforcement of the city's ban on fireworks this Fourth of July with cameras, light towers and confiscation teams. "Fireworks are not only illegal but they're also very dangerous," Chief of Patrol Carlos Gomez said while outlining the plan at Police Headquarters on Wednesday. Beginning Thursday and through Saturday, the NYPD will deploy more than 100 fireworks enforcement and confiscation teams throughout all precincts. Officers will use unmarked cars and respond to 911 calls about illegal firework use. The teams will focus on areas with the most 311 and 911 calls about fireworks in the last few years.

[NYPD boosts Fourth of July counterterrorism efforts](#)

SI ADVANCE - Anna Sanders

The NYPD will enhance counterterrorism efforts on Fourth of July this year in response to an increase in worldwide threats, police officials said on Wednesday. There have been no specific or credible threats made against the city or Saturday's Macy's fireworks show, the nation's largest display. But the NYPD's most comprehensive counterterrorism effort to date for the annual July 4 event will be put in place. "Come to the fireworks. Bring your families," John Miller, deputy commissioner of intelligence and counterterrorism, said after describing the counterterrorism overlay. "Have a great time because you're going to have one of the most well-policed, best-protected events in what is one of the safest venues in all of the world."

[NYPD officer again busted on drug charges after motorcycle crash](#)

SI ADVANCE - John Annese

Call her "Little Miss Busted." A twice-arrested NYPD officer who sources say wears a motorcycle helmet marked "Little Miss Dangerous" has been locked up again -- this time on charges she was carrying drugs when she crashed an unregistered motorcycle. Stacey Staniland, 29, of New Brighton, was riding a motorcycle on Davis Avenue shortly before 11 p.m., and lost control of it as she tried to turn onto Henderson Avenue, striking two vehicles waiting at a red light, authorities allege. As she was removing her ID from her backpack to show to police, an officer spotted drug paraphernalia -- a silver spoon and a syringe, according to cops. A search revealed four and a half clonazepam pills -- an anti-anxiety drug marketed as Klonopin -- and "no proof of prescription," according to a police report.

[Prosecutors: Ramsey Orta sold MDMA to an undercover cop](#)

SI ADVANCE - John Annese

Police say Ramsey Orta, who filmed Eric Garner's fatal confrontation with police last year, sold the party drug MDMA to an undercover officer in Manhattan right before his arrest Tuesday night. The new details emerged after Orta, 23, was arraigned in Manhattan Criminal Court Wednesday afternoon. Orta was busted Tuesday night in Alphabet City, according to police. He sold three plastic zipper bags of the drug -- which is commonly called ecstasy or Molly -- to the officer for \$40, according to a criminal complaint against him.

[Eric Garner's friends keep 'Give Back' event alive; NAN planning marches](#)

SI ADVANCE - Mira Wassef

Eric Garner's friends are keeping his annual "Give Back" tradition going by throwing a neighborhood barbecue this weekend. "This is for my friend Eric Garner, he's no longer here so we're doing this for him," said John McCrae, Garner's longtime friend. Garner, McCrae and three other friends started the event about four years ago as a way to give back to the Tompkinsville community. This year's "Give Back" will be held Sunday from approximately 10 a.m. to 3 p.m. at the corner of Victory Boulevard and Bay Street, near Tompkinsville Park. It's free to everyone in the community. "We do it

because it's something you do when you're in a community so long," McCrae added. "When you acquire a lot from a community, you want to give back. People who are hungry and can't feed themselves or their families, we'll be able to feed them."

[Cops rescue kitten from sewer in Huguenot](#)

SI ADVANCE - Ryan Lavis

A kitten that survived a wild dash through oncoming traffic only to fall down a water drain in Huguenot on Wednesday was later rescued and adopted after community members spotted the pint-sized puss and dialed 911. The event unfolded around 2 p.m., when a man witnessed a furry gray kitten scampering across the intersection at Huguenot and Rosedale avenues, veterinarians from Pleasant Plains Animal Hospital told the Advance.

[FDNY dedicates plaque for fallen firefighter Lt. Gordon Ambelas](#)

SI ADVANCE - Andrew Simontacchi

Fire Commissioner Daniel A. Nigro dedicated a memorial plaque in honor of fallen FDNY Lt. Gordon Matthew Ambelas, a Great Kills resident, during a ceremony Wednesday morning. The ceremony took place at Engine Company 211 and Ladder Company 119 at Hooper Street in Brooklyn, where he had served when he died in the line of duty. "We make certain today that his name will live on forever at Ladder 119, just as it does in the hearts of all those who were lucky to work with him, learn from him or call him their friend," said Nigro. "May God bless Lieutenant Gordon Matthew Ambelas and the entire Ambelas family, and may God continue to bless the New York City Fire Department."

[After-school program at PS/IS 48 helps feed the hungry](#)

SI ADVANCE - Diane Lore

More than 10,000 meals are on their way to feed the hungry in Haiti and other countries, thanks to students in the after-school program at PS/IS 48 in Concord. Students involved in PS/IS 48's School's Out New York City (SONYC), an after-school program for sixth-, seventh- and eighth-graders, funded by the city's Department of Youth and sponsored by the New York Center for Interpersonal Development (NYCID), decided to team up with the non-profit Stop Hunger Now to sponsor a food-packaging event. As part of SONYC's leadership component, students chose to partner with Stop Hunger Now because they wanted to help children in other countries. In order to raise money to bring a team from the Stop Hunger Now headquarters with a truck of rice and other grains for packaging, students hosted several fundraisers, including a bake sale and car wash, in the parking lot of the school on Targee Street. Last week, during one of the final days of the school year, about 40 students, supervisors and volunteers met in the school cafeteria to package the meals.

[Editorial: Letter grades for restaurants mark fifth anniversary](#)

SI ADVANCE - Editorial

Five years ago, it was no wonder that many New York City restaurants found the debut of the Health Department's letter grading system more than a little hard to swallow. The city's new process of posting sanitary inspection scores, which began in July 2010, became mired in controversy over whether the flawed nitpicky system was geared more to producing revenue than insuring food safety. Like others, we found fault with unfair and arbitrary inspection grading and erratic and excessive fines. It was a menu of woes that persisted for years. So the summary issued by the Department of Health to mark the fifth anniversary of letter grades is good news not only for diners but also for restaurant owners and chefs.

[Opinion: In defense of our environment](#)

SI ADVANCE - Tom Wroblewski

The other day, Leonello Savo, owner of Woodrow Plaza in Rossville, was hit with six violations for dumping raw sewage into the Lemon Creek part of the Bluebelt. The violations add up to a total of \$5.1 million in potential fines. Savo has until the end of August to settle up with the state Department of Environmental Conservation (DEC) or he could face criminal charges. It's just the latest reminder of the threats faced by Staten Island's ecosystem. The environment has always been a major topic in our bucolic borough. We are the "Borough of Parks," after all. But the issue hasn't always been at the top of the agenda lately, replaced by talk about the coming development to the North Shore waterfront, and new shopping plazas elsewhere.

[Tough on illegal fireworks on July 4](#)

EL DIARIO - Staff

A little to be held on July 4, the New York City Police Department (NYPD), warned of the dangers of using fireworks and recalled that during the festivities apply the full weight of the law to violators. Carlos Gomez, head of Patrol, emphasized that "are not only dangerous, they are also illegal." The U.S. Coast Guard announced that from Thursday to Saturday there will

be 100 teams scouring the city looking for and confiscating fireworks. Suspicious vehicles will be reviewed and houses or sectors where in the past has been detected or reported the presence of fireworks will be inspected. "You can call 311 to alert their existence or 911 to report the occurrence of illegal use," said Gomez.

[Female traffic police assaults by a fine](#)

EL DIARIO - Staff

A New York man was arrested for repeatedly hit in the face by a traffic officer Police Department, after receiving a citation for parking, uniformed reported. The agent, unidentified, had put a parking ticket on the truck Idarie Forde, 30, at about noon on June 24 to stay in an exclusive area for pedestrians. Forde got out of his truck, parked nearby Beaver Street when he saw the agent of 23 years, and proceeded to punch him in the face at least three times, according to a police report. The officer suffered swelling and scratches on his face and arms.

[Health worker hero wears thwart a robbery](#)

EL DIARIO - Staff

The probationary employee of the Department of Health, Curtis Jackson, went from anonymity picking up trash in downtown Manhattan, a local hero to thwart a robbery at a 7-Eleven store at 23rd Street and Park Avenue. Jackson and his partner Keiron Phillips, was arrested at the scene in Midtown at about 6:25 am Tuesday as a quick stop on the way to the garage for the trucks of the Department of Health, as part of its route would be between the streets 42 and 57.

[Bad idea: iPhone Cases Gun Shaped](#)

EL DIARIO - Staff

It looks like a gun, but is actually a 'case' of iPhone. The product has caused concern among activists and authorities, fearing someone gets hurt confused with a real gun. "If you take this in front of a cop, you're going to shoot," he told CBS Joseph Giacalone, a former officer of the Police Department (NYPD). "It's as simple as that". Community leaders such as Tony Herbert also expressed alarm.

[Man Repeatedly Punches Traffic Agent in the Face Over Parking Ticket: NYPD](#)

DNA INFO - Irene Plagianos

An NYPD traffic agent was repeatedly punched in the face by a man who'd been given a parking ticket, police said. The agent had placed a parking ticket on 30-year-old Idarie Forde's truck at about 12:50 p.m. on June 24 for being in a no-standing zone, according to police. Forde got out of his truck, parked outside of 52 Beaver St., when he saw the 23-year-old agent and proceeded to punch him in the face at least three times, according to a police report. The agent suffered swelling and scratches to his face and arms.

[Park Enforcement Officer Kicked in Face While Trying to Ticket Vendor: NYPD](#)

DNA INFO - Irene Plagianos

A Park Enforcement Patrol officer was kicked in the face after trying to ticket a food cart vendor in City Hall Park, police said. Two PEP officers were trying to give a summons to a food cart that didn't have a valid Parks permit on June 27 at about 1:30 p.m. As one of the PEP officers asked the vendor for his ID, another man, who was not in the cart, began repeatedly yelling: "Don't give them identification, don't give them shit." The man, 29-year-old Ahmed Abdelhafez, continued to threaten the PEP officers, according to a police report, and slammed the food cart window shut when the vendor attempted to give over his ID.

[UWS Bike Safety Initiative Earns Nearly \\$10K in Council Funding](#)

DNA INFO - Emily Frost

Nearly \$10,000 has been set aside for free bike helmets and educating children and adults about bicycle safety under City Councilwoman Helen Rosenthal's budget plan. Rosenthal, a cyclist herself who bikes to local events and her Columbus Avenue office, recently pledged support for a northbound bike lane on Amsterdam Avenue. Of her budget allocations, \$2,500 will go to the nonprofit Bike New York, Inc., which organizes the Five Boro Bike Tour. The organization will provide "Learn to Ride" classes for kids and give out free helmets to participants. Additionally, \$7,000 will go to the Department of Transportation for a bike helmet giveaway, though it was not clear how many helmets would be handed out. The DOT funding will also go toward hosting a bike delivery safety forum.

[New Isham Park Water Fountains Not Working Following Construction Delays](#)

DNA INFO - Lindsay Armstrong

After a \$750,000 investment and more than a year of work, Isham Park finally has water — but some Uptown residents say that the project is all wet. The goal of the work, funded by an allocation from former City Councilman Robert Jackson, was to install two drinking fountains as well as several irrigation boxes for maintenance in the park. Workers tapped into existing water mains on the streets surrounding Isham Park to run service into the park. However, locals have reported that since the fountains were opened to the public a little more than a week ago, neither of them has worked.

[Police Tell Parents To Check Social Media For Clues About Youth Crews](#)

DNA INFO - Ewa Kern-Jedrychowska

Parents are being asked to monitor social media in an effort to curb youth crews. Gangs are increasingly using social media including Facebook, Instagram, YouTube and Twitter to exchange information and brag about feuds, police said during a community meeting in South Jamaica earlier this week. “We need to have a discussion with our young people about what they are posting on Facebook and other sites,” said Assistant Commissioner of the NYPD's Juvenile Justice Division, Kevin O'Connor, during a community crime forum held at High School For Law Enforcement and Public Safety on Guy Brewer Boulevard.

[First West Nile Mosquitoes Found This Year in New Dorp Beach and Queens](#)

DNA INFO - Nicholas Rizzi

The first mosquitoes of the year infected with West Nile virus have been found in Staten Island and Queens, the Department of Health announced. The insects were found in New Dorp Beach and Glen Oaks and the Department of Health said they will set up additional traps in the areas. "West Nile virus has been detected in New York City, so we urge everyone to take simple precautions to protect you and your family," Dr. Mary Bassett, DOH commissioner, said. “The most effective way to keep mosquito populations low is to remove standing water from items like buckets, gutters, planters or any other receptacles that might be outdoors. New Yorkers are also encouraged to wear mosquito repellent and cover their arms and legs if they're outside at dawn or dusk in areas with mosquitoes."

[Gowanus Cleanup Could Close Pool and Playground For 9 Years, Officials Say](#)

DNA INFO - Leslie Albrecht

A popular public pool and playground could close for up to nine years during the cleanup of the contaminated Gowanus Canal, city officials announced Tuesday. Thomas Greene Park and "Double D" pool on Third Avenue and Degraw Street are well-used neighborhood attractions, but they're also on top of toxin-riddled land right next to the heavily polluted canal. Locals have fought to keep the pool and playground open, but officials with the city's Department of Environmental Protection announced at a public meeting Tuesday night that cleaning up the area could close the pool and park for at least four years and possibly as many as nine years.

[Lenox Ave. Eatery Shut Down for Mice, Roaches and Flies, Health Dept. Says](#)

DNA INFO - Gustavo Solis

They had fast food with a side of roaches. Lenox Fast Food, at 657 Lenox Ave., was shut down by the Health Department Monday after inspectors found evidence of live mice, flies, and roaches. Inspectors also noted that the staff's "personal cleanliness [was] inadequate." Aprons were soiled with "possible contaminant" and "effective hair restraint" was not worn while cooking.

[Dozens of Employers Scheduled for Queens Center Job Fair](#)

DNA INFO - Katie Honan

If you're looking for work, an upcoming job fair is hoping to connect you with your future employer. Sen. Jose Peralta has teamed up with Woodside on the Move and the Queens Center Mall to host a job fair at the mall on Thursday, July 9 from 8 a.m. until 3 p.m. Dozens of employers — including Coca-Cola Refreshments, Regal Cinemas, Madison Square Garden and the NYPD and FDNY — will be present to take applications for available jobs. New York Cares, Elmcour Career Pathways and The Fortune Society will also be at the fair to offer career advice and resume help. Peralta said the fair will hopefully help unemployed locals make necessary connections to get back to work.

Local News:

[New York's Rent Freeze May Change How Tenants Decide on Lease Duration](#)

NY TIMES – Mireya Navarro

A one-year lease or a two-year lease? That is the question rent-stabilized tenants in New York City have been pondering this week, after the Rent Guidelines Board, which sets rents annually, voted on Monday to freeze rents on one-

year leases for the first time. Citing the many tenants struggling with rising housing costs, the board also voted for a historically low increase for two-year leases: 2 percent.

...Last year, a rent board filling up with appointees by Mayor Bill de Blasio, who favors relief for tenants, voted for its lowest rent increases at the time: 1 percent for one-year leases and 2.75 percent for leases of two years. By then, more tenants had been choosing the shorter-term leases.

[Restoring a Lackluster World's Fair Sculpture for Legacy's Sake](#)

NY TIMES – David Dunlap

As the World's Fair semicentennial winds down this summer, a crew of young apprentices is rehabilitating a monumental bronze by Marshall M. Fredericks that stands in Flushing Meadows-Corona Park in Queens, not far from where it was placed in 1964 as a sculptural counterpoint to the United States Pavilion. The sculpture is titled "Freedom of the Human Spirit." In its lack of artistic finesse, however, it might as well be called "Naked Passengers Falling on a Saguaro Cactus From a Jetliner That Has Hit a Flock of Geese During Its Approach to Nearby La Guardia Airport."

[Father of 'Bottle Bill' Sues Walgreen Over Bottle Redemptions](#)

NY TIMES – Kate Pastor

G. Oliver Koppell has not stopped talking about the "Bottle Bill" since its long-sought passage in 1982. Even during Mr. Koppell's failed campaign to unseat State Senator Jeffrey D. Klein of New York last year, his bill that turned empties into loose change was never far from his platform. Now, less than a year after slipping from public life, Mr. Koppell, a former Bronx councilman who served as a state assemblyman and as the state's attorney general, came full circle with his filing of a class-action suit in State Supreme Court on Wednesday. The complaint charges that the Walgreen Company has violated the bottle law, turning away from its Duane Reade stores and even harassing the people most dependent on the 5-cent redemptions. All four of the original plaintiffs have struggled with homelessness.

[Malcolm Smith, Ex-New York Senate Majority Leader, Is Sentenced to 7 Years in Bribery Case](#)

NY TIMES – Joseph Berger

Condemning him for having "corrupted the Democratic process," a federal judge on Wednesday sentenced Malcolm A. Smith, former majority leader of the New York State Senate, to seven years in prison for consenting to the payment of tens of thousands of dollars to Republican Party leaders to permit him, as a registered Queens Democrat, to run for mayor in 2013 on their party's line. With more than 40 relatives and friends crowding the courtroom and its aisles, Mr. Smith, 58, betrayed little emotion throughout an hourlong proceeding in United States District Court here and spoke only briefly to remind Judge Kenneth M. Karas of a letter he had written him two weeks earlier. In it, he appealed for mercy, describing himself as a "humbled and broken man" without quite admitting to a crime or expressing remorse.

[2 Are Killed, 4 Injured in Car Crash in Queens](#)

NY TIMES - Staff

A 42-year-old woman and her 8-year-old daughter were killed and four others were seriously injured when two cars crashed in Queens on Wednesday, the police said. The accident happened just after 6 p.m. at the intersection of 210th Street and 64th Avenue in Oakland Gardens, near the Long Island Expressway. The woman was sitting with her two daughters in the back seat of a silver 2005 Toyota Corolla sedan when it collided with a white 2006 sport-utility vehicle, police officials said.

[Cleared of Murder, a Man Punches His Lawyer](#)

NY TIMES – James McKinley Jr

A man who stabbed a 9-year-old boy to death on the Upper West Side punched his defense lawyer in the face on Wednesday afternoon at State Supreme Court just minutes after a jury determined he was not criminally responsible by reason of insanity. It took more than two dozen court officers to subdue the defendant, Alejandro Morales, 31, as he crashed around the Manhattan courtroom, swinging wildly at the officers, slamming into the prosecutor's table and ending up sprawled face down in the jury box, witnesses said.

[Twinges of Disappointment Amid Sighs of Relief at End of Manhunt](#)

NY TIMES – Kirk Semple

The escaped convicts had been caught, the search was over and residents of the villages and hamlets across northern New York State were breathing a collective sigh of relief this week. But Courtney Lord, 28, who was born and raised in this agricultural town about 30 miles from where the two men had tunneled out of a maximum-security state prison, admitted to feeling disappointed. "I'm not glad it's over," Ms. Lor "That's the most excitement this town has seen!"

[Tighter Security at Prison in Dannemora, N.Y., After Escapes](#)

NY TIMES – Benjamin Mueller

New York State’s prison agency has tightened security measures at the maximum-security penitentiary from which two killers escaped last month, the agency said on Wednesday, in a tacit acknowledgment that lax controls and weak oversight helped pave a path for the breakout. One change was the elimination of the honor block, an area at Clinton Correctional Facility with looser security restrictions where the inmates, David Sweat and Richard W. Matt, were being held when they were discovered missing on June 6.

[Vets Will Pioneer Eco-Friendly Food Carts](#)

WSJ – Kate King

Joseph Sadigur gets to work by cutting through Central Park—an American flag on the back of his motorized wheelchair flapping in the tailwind—as he navigates to the corner of 58th Street and Fifth Avenue. The trip takes 17 minutes, but sometimes Mr. Sadigur is delayed by encounters like the one he had recently, when a Dutch tourist spotted his World War II veteran’s hat and ran up to thank him for his service. Seventy years after Mr. Sadigur fought as a machine-gunner in the invasion of Normandy and the Battle of the Bulge, the native New Yorker—now 93 years old—said he still can’t believe he made it back from Europe alive.

[Slated to Close, East Village Church Pins Its Hopes on a Late Activist](#)

WSJ – Melanie Grayce West

A small Roman Catholic parish in the East Village is drawing on a possible saint to act as its savior. Church of the Nativity, located on Second Avenue near Second Street, is to close on Aug. 1 as part of a broad realignment by the Archdiocese of New York that will result in 368 parishes merging down to 296. But of those parishes, Nativity has what some consider a special distinction: It was the onetime church of Dorothy Day, the journalist, social activist and co-founder of the Catholic Worker Movement. She died in 1980 at the age of 83 among the poor at one of her charity sites located around the corner from Nativity. She is a candidate for Catholic sainthood.

[School’s Out at Columbia, but a Debate Over Trigger Warnings Continues](#)

WSJ – Mike Vilensky

A growing group of Columbia University undergraduates are calling for an overhaul to the school’s required reading list and asking whether classics with sexually violent content should bear cautionary notes. The effort to add “trigger warnings” to texts has polarized universities around the U.S. At the New York City Ivy League school, it is focused on an introductory humanities course, “Masterpieces of Western Literature and Philosophy,” that all undergraduates at Columbia College take.

[Emergency Alert Was Rude Awakening for Some](#)

WSJ – Chris Francescani

Many residents of the New York City area were jolted awake by an emergency weather alert on their cellphones early Wednesday, prompting a flood of social media complaints. The alert was issued at 4:19 a.m. for 11 counties stretching from northeastern New Jersey to southern Connecticut and including all five New York City boroughs, said Peter Wichrowski, a meteorologist at the National Weather Service’s office in Upton, N.Y., on eastern Long Island.

[Conservation Agency Head to Leave Post](#)

WSJ – Associated Press

New York Department of Environmental Conservation Commissioner Joseph Martens said he would step down in July. The Open Space Institute, a Manhattan-based nonprofit land preservation group, said Wednesday that Mr. Martens would join its organization this summer as a consultant focusing on national climate-change policy. He headed the group before he was appointed by Gov. Andrew Cuomo to lead the conservation commission in 2011.

[Former NY State Sen. Malcolm Smith Sentenced to Seven Years in Prison](#)

WSJ – Mark Morales

A former Democratic majority leader of the New York state Senate was sentenced on Wednesday to seven years in prison after a jury convicted him of attempting to bribe his way onto the GOP ballot in the 2013 New York City mayoral race. Former Sen. Malcolm Smith, who represented a portion of southeast Queens, was convicted in February of federal corruption charges, including conspiracy, wire fraud, bribery and extortion.

[Upstate NY Prison Gets New Warden, Safety Protocols](#)

[Escape](#)

WSJ – Andrew Tangel

The upstate New York prison from which two convicted murderers escaped last month has a new head and its security will be upgraded, the state Department of Corrections and Community Services said Wednesday. Michael Kirkpatrick was named the new superintendent of the Clinton Correctional Facility in Dannemora, N.Y. Prisoners Richard Matt and David Sweat broke out of the facility on June 6, sparking a weekslong manhunt that ended on Sunday.

[Pope Francis to visit school in East Harlem, site of controversy when church closed](#)

DAILY NEWS - Aliza Chasan, Corky Siemaszko

Pope Francis will be visiting a Catholic school in East Harlem in September that became a battleground when the diocese closed its church. Our Lady Queen of Angels church was shuttered seven years ago over the objections of angry parishioners, but the school on E. 112th St. lives on “The fact that the parish has now been closed close to 10 years or so doesn’t lessen the good work the school is doing,” said Joseph Zwilling, chief spokesman for the Archdiocese of New York. This school was chosen for the papal visit because Francis’ time in New York City was short and he wanted to “get a look at inner city education” and meet with immigrant families that have been served by Catholic Charities. “We realized we could accomplish both at this school,” said Zwilling.

[30 Rockefeller Center officially rebranded as Comcast Building](#)

DAILY NEWS - Don Kaplan

It’ll be NB-seen for miles around. 30 Rockefeller Center, one of New York’s most iconic landmarks, has been rebranded as the Comcast Building. The art-deco skyscraper, which houses NBC’s East Coast headquarters and broadcast center — home to “Saturday Night Live,” “Nightly News,” “The Tonight Show” and the “Today” show, was previously named the General Electric Building. From 1933 to 1988 it was known as the RCA Building, but the 70-story, 850-foot high structure is fondly referred to by tourists, tenants and New Yorkers by its longtime nickname, 30 Rock. NBCUniversal's parent company, Comcast is based in Philadelphia.

[Man, 22, clings to life after getting shot in head on Brooklyn street](#)

DAILY NEWS – Ryan Sit

A 22-year-old man was clinging to life after he was shot in the head in Brooklyn, police said on Thursday. The victim was shot on Crooke Ave. near Ocean Ave. in Flatbush at about 10:40 p.m. Wednesday, authorities said. Emergency responders rushed him to Kings County Hospital, where he was listed in critical condition, according to officials.

[Mother and young daughter killed in 2 car collision in Queens](#)

DAILY NEWS – Kerry Burke, Joseph Stepansky, Denis Slattery

A mother and her young daughter were killed and four others were injured in a two-car collision in Queens on Wednesday night, police sources said. The 42-year-old woman and her two daughters, believed to be 8 and 10, were in the back seat of a 2005 Toyota Camry sedan when it collided with a Ford Explorer SUV driven by a 46-year-old woman on 210th St. near Horace Harding Expressway in Bayside around 6:06 p.m., according to sources.

[Drunken biker caused death of friend’s wife on Queensboro Bridge: prosecutors](#)

DAILY NEWS – Shayna Jacobs

A boozed-up biker caused the death of his pal’s wife during a drunken ride across the Queensboro Bridge, prosecutors said at his arraignment Wednesday. Jeremy Perez, 28, was charged with vehicular manslaughter and operating a motor vehicle while intoxicated in the 3:20 a.m. wreck Saturday. Prosecutors said Perez hit a stanchion and then struck the motorcycle he was following.

[Union heads busted for allegedly embezzling funds, accepting \\$1 million in kickbacks](#)

DAILY NEWS – Dennis Slattery

Three union heads were busted Tuesday for embezzling funds and accepting more than \$1 million in kickbacks, according to authorities. Father and son duo Rocco and Johnnie Miranti of Local 223, the Toy & Novelty Workers union, and Louis Smith, the former president of Local 810, representing truck drivers and warehouse workers, were charged with accepting more than \$1 million in kickback payments and embezzling money from an employee benefit plan, according to the U.S. attorney’s office. “Rank-and-file union members are entitled to leadership that is supportive, not criminally exploitive, as alleged here,” U.S. Attorney Preet Bharara said in a statement.

[Crooked ex-State Sen. Malcolm Smith sentenced to 7 years for bribery](#)

DAILY NEWS - Stephen Rex Brown

Corrupt ex-State Senator Malcolm Smith was sentenced Wednesday to seven years in prison for attempting to bribe his way onto the Republican mayoral ballot in 2013. Judge Kenneth Karas imposed sentence in U.S. District Court in White Plains. The proceeding is ongoing. Former Queens GOP leader Vincent Tabone will also be sentenced for his role in the convoluted \$200,000 scheme to buy Smith's way into City Hall.

[Macy's pulls Donald Trump-branded clothing after presidential hopeful's comments on Mexican immigrants](#)

DAILY NEWS - Celeste Katz

Macy's no longer thinks Donald Trump is ready to wear. The iconic department store is pulling its line of Trump-branded clothing thanks to the Republican presidential contender's disparagement of Mexican immigrants. The decision follows an anti-Trump online petition signed by hundreds of thousands of people. The Donald immediately fired back — claiming he was the one firing Macy's.

[Humpback whale carcass turns up on Fire Island in New York](#)

DAILY NEWS - Lee Moran

A dead 28-foot-long humpback whale has washed up on a New York beach. Shocked walkers discovered the rotting carcass of the whale, a juvenile male, on Fire Island in Davis Park at about 8:30 p.m. Monday, reports WABC. It showed no signs of external trauma. And the cause of its death is currently a mystery. Suffolk County police Marine Bureau officers and Fire Island National Seashore rangers initially responded to the scene.

[Bronx high school janitor finds possible human skull near dumpster](#)

DAILY NEWS - Ryan Sit

A janitor made a bone chilling discovery after spotting what appeared to be a human skull near a dumpster behind a Bronx high school, police said on Wednesday. The janitor found the skull behind the Grace Dodge High School on Crotona Ave. near E. 187th St. around 8:20 p.m. Tuesday, authorities said. Police say the science department has been tossing old props and projects in the same dumpster since the school let out for summer break.

[Boy, 16, found shot to death on Long Island street: police](#)

DAILY NEWS - Tina Moore

A 16-year-old boy was found fatally shot on a Long Island street, cops said Tuesday. Jonathan Cardona-Hernandez was found on Nicoll Ave. south of Messina St. in Central Islip after a 911 caller reported hearing shots at 5:50 a.m. Tuesday, cops said. The mortally wounded teen was found lying in the road and died on the scene.

[NYPD identifies suspects in fatal shooting of cab driver, father of 4](#)

DAILY NEWS - Tina Moore

Police have identified two suspects wanted for fatally shooting a cab driver and father of four during a robbery in Brooklyn after he picked them up in his livery cab, cops said Wednesday. Surveillance video from inside the car helped cops identify the two men who shot and killed Naji Fawaz, 35, early Monday in Bedford-Stuyvesant, cops said. One of the men caught on camera was known by detectives, and the other was identified through his tattoos, police said. Both are now being "actively sought," a source said. Fawaz, who worked two jobs to make ends meet for his family, was found in the driver's seat of the car about 12:20 a.m. Monday. He was blasted in the chest, right shoulder and neck.

[Brooklyn man nabbed in attempted rape of Queens woman](#)

DAILY NEWS - Rocco Parascandola, Tina Moore

A 24-year-old Brooklyn man was charged with trying to rape a Queens woman after following her to her apartment last week, cops said Wednesday. Larry Williams, of 875 Greene Ave., tailed the 28-year-old woman to her Woodside building and up to her apartment at 9:15 a.m. June 25, cops said. He attacked her and tried to remove her clothing as she entered her flat. She fought the brute off, got inside and locked the door despite his attempts to push it open.

[Teen trio busted for robbery after allegedly attacking women in Bronx](#)

DAILY NEWS - Tina Moore

Three teenage girls were arrested for robbery after attacking two women in the Bronx — one of them a 74-year-old — and stealing their purses, cops said Wednesday. Ajanique Legrand, 16, was arrested with her two 15-year-old accomplices on Tuesday and charged with two counts of robbery in the second degree, cops said. The 15-year-olds weren't identified but were charged with robbery in the second degree and grand larceny. The girls attacked the 74-year-old about 5 p.m. Sunday near the intersection of Kelly St. and E. 156th St., cops said. They approached her from behind, snatched her purse and dragged her to the ground, cops said. The woman suffered minor injuries and refused medical attention.

[Queens toddler is in critical condition after dresser falls on her](#)

DAILY NEWS - Tina Moore

A 2-year-old girl suffered severe head trauma when a dresser she was climbing fell on top of her, police said Wednesday. The tot was injured at her home on 30th St. in Astoria at 12:54 a.m. Tuesday, cops said. She was taken to Elmhurst Hospital in critical condition. The dresser may have broken when the girl climbed up on it, police sources said.

[Man arrested, jailed for allegedly driving in fatal hit-and-run in Queens](#)

DAILY NEWS - Eli Rosenberg, Rocco Parascandola

A 24-year-old man is being held in lieu of \$200,000 bond for the tragic hit-and-run death of a 21-year-old woman who was struck while walking near a Queens park over the weekend, authorities said Tuesday. Nicholas Colleran was charged with driving the 2002 Chevy Impala that fatally struck Betty Dibiasio shortly after midnight Saturday near Astoria Park. Dibiasio died at Elmhurst Hospital, according to court documents. Colleran, who investigators said later told them he had had two beers before driving, called 911 about 1:40 a.m. and bizarrely claimed that his Impala had been stolen. Colleran, who prosecutors said doesn't have a driver's license, then filled out a report about the supposed theft of the Impala about 4 a.m. at the 114th Precinct stationhouse, a criminal complaint alleges. Authorities found the Impala at 8:30 a.m., less than a 10-minute drive from Colleran's home. The car had a broken windshield, with blood and hair in it on the driver's side, as well as a cracked driver's side mirror and damaged driver's side front fender, the complaint said.

[Brooklyn Bridge selfie guy is a 'knucklehead,' but not a security threat, NYPD chief says](#)

DAILY NEWS - Thomas Tracy

The Tennessee tourist who scaled the cables along the Brooklyn Bridge to snap a selfie isn't a daredevil — he's an idiot, NYPD Intelligence and Counterterrorism Chief John Miller said Wednesday. "The guy is a knucklehead," Miller said in describing David Karnauch, who captured himself on Instagram Monday standing on an outer beam of the bridge just feet above the traffic below. Karnauch accessed the perch from the pedestrian walkway, but Miller didn't see the stunt as a threat to safety or security. Patrols on the bridge have been bulked up ever since last summer when two German artists swapped the American flags on the bridge's towers for white flags.

[Suspects who stole over 50 phones, tablets from Park Slope AT&T store caught on camera](#)

DAILY NEWS - Rocco Parascandola, Tina Moore

Say cheese! An AT&T clerk was held up at gunpoint inside a Park Slope phone store on Saturday — but the trio that fled with more than 50 tablets and phones won't be free for long. Their mugs were caught on surveillance camera. The threesome went into the store at 242 7th Ave. about 10:20 a.m. on Saturday, displayed a firearm and forced the 25-year-old woman who worked there into a backroom. Once in the back, the victim was ordered to kneel down and not turn around. Then, the thieves locked the front door and started shopping with a five finger discount. They fled with the electronic devices, but not before being caught on camera.

[Emma Sulkowicz carrying mattress at graduation further smeared student accused of rape, Columbia suit will allege](#)

DAILY NEWS - Stephen Brown

The student suing Columbia University for failing to stop Emma Sulkowicz from saying he raped her plans to add new examples of her alleged smear campaign to his suit, including when she carried a mattress across the stage during graduation. Paul Nungesser's attorney, Philip Byler, said in Manhattan Federal Court that new evidence of the university's discrimination against the student cleared of sexually assaulting the performance artist in 2012 had emerged since he first filed suit in April. At the School of Visual Arts, Sulkowicz "was allowed to have on display" pornographic pictures of a naked man and a couple having sex superimposed over news articles about the scandal labeling Nungesser a rapist, Byler said. He also planned to add to the suit the school's May graduation ceremony in which Sulkowicz, wearing cap and gown, carried the mattress Nungesser allegedly raped her on across the stage.

[Possible fetus found in Dunkin' Donuts coffee cup left in Brooklyn public housing development's stairwell, police say](#)

DAILY NEWS - Tina Moore

A 26-year-old woman reported the discovery of a possible fetus in a large Dunkin' Donuts cup in a Brooklyn public housing development stairwell, police sources said Wednesday. The woman told cops she was sweeping the stairwell at 33 Saratoga Ave. in the Ocean Hill section Tuesday morning when she found the cup and noticed "a possible mucus or tissue substance," police said. She put the cup in a bag and called 911, police said.

[Opinion: Cuomo's costly fast-food wage hike is based o](#)

[and faulty logic](#)

DAILY NEWS – Lawrence Mone, Alex Armlovich

Last week, a special fast-food wage board formed by Gov. Cuomo held its final hearing before it will decide whether or not to raise the minimum wage specifically for fast-food restaurants. In the governor's related Op-Ed calling for New Yorkers to close the income inequality gap, he rightly argues for lifting up the bottom — not pulling down the top. His further call for creating a higher living wage in the fast-food industry, however — perhaps as high as \$11.50 or even \$15 an hour, above and beyond the \$8.75 an hour required by law — will do little to create that mobility in the real economy. Higher minimum wages put young unskilled workers at risk of unemployment and risk shrinking the economic pie in an attempt to redistribute it.

[Judge green lights Cuomo pal's basement bowling alley](#)

NY POST – Lia Eustachewich

Gov. Cuomo pal Gregg Hymowitz's construction of a basement bowling alley in his Upper East Side mansion got the green light Wednesday when a judge refused to issue a preliminary injunction to stop the project. Hymowitz, the governor's longtime fund-raiser and hedge-fund owner, was sued last week by Hemant and Varsha Shah, who claimed the excavation has caused \$5 million in damage to their \$42 million mansion at 22 E. 64th St.

[Assemblywoman says Sampson asked her to aid 'shady loan' recipient](#)

NY POST – Selim Algar

A Yonkers assemblywoman testified at the federal corruption trial of state Sen. John Sampson Wednesday that the Brooklyn Democrat once asked her to help out a businessman who had given him a dubious loan. Assemblywoman Shelley Mayer was chief counsel for the state Senate in 2009, she told jurors in Brooklyn federal court, when Sampson told her that he had a friend named Edul Ahmad who was having problems drumming up real-estate business. Sensing -impropriety, Mayer said she felt "uncomfortable" with the request because it was a "constituent issue," and later discovered that Ahmad had business ties to Sampson.

[Con Ed worker tried to kill himself after stabbing spree: prosecutor](#)

NY POST – Rebecca Rosenberg

The Con Ed worker who snapped, allegedly stabbing his ex-gal pal on the the Upper East Side then attacking two of his co-workers with a knife and ax, tried to kill himself after his arrest, prosecutors said Wednesday in Manhattan court. Terry Treveal, 40, was arraigned via video link from Bellevue hospital on attempted murder, assault and other raps for the gruesome rampage. "This defendant tried to take his own life during his psychiatric examination," said prosecutor Callagee O'Brien.

[Mom and daughter killed in backseat of grandparents' car](#)

NY POST – Larry Celona, CJ Sullivan, Ben Feuerherd

A horrific two-car crash took the lives of a mom and her 10-year-old daughter Wednesday evening in Queens. The crash, which also left a 8-year-old in critical condition, occurred by the Nathaniel Hawthorne Middle School on 210th Street near the Horace Harding Expressway in Bayside when a Ford Suburban SUV slammed into a Toyota Camry sedan at about 6 p.m., according to law-enforcement sources. The vehicles were possibly headed in opposite directions.

[Couple 'stonewalling' homicide investigation of 2-month-old son](#)

NY POST – Jamie Schram, Laura Italiano

A wealthy Brooklyn couple is "stonewalling" the homicide investigation of their baby son — refusing to meet with detectives, sources told The Post Wednesday. Police want to talk to financial consultant Ryan Dipede and his wife, corporate communications specialist Virginia Jamieson.

[Murder suspect slugs his lawyer after he's found not guilty](#)

NY POST – Rebecca Rosenberg, Matt Abrahams

Moments after a Manhattan jury found a man not guilty of murdering his 9-year-old cousin — by reason of mental defect — he slugged his defense lawyer in the jaw Wednesday when he learned he wouldn't be set free. Attorney Fred Sosinsky said that his client Alejandro Morales, 30, believed he'd get to walk out of court after hearing the not-guilty verdict.

[Deranged man goes skinny-dipping in Central Park lake](#)

NY POST – Natasha Velez

What a beautiful day for a swim! A screwball skinny-dipper looking to beat the heat on Wednesday rolled down a grassy Central Park hill and into the Harlem Meer — prompting a massive emergency response. Park Enforcement Officers patrolling near the lake had been watching the deranged man from a distance as he paced around aimlessly at 11 a.m.

[Suspect arrested after attempted rape](#)

NY POST - Natasha Velez

A 24-year-old Brooklyn man was arrested in connection with the attempted rape of a Queens woman last week, cops said. Larry Williams allegedly trailed the woman into her Woodside apartment building at about 9:15 a.m. June 25, according to cops.

[Malcolm Smith sentenced to 7 years in prison](#)

NY POST - Priscilla DeGregory, Leonard Greene

Former State Sen. Malcolm Smith was sentenced to seven years in federal prison Wednesday for a scheme to bribe his way onto the ballot for the 2013 New York City mayoral election. A jury found the Queens politician guilty of bribery conspiracy, wire fraud and extortion after he tried to use illegal shortcuts to avoid a Democratic mayoral primary. Instead of slugging it out with other Democrats, the man who served as the Senate's majority leader sought to buy his way on the GOP line so he could run for City Hall as a Republican, according to prosecutors who won a conviction against him. But Smith, a Democrat, was done in when he turned to an informant and an FBI undercover agent.

[Editorial: Every New York politician should heed this judge's warning](#)

NY POST - Editorial

A federal judge sent former state Senate Majority Leader Malcolm Smith away for seven years' hard time on Wednesday — and Judge Kenneth Karas' explanation of that sentence is a warning to New York's entire political class. The prosecution, he said, "is absolutely right that what makes this case different than the others is the corruption of the process and that's the heart of Mr. Smith's role in this case." "What makes it different in a bad way is that Mr. Smith was the main beneficiary. He wanted to be the mayor."

[Opinion: The last voices of sanity on New York's top court](#)

NY POST – Seth Lipsky

As New York hurtles toward an all-Democratic Court of Appeals — a bench of last resort without a single conservative — let's tip our hat to Judge Susan Read. She's the next-to-last Republican on the court, and she's set to retire next month. The other Republican, Eugene Pigott, has to retire by the end of 2016, because he turns 70 that year. Unless Gov. Cuomo does something surprising (he hasn't yet), we'll then be in for a span of unrelieved liberal orthodoxy on the state's highest bench.

[PRO] [Labor dispute halts work at Hudson Yards](#)

CAPITAL NY - Sally Goldenberg

[PRO] [City Campaign Finance Board relaunches website](#)

CAPITAL NY - Miranda Neubauer

[Disclosures show borough presidents' finances](#)

CAPITAL NY - Conor Skelding

The city's five borough presidents have markedly different financial situations, apart from their identical city incomes of \$160,000 per year, according to 2014 financial disclosure statements released Wednesday by the city Conflicts of Interest Board. Manhattan's Gale Brewer holds between \$1,453,000 and \$3,040,000 in various securities. She also earned between \$1,000 and \$5,000 teaching at the City University of New York. Brooklyn's Eric Adams earned between \$5,000 and \$48,000 as a landlord. He says he has never raised his tenants' rent. "I know firsthand that a rent freeze is manageable for small property owners and landlords, because I have managed to provide it for years to the tenants in my own building," he said in a statement provided by spokesman Stefan Ringel.

[PRO] [Council disclosures show outside income, debt](#)

CAPITAL NY - Gloria Pazmino

[PRO] [Cuomo signs 29 bills](#)

CAPITAL NY - Will Brunelle

[Cuomo signs vaccine bill](#)

CAPITAL NY - Dan Goldberg

Pharmacists and nurse practitioners in New York will now be allowed to provide the Tdap vaccine, which guards against tetanus, diphtheria and whooping cough. Governor Andrew Cuomo on Wednesday signed the bill, which both expands the scope of practice and allows pharmacists to continue to provide flu shots. The bill, sponsored by Assemblywoman Amy Paulin and Senator Kemp Hannon, was signed eight months before the law granting many of these privileges was set to expire. The law also allows pharmacists to vaccinate against shingles even without a prescription from a physician.

[PRO] [Appointees named to pay commission](#)

CAPITAL NY - Colby Hamilton and Bill Mahoney

[State names new head at Dannemora prison](#)

CAPITAL NY - Will Brunelle

Three weeks after the dramatic escape of two killers, the state on Wednesday named a new superintendent at the Clinton Correctional Facility in Dannemora. Michael Kirkpatrick, the new superintendent, previously worked as the first deputy superintendent at the Elmira Correctional Facility, and was a member of the Corrections Emergency Response Team (C.E.R.T.) for eight years before that, according to the state Department of Corrections and Community Supervision. Kirkpatrick has also worked at the Auburn and Sing Sing prisons. Former superintendent Steven Racette was placed on administrative leave, along with 11 other employees at the Dannemora facility, pending the state inspector general's investigation of the June 6 escape of David Sweat and Richard Matt. Sweat was recaptured on Sunday, while Matt was killed last week when he was cornered by law-enforcement officers.

[Union leaders indicted in health care kickback scheme](#)

CAPITAL NY - Colby Hamilton

Two current and one former union officer have been indicted on embezzlement and kickback charges, U.S. Attorney Preet Bharara's office announced Wednesday. Rocco Miranti, the business manager of Novelty and Production Workers Local 223, and his son, Johnnie Miranti, who served as the union's secretary-treasurer, were accused, along with Louis Smith, the former president of Teamsters Local 810, of accepting more than \$1 million in kickbacks from an outside vendor to whom the union officials steered their locals' health care benefits programs in exchange for the payments. The unnamed administrator is cooperating with the government, according to Bharara's office.

[Former Clinton official to run for Rangel seat](#)

CAPITAL NY - Colby Hamilton

Suzan Johnson Cook, a pastor and former Clinton Administration official, announced her candidacy to succeed outgoing Representative Charles Rangel on Wednesday. Cook joins a field that is expected to grow over the coming months as Rangel, a Democrat, prepares to retire after more than four decades in the House of Representatives. Assemblyman Keith Wright of Harlem and former assemblyman Adam Clayton Powell IV have declared their candidacies for the seat, as has Michael Gallagher, a relative political unknown from Washington Heights. Cook was a White House fellow in 1993 who went on to consult for Henry Cisneros, then secretary of the Department of Housing and Urban Development, from 1994 to 1997. She served as the U.S. ambassador-at-large for International Religious Freedom from 2011 to 2013. "The diverse, collective voices and values of our District need to be heard in Washington," Cook said in a statement. "Our wonderful community is facing many challenges. The skyrocketing cost of living means too many long-time residents can no longer afford to live and work here. And too many of our young people aren't sure that there's a better future."

[PRO] [Outgoing D.E.C. chief returning to land preservation group](#)

CAPITAL NY - Scott Waldman

[30 Rock to light up as the 'Comcast Building' tonight](#)

CAPITAL NY - Alex Weprin

30 Rockefeller Plaza, one of the most iconic buildings in New York City, is now officially the "Comcast Building," the company announced in a statement. At sunset, the Comcast logo, as well the NBC Peacock, will light up at the top of the landmarked 70-story tower, following G.E. and R.C.A. as the only logos to adorn the top of the building since it was built in 1933. The north and south facades will feature a 12 foot high Comcast logo crowned by an 11 foot high peacock, while the western facade will feature an 18 foot high peacock, all lit up by LED lighting. Despite being the home to NBC since the early 1930s, Wednesday will mark the first time the NBC peacock has shone at the top of the tower. General Electric

sold its remaining stake in NBCUniversal--as well as its real estate in Rockefeller Plaza--to Comcast in 2013. The building, known as the G.E. Building since 1988 (it was called the RCA Building before 1988), took on the new moniker in a ceremony this morning. Comcast began the process to remove the giant red "G.E." logo from the top of the building just over a year ago.

[A new dean of architecture at a time of tumult for Cooper Union](#)

CAPITAL NY - Conor Skelding

Nader Tehrani, the new dean of Cooper Union's architecture school, admits to a fetish for the "supertall" buildings dominating the architectural conversation in New York City today, but he also admits it's complicated. "I am torn. I can't lie to you, I am an architect. I am at once seduced by form, but also in the contingencies that make form smart," he told Capital in a telephone interview. "I think there are some architectural gems among them ... But as far as I can tell, at apartments going at \$100 million a pop, they don't have much relevance in terms of building the social fabric of New York citizens as much as they are investors from the outside."

[PRO] [Report: Obamacare growth slows in New York](#)

CAPITAL NY - Katie Jennings

[Demonstration projects hint at Con Ed's future](#)

CAPITAL NY - David Giambusso

After months of tinkering behind closed doors, Con Edison presented three demonstration projects to the state Wednesday, offering the clearest indication yet of the areas on which the utility plans to focus under the state's planned energy-infrastructure overhaul. The demonstration projects are required of utilities as the plan, officially called Reforming the Energy Vision, attempts to radically alter how energy is generated and consumed in New York. Utilities like Con Ed and National Grid were charged by the Department of Public Service with developing a series of projects that incorporate renewable energy or efficiency, involve smaller outside companies and have the potential to be repeated on a wide scale.

[Grid operator: State needs more transmission lines](#)

CAPITAL NY - Scott Waldman

If New York does not build more transmission lines, it will not be able to increase its reliance on renewable energy sources, the state's independent grid operator has determined. New York will need about 15,000 megawatts of renewable energy sources, such as wind and solar, to comply with tough new federal power plant regulations, Stephen Whitley, president of the New York Independent System Operator, wrote to the state Public Service Commission. Much of that will be located upstate, but the current infrastructure does not have the capacity to transmit all of that power downstate, where demand will be highest, Whitley said. The lines are needed to connect power generators in western and northern New York with the needs of the lower Hudson Valley, New York City and Long Island. If the P.S.C. does not approve more transmission lines, renewable generation will be "capped," Whitley wrote.

[PRO] [GlobalFoundries officially acquires 2 I.B.M. plants](#)

CAPITAL NY - Will Brunelle

[PRO] [Assemblywoman testifies in Sampson trial](#)

CAPITAL NY - Luca Marzorati

[Former state senator Malcolm Smith sentenced to 7 years](#)

CAPITAL NY - Luca Marzorati

Former New York state senator Malcolm Smith was sentenced Wednesday to seven years in prison after being convicted of trying to bribe his way onto the Republican ballot in the 2013 race for New York City mayor. Smith, a Democrat and the former Senate majority leader, was convicted in February of wire fraud, bribery and extortion. Co-defendant Vincent Tabone, a Republican party leader in Queens who was convicted of taking a bribe from an undercover FBI agent, was sentenced to 42 months in prison. "Bribes and kickbacks should never play a role in the selection of candidates for public office," U.S. Attorney Preet Bharara said in a statement. "By attempting to buy and sell a spot on New York City's mayoral ballot, Malcolm Smith and Vincent Tabone corrupted one of the most fundamental tenets of the democratic process, that candidates cannot bribe their way onto a ballot."

[America Reminds George Pataki of New York Under Mario Cuomo](#)

NY OBSERVER - Will Bredderman

Former Gov. George Pataki—now a long-shot contender for the presidency—said last night that the nation’s current situation brings back memories of the Empire State in 1994 when he unseated Mario Cuomo, the ex-governor who died in January. Addressing donors and politicians gathered at the New York State Republican Party gala at the Pierre Hotel in Manhattan, Mr. Pataki, a Republican, lamented a seemingly endless cycle of bad news, before making the crack at Gov. Andrew Cuomo’s father’s expense. “You turn on the TV, go on the internet, it seems the news in this country and around the world gets worse every day. You know, things are so bad, they’re starting to remind me of New York when I ran against Mario Cuomo,” he said, to a mixture of laughter and “oohs.” Mr. Pataki then made his pitch for the White House, asserting that he stood out from more than a dozen GOP candidates because of his appeal to the larger electorate. “But I’ll tell you something, just like then, if you don’t want to just sit there and complain about what’s happening, or pick up and leave, fight the fight to change things. I am fighting the fight, and I am running for president of the United States,” he said to applause. “If I get the Republican nomination for president, I am going to win the general election in November.”

[Queens Enclave Feeling the Impact of Greece Crisis](#)

WNYC - Stephen Nessen

While Greece's financial future remains fluid, one thing is clear: the largest overseas Greek community is worried. Long-time Greek immigrants, and more recent arrivals to Astoria, Queens, gathered to discuss the latest news at places like Cafe Boulis where the Greek song "Preen Pes S'agapo" by Giorgos Sampanis played on the radio.

...Behind the counter, Neokls Melis, 40, fried loukoumades, a Greek donut, and drizzled honey over it. He's one of the more recent Greek immigrants in Astoria — more than 8 percent of the neighborhood is of Greek descent — he left Athens last week. "It gets worse and worse so I had to make a good decision," he said. Melis was born in New York but left when he was 5-years-old. He's not a donut-maker by trade. He owned an autoparts import company in Athens, but business was bad for awhile.

[Radio: FBI Examines Prison Security After Escape](#)

WNYC - Brian Lehrer

Brian Mann, Adirondack Bureau Chief for North Country Public Radio, discusses the last days of the almost three-week manhunt for two escaped prisoners from the Clinton Correctional Facility in Dannemora, which ended with one escapee dead and the other wounded, and the looming FBI corruption investigation of the prison.

[Subways, NJ Transit, Amtrak crippled in separate incidents](#)

AM NY - Ivan Pereira

It was a nightmare of a commute for many city commuters Wednesday night. Several manhole fires at Bergen Street in Brooklyn around 5:30 p.m. damaged the signals at the Jay Street Metrotech station, causing disruptions for the F and G lines. About a half-hour later, an Amtrak train struck a trespasser near Jersey Avenue in New Brunswick, halting service for almost an hour along the rail's northeast corridor as well as New Jersey Transit, according to an Amtrak spokeswoman. F train service was shut down between 4th Avenue and Jay Street Metrotech and there was no G train service between Bedford-Nostrand Avenue and Church Avenue.

[Maloney raises concerns over Second Avenue subway woes](#)

AM NY - Ivan Pereira

The MTA promises to have the first phase of the Second Avenue Subway done by December 2016, but some elected officials on the Upper East Side said the agency will have to overcome a few challenges to meet that deadline. U.S. Rep. Carolyn Maloney, City Council members Ben Kallos and Dan Garodnick and representatives for other elected officials gave an update on the project at a news conference Wednesday and said they would push the agency to work on areas of concern regarding the line. Maloney said the first phase of the nearly project, which will create stations on Second Avenue and 72nd, 86th and 96th streets as an extension of the Q line, can't wait another year.

[East Harlem residents say pope's visit may be answer to prayers](#)

AM NY - Maria Alvarez

East Harlem residents and families whose children attend the Catholic school that Pope Francis plans to visit rejoiced Tuesday and expressed hope it may lead to the reopening of their beloved church, closed by the archdiocese because of falling membership. "We suffered so much since the church closed seven years ago," said Nochgri Marte, 63, a parishioner for 25 years who gathers at weekly Sunday vigils to pray that Our Lady Queen of Angels' sanctuary -- adjacent to the school -- again will be open for worship. "Maybe our prayers have been answered," she said in Spanish, looking skyward as her eyes welled with tears. "This visit by the Holy Father is a blessing that he has not forgotten us."

[30 Rock officially renamed Comcast Building, with corporate sign to be lit Wednesday](#)

AM NY - Staff

It's official: Iconic 30 Rock will now be known as the Comcast Building. Comcast announced that the building will be illuminated with its new corporate name on Wednesday night along with NBC Peacock logos. The signs replace the General Electric initials of its previous owner. The first commercial television broadcast was produced at 30 Rockefeller Plaza on July 1, 1941, by the original incarnation of NBC. Though most New Yorkers know it as 30 Rock, its original official name was the RCA Building beginning in 1937. GE, which had created RCA and later reacquired it, renamed the building in 1988. Comcast bought GE's stake in NBC in 2013.

[Nearly one in three Americans owns a gun](#)

AM NY - Staff

Almost a third of American adults own a gun, but the rate varies widely by state and tops out at almost 62 percent of people in Alaska, new survey data show. Gun ownership was closely tied to "social gun culture," wherein family and friends also own guns and think less of non-gun owners, researchers found. "Considering the presence of deeply rooted gun culture and the estimated number of guns in the U.S. to be 310 million, we (suspected) that social gun culture is associated with gun ownership," said lead author Dr. Bindu Kalesan of the Mailman School of Public Health at Columbia University in New York. "This association was strong even after removing the effect of other factors such as presence of gun laws and gun deaths," Kalesan told Reuters Health by email. The researchers used data from a 2013 online survey of 4,000 people over age 18 from all 50 states and the District of Columbia. Participants were selected to be representative of the U.S. population as a whole. About 29 percent of people nationwide reported owning a gun. Only five percent of people in Delaware and six percent in Rhode Island owned a gun, compared to almost 62 percent in Alaska.

[NY prison escapee's body, unclaimed by family, may be buried by county](#)

AM NY - Reuters

No members of prison escapee Richard Matt's family have met a deadline to claim his body and he may now be buried by the New York county where he was gunned down by a federal agent after nearly three weeks on the run, officials said on Wednesday. Matt was no longer a ward of the state when he was killed Friday after escaping on June 6 from the Clinton Correctional Facility in Dannemora, New York, and will not be buried at the prison's cemetery, Franklin County Coroner Bryan Langdon said.

[Malcolm Smith sentenced to 7 years in prison for ballot bribery scheme](#)

AM NY - John Riley

Former State Senate Majority Leader Malcolm Smith has been sentenced to 7 years in federal prison for a bribery conspiracy to win a place on the ballot for the New York City mayoralty. The sentence was imposed Wednesday by U.S. District Judge Kenneth Karas in White Plains. Smith, a Democrat, was lured by an informant and an FBI undercover agent into a scheme to bribe Republican county leaders to give him a spot in the GOP mayoral primary. He was defeated for re-election in his Queens district last year, and convicted in February.

[Man takes selfie on Brooklyn Bridge, is slammed by NYPD](#)

AM NY - Staff

A man posted a photo on a cable on the Brooklyn Bridge, leading the NYPD's counterterrorism chief to call him out for being "irresponsible and illegal." David Karnauch, who was recently visiting New York, captioned his photo "#adventureaddiction." The picture was posted as the NYPD has been ramping up security in preparation for the July 4th holiday and among worries about terrorism threats. Karnauch told NBC New York that it was "not a smart thing to do," but he said "you could just get on a beam and it actually had handrails on the left and right side, and I just walked across the bridge and turned around to take a picture." To add insult to injury, Karnauch used a selfie stick for the photo. John J. Miller, the NYPD Deputy for Commissioner Intelligence and Counterterrorism, said in a statement that Karnauch's actions "do not constitute a security breach." "Had the officers patrolling the bridge arrived while he was there, he would have been arrested, as others have been," Miller said in the statement. The selfie comes after several other security setbacks on the Brooklyn Bridge. In November, French tourist Yonathin Souid and took photos, and Russian tourist Yaroslav Kolchin climbed a beam in August 2014. In July 2014, a pair of bleached-white American flags were planted on the bridge, for which two German artists claimed responsibility.

[Belgian fry joint Pommes Frites launches IndieGoGo for new location](#)

METRO - Megan Fu

Pommes Frites is reopening and seeking help. The Belgian Fry joint was once located in the East Village until a massive gas explosion destroyed several buildings on 2nd Avenue including the eatery. A few months have passed and Pommes Frites is ready to reopen in the fall at its new location: 128 MacDougal St. The small business launched an IndieGoGo campaign yesterday morning to raise \$64,000. The money raised will be used to cover the cost of replacing their equipment. Although Pommes Frites had insurance, receiving a settlement is not a quick and easy process and because Pommes Frites has been around for about 18 years, many of the eatery's assets will be considered either fully or significantly depreciated, according to the campaign page

[NSFW: Graphic photo of prison escapee Richard Matt's corpse appears online](#)

METRO NY - Matthew Lee

A photo of escaped convict Richard Matt's body was posted by local Buffalo news station WIVB 4 early Wednesday morning and subsequently posted by Gawker. WIVB did not report where they obtained the extremely graphic image came from.

[NYPD looking for men who robbed a Park Slope AT&T store at gunpoint](#)

METRO - Wendy Joan Biddlecombe

Police are looking for three suspects who robbed a Park Slope AT&T store on Saturday morning. Three men entered the store at 242 7th Avenue, just west of Prospect Park, around 10:25 a.m., brandishing a gun and forcing a woman employee into the back room, police said. While two of the suspects made the woman kneel in the back room, the third suspect locked the front door and started clearing out the store's merchandise. The three men made off with more than 50 phones and tablets, police said. No injuries were reported after the heist.

[Strike averted at Staten Island University Hospital](#)

SI ADVANCE - Tracey Porpora

New York State Nurses Association (NYSNA) and Staten Island University Hospital in Ocean Breeze have reached a tentative contract agreement avoiding a nurses strike that was planned for July 8.

A nurses strike was averted at Richmond University Medical Center, West Brighton, after hospital officials reached a tentative agreement early Saturday morning. The details of both agreements are not yet available. On Friday NYSNA served Staten Island University Hospital with a 10-day notice, stating if an agreement wasn't reached within 10 days, the nurses would go on strike. "The hospital believes the proposed collective bargaining agreement is fair for our nurses, providing them with competitive wages and comprehensive benefits," said Donna Proske, a registered nurse and Staten Island University Hospital executive director. "If approved, the agreement will ensure our continued commitment to patients and the community in delivering safe, quality care, while enabling us to effectively manage the unprecedented changes impacting how healthcare is delivered."

[Steven Matteo voted Council's new Republican minority leader](#)

SI ADVANCE - Anna Sanders

Councilman Steven Matteo was voted the Council's new Republican minority leader on Wednesday. Councilman Vincent Ignizio (R-South Shore) filed his resignation from the leadership position with the City Clerk on Tuesday, his office said. Matteo (R-Mid-Island) was elected the new minority leader during a two-person vote at City Hall. The Council, with 51 districts, has just three Republicans including Staten Islanders Matteo and Ignizio. Queens Councilman Eric Ulrich was not present for the vote and, thus, did not cast a ballot. Ignizio plans to leave the Council this summer to serve as the chief executive officer of the soon-to-be Catholic Charities of Staten Island. The timing of his resignation is still unclear.

[Prosecutors blast Grimm for 2014 threat against TV reporter](#)

SI ADVANCE - John Annese

Michael Grimm's infamous on-camera threat against a TV reporter last year may come back to haunt him. In a blistering letter sent to Grimm's sentencing judge Tuesday, federal prosecutors contended that the Jan. 28, 2014 episode fits into a pattern where Grimm challenges the motives of those questioning his conduct, then apologizes only after he's given no other option. The episode made national headlines. During an interview after the State of the Union address, NY1's Michael Scotto asked Grimm about the investigation into his fundraising practice. Grimm responded, while a camera was still filming, by threatening to throw Scotto off the Capitol rotunda balcony where they were standing and "break you in half like a boy."

['They killed my wife. They killed my wife,' alleged spouse-slayer screamed, says witness](#)

SI ADVANCE - Frank Donnelly

"He screamed to me, 'They killed my wife. They killed my wife. Sissy is laying in a pool of blood.'" A witness testified Wednesday alleged spouse-slayer Jonathan Crupi yelled those words to him outside his New Springville home on July 5, 2012, the day, prosecutors allege Crupi fatally stabbed his wife and then tried to cover up the crime. Robert Garbarino, a neighbor of Crupi and the victim Simeonette Mapes-Crupi, who was known as "Sissy," said Crupi seemed distraught as he approached him, phone in hand. But Garbarino also testified at Crupi's murder trial in state Supreme Court, St. George that he had been home for several hours earlier that day and did not hear or see anything suspicious. Prosecutors allege Crupi, 33, pushed his 29-year-old spouse down the stairs during an argument on July 5, 2012, then stabbed her 15 times, killing her. He then tried to stage a crime scene, alleging his home had been robbed, contend prosecutors.

[Worker hurt at Moravian Cemetery](#)

SI ADVANCE - Andrew Simontacchi

A worker at Moravian Cemetery in New Dorp was injured when a headstone fell onto his leg Wednesday afternoon, according to sources with knowledge of the incident. The FDNY responded to a call at the cemetery at 2:12 p.m., according to a Fire Department spokesman.

[Letter: Help! Express bus commuters can't bear much more](#)

SI ADVANCE - Cathy Gonzalez

The commute between Staten Island and midtown Manhattan (in both directions) has been a complete nightmare in the past few weeks, but now it has reached beyond anything we've experienced before. I get the X5 at Hylan Boulevard and Nelson Avenue to 41st Street and Madison Avenue in Manhattan at about 7:15 a.m. every weekday, and every day while I wait for one X5, I routinely see three X7s within 5 minutes (sometimes less) and at least two X8s in that same time period. According to the MTA's X5 schedule, there should be a bus approximately every 6 minutes. However, I regularly wait anywhere from 15-to-25 minutes. Often times the bus that comes is pretty much the bottom of the barrel as far as equipment goes. The other day there was no air conditioning on the bus and the temperature was hotter on the bus than outside. The driver actually put the bus out of service by the time he reached Hylan Boulevard and Tysens Lane.

[NYC, call national boycott Trump](#)

EL DIARIO - Staff

In an action against the parent of Macy's store in Herald Square, a dozen Latino immigrants and elected officials called for a national boycott of Donald Trump, following their qualified as discriminatory statements. Assemblyman Philip Ramos (D-Brentwood), Long Island, called for companies that have business dealings with Trump to break its business relationship emulating the decision Univision, NBC and Macy's.

[Letitia James: Do not invest in Walmart](#)

EL DIARIO - Staff

The ombudsman Letitia James publicly asked five pension funds of the City of New York to stop their investments in Walmart, who called in a statement as "the largest supplier of firearms and ammunition in the nation". "Since the massacres that appear on the front pages until those less notorious murders that cause chaos in our neighborhoods, we must do everything possible to tackle the scourge of gun violence", stated James. "We must stop investments until Walmart stop selling guns. It is not only moral, but also protects the trustees of an entity that is currently being scrutinized by its relationship with the firearms industry."

["Irresponsible" pulls a 'selfie' on Brooklyn Bridge](#)

EL DIARIO - Staff

New York After the NYPD announced increased security for July 4, a student of engineering at the University of Tennessee managed to climb to a prohibited public of the Brooklyn Bridge to take a 'selfie' area. The university David Karnauch published Tuesday in the selfie Instagram that was taken on Sunday. It quickly became viral, but police only described the incident as "irresponsible and illegal", as reported by the New York Post. It is unclear whether the youth will be arrested.

[Upper East Side Homes Worth More Than All The Bronx, Study Says](#)

DNA INFO - Shay Weaver

You knew that the Upper East Side was expensive, but did you know that it's worth more than all of The Bronx? It's worth more than Staten Island too. The neighborhood's residential property values — totaling about \$96 billion — not only beat every other neighborhood in the city and the two outer boroughs in home prices, it's worth more than North and South Dakota, New Hampshire, Vermont, Wyoming and Alaska. According to real estate data enthusiast and entrepreneur Max

Galka, who runs a real estate data business called Revaluate. For the Upper East Side, such a small area — roughly less than a square mile — to generate so much in property value, is striking, Galka said.

[MAP: 10 New Residential Buildings Coming to DeKalb Avenue](#)

DNA INFO - Camille Bautista

As Bed-Stuy's Bedford Avenue turns into "condo canyon," DeKalb Avenue is also becoming a hotbed for development. At least 10 new residential buildings are set to rise along a four-block strip of DeKalb Avenue, meeting the demand for more modern units in the neighborhood's northern section, according to area brokers. A large stretch of the avenue in Bed-Stuy is in proximity to the G and J trains and is zoned to allow buildings up to seven stories high. Such features make the thoroughfare an attractive option to developers, said real estate firm TerraCRG's Matt Cosentino.

[Proposed Mental Health Facility Plans to Move to Port Richmond](#)

DNA INFO - Nicolas Rizzi

A planned mental health facility that drew the ire of St. George residents may be moved to a building on Port Richmond Avenue, according to a letter of intent shared with DNAinfo New York.

Managers of Saint Joseph's Medical Center plan to sell property at 78 Fort Place — which will be developed into more than 30 apartments — and purchase 108-110 Port Richmond Ave. where they plan to put the facility, according to the letter sent on June 26. The building will include 77 apartments, with 50 set aside for Staten Islanders suffering from mental illnesses and the remainder being used for affordable housing, the letter reads. For some residents, the proposed Port Richmond building poses the same problems it did when proposed for St. George.

[Staten Island Arts Names New Executive Director](#)

DNA INFO - Nicholas Rizzi

Staten Island Arts named Christopher Hellstrom as its new executive director, replacing Melanie Cohn who stepped down from the post last year. After sorting through 100 candidates, Staten Island Arts' board chose Hellstrom because of his work at the Greenbelt Conservatory, the group said in a release. Hellstrom, who lives in Tottenville, previously worked as a staff writer for former Mayor Rudolph Giuliani, the New York State Publishers' representative for Oxford University Press and served on the board of Staten Island Shakespearean Theatre, according to Staten Island Arts.

[More than \\$100K in City Funds Going to Astoria Street and Graffiti Cleanup](#)

DNA INFO - Jeanmarie Evelly

City Councilman Costa Constantinides allocated more than \$100,000 to street cleaning and anti-graffiti programs in his Queens district for the upcoming year, according to budget documents.

The council member, who was elected in 2013 and campaigned on a promise to tackle the neighborhood's litter problem, set aside \$119,665 of his \$710,000 in discretionary funds in the recent budget deal for street cleaning crews and graffiti removal.

[Artist's 90-Foot Mural Beautifies TriBeCa Park](#)

DNA INFO - Irene Plagianos

A graffiti artist once known for his elaborate spray paintings on subways has covered a 90-foot wall in TriBeCa — with permission this time. Artist Todd James's colorful mural was unveiled yesterday at Washington Market Park, along a wall at the park's Chambers Street basketball court. The massive painting is the first in a "Court Mural" series that will appear along the wall, according to the Friends of Washington Market Park, the nonprofit that supports the public park. James's work will be on view through the fall, the group said, and then another painting will be created on the park wall.

[Tribeca Cinemas Quietly Shuttters With Building Up for Sale](#)

DNA INFO - Irene Plagianos

An iconic TriBeCa theater, and the longtime home of the Tribeca Film Festival, quietly shuttered this week, as plans to redevelop its building moved forward. Tribeca Cinemas — which opened in 2003 as the headquarters for the then-new Tribeca Film Festival — announced on its website that it's now closed and the 13-17 Laight St. building "is up for sale." "Since 2003 we have enjoyed hosting screenings, film festivals, celebrations and private events," the website reads. "We thank all of our patrons for the support over the years."

[Uptown Leads City in Illegal Fireworks Complaints, Data Shows](#)

DNA INFO - Lindsay Armstrong

Uptown Manhattan is the top spot in the city for illegal fireworks complaints — with Dyckman Street and Riverside Drive the biggest problem areas, according to city data. DNAinfo analyzed 311 complaints made over a five-year period from 2010 to 2014 and found that Northern Manhattan got more complaints than any other area of the city. Inwood — which is home to an unofficial Fourth of July fireworks competition that was the subject of a 2013 documentary — led the city with 36 complaints during the five-year period. Fifteen of those complaints were filed between July 1 and July 4.

[Manhattan Home Prices Reach Record \\$1.87M Average](#)

DNA INFO - Amy Zimmer

Just when you thought Manhattan home prices couldn't climb any higher, think again. The second quarter of 2015 was full of new records, real estate firms found. The average sales price set a new high of \$1.872 million, up more than 11 percent from the year before, according to a Douglas Elliman report released Wednesday. Average sales for condos (\$2.415 million) and co-ops (\$1.538 million) hit records, rising 20 percent and 5.8 percent respectively, the report found. And it's not because the \$50 million sale prices on new developments, where rates also hit a record high at \$2,011 a square foot, are skewing prices, said real estate expert Jonathan Miller, who authored the Elliman report.

[Brooklyn Manhole Fires Trigger Delays on F and G Trains, MTA Says](#)

DNA INFO - Gwynne Hogan

Several manhole fires on Bergen Street triggered a slew of subway delays and service changes Wednesday afternoon, the MTA said. The delays began around 5 p.m., according to the MTA's website. No F trains were running between the Jay Street and 4th Avenue stations, and there was no G train service between the Bedford-Nostrand and Church Avenue stations, the MTA said.

[Police Still Trying to Find Motive Behind Polo Grounds Shooting: NYPD](#)

DNA INFO - Trevor Kapp

Investigators of the fatal shooting of an aspiring chef in the Polo Grounds Houses Monday night believe the gunman may be from the St. Nicholas Houses, the NYPD said Wednesday. Jordan Barber, 18, was standing with two pals outside of 2931 Frederick Douglass Blvd. about 10:45 p.m. when a group of 30 people approached, NYPD Chief of Detectives Robert Boyce said.

[Woman Fights Off Man Who Tried to Rape Her in Woodside, Police Say](#)

DNA INFO - Aidan Gardiner

A Woodside woman fought off a would-be rapist who attacked her after following her into her apartment building, police said. Larry Williams, 24, trailed the 28-year-old woman into her apartment building and up to her apartment door, where he attacked her about 9:15 a.m. on June 25, NYPD officials said. He was arrested six days later. Police did not provide cross streets for the assault.

[Armed Men Steal More Than 50 Phones and Tablets from Park Slope Shop: NYPD](#)

DNA INFO - Aidan Gardiner

Armed thieves held a cellphone store worker at gunpoint in her Park Slope store as they swiped more than 50 phones and tablets before fleeing the scene Saturday, police said. They had not been arrested as of Wednesday morning. The trio, all in their early 20s, walked into the AT&T store at 242 Seventh Ave., near Fifth Street, about 10:25 a.m., directed the 25-year-old clerk into a back room and made her turn around and kneel, NYPD officials said. One of the men, who is in his early 20s and was wearing glasses with a black shirt with a Ferrari logo, locked the front door and began taking merchandise, police said.

[3 Teens Arrested After Robbery of 74-Year-Old Woman in Bronx, NYPD Says](#)

DNA INFO - Trevor Kapp

Police arrested three teenage girls suspected of two robberies including one in which a 74-year-old woman was dragged to the ground. Ajanique Legrand, 16, and two 15-year-old girls, whose names are being withheld by police, snatched a 74-year-old woman's purse and pulled her to the ground as she walked on Kelly Street near East 156th Street at 5 p.m. Sunday, police said.

[Bicyclist Injures Taxi Passenger After Throwing Cone at Cab, Police Say](#)

DNA INFO - Lisha Arino

A bicyclist threw a traffic cone into the window of a taxi last week, injuring a backseat passenger and damaging the cab, police said. Police said the passenger, a woman, was cut on her shoulder after 23-year-old Joel Fabre threw the

cone as the cab was pulling away from the northwest corner of Suffolk and Rivington streets at 3:52 a.m. on June 25. Fabre and a companion were riding alongside a cab traveling west on Rivington Street before the incident, police said. When the 44-year-old driver stopped to pick up the passenger at the corner, Fabre and the driver “exchanged words,” according to the NYPD. The bike rider then decided to throw the cone at the vehicle's back window, shattering the glass, police said.

[Nearly \\$33K in Suits, Glasses and a Watch Stolen From SoHo Man's Car: NYPD](#)

DNA INFO - Irene Plagianos

A SoHo man had nearly \$32,830 of pricey personal items — including two Brioni suits worth more than \$6,000, a \$950 pair of Cartier sunglasses and a \$12,500 Corum watch — swiped from his car, police said. The 37-year-old told police that he parked his car outside of his 70 Mercer St., home on June 24, at about midnight, and when he returned to the car the next day, a host of personal gear was missing. Other items stolen include a \$1,250 tennis racket, and a travel bag with a computer worth about \$4,000. Video surveillance footage shows a man using an “unknown device” to unlock the car, and grabbing the items, according to a police report.

[Man Fires Gun in Air, Hitting Fort Greene Apartment Window](#)

DNA INFO - Janet Upadhye

Police are looking for a man who fired a gun into the air, sending bullets through a nearby apartment window. The man, who was near the corner of South Portland Avenue and Fulton Street, fired the gun several times at about 3:15 a.m. on June 21, police said. A video of the incident shows the suspect raising his hand in the air, though it is unclear whether that is when he fired the shots. The apartment's residents were not home at the time of the shooting but returned to find bullet holes in their window, police said.

[Man Claiming to be Police Officer Steals \\$200 From Drunk Victim](#)

DNA INFO - Eddie Small

A man claiming to be a police officer stole \$200 and an ATM card from a drunk victim who thought he was just getting a cab ride, according to the NYPD. On May 30 around 5 a.m., the victim got into a white Acura that he assumed was a taxi by the intersection of Jerome Avenue and East 183rd Street in the 46th Precinct, police said. He asked to get taken to Grand Concourse and East 198th Street, but during the ride, the suspect told the victim he was a police officer and needed to check his wallet for identification, according to the NYPD.

[Muggers Attack Victim, Steal \\$70 and Cellphone](#)

DNA INFO - Eddie Small

A pair of muggers beat up a 42-year-old man in a public housing elevator then stole his cash and cellphone, according to the NYPD. The victim was in an elevator in the Morrisania Houses on June 22 at about 8 p.m. when he was attacked by the two suspects, who stole \$70 in cash and a cellphone from him, police said. Video of the robbery shows the men grabbing the victim, yanking on his shirt, dragging him along the floor and stomping on him as he lies halfway between the elevator and the hallway. EMS took the victim to a local hospital, where he received treatment for an eye injury, along with a swollen face and jaw, police said.

[Battery Park Ticket Seller Slashed in Fight with Rival Vendor, NYPD Says](#)

DNA INFO - Gwynne Hogan

A man was slashed on Wednesday afternoon during a fight between rival vendors that sell bus and boat tour tickets near Battery Park, police and witnesses said. Emergency workers responded to the scene about 1 p.m. and transported one person in serious but stable condition to New York Presbyterian Hospital, fire and police officials said. Multiple street merchants and people who work near the intersection of Pearl and Whitehall streets saw a group of people chasing another group from State Street south, then east along Pearl Street, then back again.

[Light Tower and Generator Stolen From LES Construction Site: Police](#)

DNA INFO - Lisha Arino

More than \$13,000 worth of equipment was taken from an East River Park construction site last week, police said. Workers from Burtis Construction Company had kept the equipment at the southwest corner of FDR Drive and East Houston Street since April, but discovered an \$8,500 light tower and a \$5,000 generator missing when they returned to work on June 21 at 9 p.m., according to the NYPD.

According to the company's employees, the equipment was heavy and could not be removed by hand, police said.

[Man Steals Copper Wiring from Baruch Houses, Police Say](#)

DNA INFO - Lisha Arino

Police arrested a 24-year-old man for stealing copper wiring from a work site at the Baruch Houses last week, according to the NYPD. Police said a 52-year-old woman witnessed Johnny Reyes and a companion entering the site at about 2:30 a.m. on June 25, even though there were visible "No Trespassing" signs posted. They then took what looked like a black rope from the site but what was later determined to be copper wiring, police said. Reyes was charged with attempted petit larceny and criminal trespassing and released, according to court records. He due in court in August, online records show. His attorney did not immediately return a request for comment.

[Taino Towers Deli Stole Millions With Food Stamps Scam, Prosecutors Say](#)

DNA INFO - Gustavo Solis

Owners of a Taino Towers deli ripped off more than \$2.7 million from taxpayers over the last five years by stealing money from a government food benefit program. Starting in 2010, the owner Yunior Tineo and his stepson, Edwin Vargas charged a customer's entire EBT card balance, gave them a portion of the cash and pocketed the rest, according to Manhattan District Attorney Cyrus Vance. "The defendants would charge \$100 to the EBT card for SNAP-eligible items, however they would in fact sell no eligible items and instead give the SNAP beneficiary \$70 in cash, keeping the remaining \$30 for themselves as profit," said a statement by the DA.

[Malcolm Smith Sentenced to 7 Years in Bribery Scheme](#)

DNA INFO - Jeff Mays

Former State Sen. Malcolm Smith was sentenced to seven years in prison Wednesday for a scheme to bribe Republican leaders into helping him win the party's nomination for mayor, federal prosecutors said. Smith bribed City Councilman Dan Halloran, Bronx Republican party chief Joseph Savino and vice chairman of the Queens Republican party Vincent Tabone in exchange for clearance to run for mayor as a Republican, prosecutors said. He authorized bribes totaling \$110,000 to the men, including \$25,000 to Tabone. Smith also promised to use his influence to help a cooperating witness and an undercover FBI agent posing as a wealthy developer win \$500,000 in state transportation funding if they paid the bribes to Republican Party leaders.

[Tourist Snaps Selfie Atop the Cables of the Brooklyn Bridge](#)

DNA INFO - TRevor Kapp

A thrill-seeking tourist hopped atop the Brooklyn Bridge Sunday and snapped a photo of himself using a selfie stick. David Karnauch's photo high above traffic has received more than 300 likes on Instagram. "Awesome dude so cool," posted user _voldermort. "Envious of your shot!!!" added nj3478. But not everyone was amused. "The person most endangered was the individual whose goal seems to be bringing attention to himself," NYPD Deputy Commissioner of Intelligence and Counterterrorism John Miller said in a statement. "It was however, irresponsible and illegal." Miller added that while Karnauch's actions didn't constitute "a security breach," he would've been arrested had patrolling officers been on scene.

[\\$12K Motorcycle Swiped From Battery Park City](#)

DNA INFO - Irene Plagianos

A \$12,000 Yamaha motorcycle was stolen from the street in Battery Park City, police said. The owner, a 30-year-old man, told police that he parked the bike, a 2014 FZ-09 model, on the corner of Murray Street and North End Avenue at about 6 p.m. on June 22 and when he returned, at about 4 p.m. the next day, his motorcycle was gone.

[Cocker Spaniel Stolen in Violent Robbery at Queens Park Found Dead](#)

DNA INFO - Jeanmarie Evelly

Ginger, a cocker spaniel that was stolen Sunday night after two men punched the dog's owner in the stomach as she walked in Crocheron Park, was found dead Tuesday in the park, a friend of the owner said. The friend, Lamont Paung, set up a Facebook page asking the public to reach out with tips or any other information that might help with the investigation into the dog's death. "At this point now, our attention must now be turned towards justice," a post on the Facebook page reads. "Our community cannot allow for this kind of deplorable behavior to go unnoticed and unpunished."

[Anti-Semitic Word in Ad Is Man's Last Name, Not Intended as a Slur](#)

DNA INFO - Ben Fractenberg

Some Bushwick and Ridgewood residents were puzzled to find fliers plastered around the Myrtle-Wyckoff train station containing a seemingly anti-Semitic epithet. The fliers, which were taped to lampposts along Wyckoff Avenue, had a two-dimensional picture of a house on the top and words "Apartment For Rent Call KIKE" beneath it.

[Bushwick Woman Says Dating App Suitor Stole Her Dog](#)

DNA INFO - Gwynne Hogan

A Bushwick woman looking for romance online ended up losing the love of her life when an Internet suitor took off with her dog and never returned, she claims. Roxanne Thompson, 46, said she met her prospective lover on the dating app badoo.com six months ago and the pair hit it off in person during several face-to-face meetings. On June 24, after an overnight stay, she said the man offered to walk Terror, her cairn terrier, while she prepared breakfast and tidied the home near Bushwick Avenue and Halsey Street. She hasn't seen either of them since, she said. Later, Thompson realized that two gold chains worth \$600 that her mother had left her when she died were also missing, she said.

[Manhattan apartments cost an average of \\$1.87M—a record](#)

CRAIN'S NY - Joe Anuta

The average sale price of a Manhattan apartment reached an all-time record of \$1.87 million during the second quarter of the year, according to a report released Wednesday by Douglas Elliman Real Estate. The sale price surpassed the previous high of \$1.77 million, set in the first quarter of 2014, and was driven by tight market conditions across the board, rather than by the recent crop of new multimillion-dollar condos rising on the island. "This average record isn't really created by a bunch of super-luxury closings that skew the average higher," said Jonathan Miller, chief executive of Miller Samuel, the appraisal firm that prepared Elliman's market study. "It is more about the overall market, and the challenge of chronically low inventory."

[Construction stops at about 30 sites as union concrete workers strike](#)

CRAIN'S NY - Joe Anuta

Construction partially ground to a halt at an estimated 30 major sites across the city Wednesday morning after a group of concrete workers went on strike. Among the stalled sites are the Related Companies' massive Hudson Yards project and Time Equities' 50 West St. condo tower. The workers belong to a union umbrella group called the New York City District Council of Carpenters. At midnight this morning, a collective bargaining agreement ran out between the council of carpenters and a trade organization called the Cement League. The league is made up of contractors that erect the concrete skeletons for high-rise buildings and hire district council workers for part of that job under a collective contract. As of Wednesday afternoon, the two sides were still at loggerheads.

[Doubts raised on Second Avenue subway. Can you believe it?](#)

CRAIN'S NY - Erica Davies

The Second Avenue subway line has a few more stops before opening in 2016, and East Side elected officials are getting nervous that the oft-delayed project could be set back again. A quartet of politicians—Rep. Carolyn Maloney, Councilmen Daniel Garodnick and Ben Kallos, and Assemblyman Dan Quart—held a press conference Wednesday to warn of five issues that could postpone completion of the first phase of the new subway line. In ascending order of worry, they listed the 69th Street entrance to the 72nd Street station, track installation, electrical work, the project's budget, and—their top concern—the 86th Street entrance.

[With fireworks finally legal, New York sales go kaboom](#)

CRAIN'S NY - Matt McCue

For the first time since 1909, New Yorkers can legally light fireworks for the Fourth of July. Not in the five boroughs, though. And there are other caveats. A new state law, signed by Gov. Andrew Cuomo last November, allows for the sale and consumer use of sparklers and other small fireworks that don't explode in the air. Each county must opt in—and half of New York's 62 counties have already done so, although New York City does not have that option. (Dutchess County is the nearest alternative in the state.) The law intends to end the issue of New Yorkers purchasing fireworks in other states, notably Pennsylvania, generating sales taxes that could be captured here. The measure has brought the sales-tax shift within New York's borders.

[CBS launches site to help small businesses](#)

CRAIN'S NY - Erica Davies

On Wednesday, CBS launched Small Business Pulse, a website that will give small businesses a helping hand. The website is CBS' latest initiative to support small-business and help them tackle daily issues and concerns. It will

incorporate content from all divisions of CBS, including CBS News and CBS Radio, as well as new and original editorials structured around six major categories: finance, marketing, legal, human resources, technology and sales. The digital platform will provide content such as tips on how to create a more effective work environment, suggestions to improve online marketability and how to manage mobile payments.

[Ian Schrager hotel will replace former Jehovah's Witness residences](#)

CRAIN'S NY - Amanda Fung

A new Ian Schrager hotel is planned for the huge mixed-use Dumbo Heights complex being developed by Jared Kushner and RFR's Aby Rosen and Michael Fuchs. Plans are being finalized but the hotelier told the New York Post that he wants it to be the No. 1 hotel in Brooklyn. According to the Post, it will be a Public-branded hotel, but it will be so big that it could include more than one type of hotel, including an extended-stay. The Public Hotel will replace the 508-room Jehovah's Witness residential hotel, which can be transformed into a 600-room hotel with up to 100,000 square feet of food and beverage or meeting space. Mr. Kushner and RFR will take over the property in 2017.

[NYRA produced a better Belmont, fan group says](#)

CRAIN'S NY - Aaron Elstein

The most important thing for the outfit that runs the Belmont Stakes is that American Pharoah won the first Triple Crown in nearly four decades at last month's race. But the New York Racing Association also notched a victory in managing the event after its fiasco at 2014's event, according to an oversight council's review. Last year, not only were fans disappointed when the Triple Crown contender fell short, but some complained that the staff at Belmont Park couldn't handle the massive crowd. The New York State Racing Fan Advisory Council, a part of the state gaming commission, complained that track employees couldn't be found to remove drunken squatters in assigned seats, bathroom lines were too long, wireless networks got overloaded and the public-address system malfunctioned, making it hard for some to follow the big race. Afterward, people got stuck in poorly lit and understaffed parking lots or waited hours to board the Long Island Rail Road.

[Former Sen. Malcolm Smith sentenced to seven years in prison](#)

CRAIN'S NY - Associated Press

National News:

[Emails Show Hillary Clinton Trying to Find Her Place](#)

NY TIMES – Peter Baker

In December 2009, toward the end of her first year as secretary of state, Hillary Rodham Clinton agreed to a joint interview with perhaps her best-known living predecessor, Henry Kissinger. As she pondered the encounter, she began to worry that her distant relationship with President Obama, who beat her for their party's presidential nomination, might contrast unfavorably with Mr. Kissinger's close collaboration with President Richard M. Nixon.

[Announcing Cuba Embassy Deal, Obama Declares 'New Chapter'](#)

NY TIMES – Julie Hirschfeld Davis

President Obama on Wednesday announced his plans to formally re-establish diplomatic relations with Cuba this month, declaring that the two nations were ready to reopen embassies in each other's capitals and to start a "new chapter" of engagement after more than a half-century of estrangement. "Our nations are separated by only 90 miles, and there are deep bonds of family and friendship between our people, but there have been very real, profound differences between our governments, and sometimes we allow ourselves to be trapped by a certain way of doing things," Mr. Obama said in the Rose Garden at the White House, taking note of the decades of hostility born of the Cold War that prompted the United States to isolate its neighbor to the south, a strategy he said had failed.

[White House Ends 40-Year-Old Ban on the Use of Cameras, to Delight of Tourists](#)

NY TIMES – Nicholas Fandos, Gardiner Harris

They posed grinning beside a bust of George Washington and stood solemnly in front of a portrait of John F. Kennedy. A few even caught President Obama as he walked across the South Lawn to Marine One. For visitors to the White House, Wednesday proved cause for rejoicing — and a post or two on Instagram — as Michelle Obama announced the end of a 40-year-old ban on photography during public tours. The first lady revealed the news in a video posted early Wednesday in which she literally tore up a sign bearing the rule.

[Airlines Under Justice Dept. Investigation Over Possible Collusion](#)

NY TIMES – Christopher Drew

Federal prosecutors on Wednesday said they had begun an investigation into possible collusion among the airlines to limit seating, two years after the Justice Department approved the latest in a wave of airline mergers, saying the combination would benefit consumers. In letters sent to airlines, prosecutors have asked for documents from the last two years related to statements and decisions they have made about limiting capacity on flight routes. By making it harder for passengers to find seats, airlines could restrain competition and increase fares.

[Exxon Lumbers Along to Catch Up With Gay Rights](#)

NY TIMES – James Stewart

A day after the United States Supreme Court affirmed same-sex marriage as a right, more than 125 Exxon Mobil employees marched in the Houston L.G.B.T. Pride Celebration for the first time. They carried an Exxon banner and wore rainbow-hued Exxon T-shirts — all with the company's approval. That Exxon, long excoriated by gay rights advocates, would allow itself to be identified with a public expression of support for gay rights is perhaps even more surprising than the Supreme Court's historic ruling.

International News:

[Mixed Messages and No Progress in Greek Crisis](#)

NY TIMES – Andrew Higgins

Bewildered Greeks, not to speak of people throughout Europe and the world, could be forgiven for wondering who, if anyone, is in charge. In the past few days, Prime Minister Alexis Tsipras of Greece has blown up negotiations with European creditors on staving off default, then retreated and accepted more or less the same terms, only to have European leaders tell him the offer had expired.

[Alexis Tsipras Bedges on Greece's Debt, but Meets a Cool Response](#)

NY TIMES – Suzanne Daley, Niki Kitsantonis

An unexpected new effort by Greece to compromise with its creditors on a bailout package prompted a cool response from most of the rest of Europe on Wednesday as efforts to find a way out of the financial crisis confronting Athens remained chaotic. On another day of twists and turns, Prime Minister Alexis Tsipras's government said it would be willing to accept many of the terms of a bailout package that it had previously rejected, if they are part of a broader deal to address the country's funding needs for the next two years.

[A Bankrupt Greece Is Struggling to Stay Afloat](#)

NY TIMES – Liz Alderman, Jack Ewing

This is what it looks like when a country goes bankrupt. The Greek government, which missed a payment on Tuesday to the International Monetary Fund, is scrambling to come up with the money to pay pensions and other bills. And Greece's banks, closed since Monday, have all but exhausted an emergency credit line provided by the European Central Bank. Greece is effectively out of money, analysts said on Wednesday. And there appears to be little prospect of resuming bailout negotiations with the I.M.F., the European Central Bank and the other eurozone nations until at least after a referendum vote on a bailout offer set for Sunday. The European Central Bank has shown no sign of advancing additional money while Greece's financial future is clouded by so much uncertainty.

[Greece Wanted to Reframe Europe's Austerity Debate. It Failed.](#)

NY TIMES – Neil Irwin

Zoom out a bit from the gushing river of breaking news about Greece's fiscal future, and here's the big picture of what looks to have happened in Athens on Wednesday. Alexis Tsipras, the Greek prime minister, has spent the last six months, since his left-wing Syriza party came to power, trying to shift the entire political framework of his country's bailout negotiations. That effort has failed. By indicating that his government could accept much of what Greece's creditors demanded as conditions for a bailout extension late last week, Mr. Tsipras seems to have finally acknowledged this inability to reset the terms of debate over austerity and democracy in Europe.

[Iran Nuclear Talks Could Stall Over Access to Scientists and Sites](#)

NY TIMES – David Sanger

For more than a decade, the C.I.A. has closely followed the workings of one Iranian officer and his sprawling nuclear empire: Mohsen Fakhrizadeh, the relentless driving force what Western intelligence agencies say was Iran's

Manhattan Project, its effort to design a compact nuclear weapon that could fit atop a missile. Now, in the final push for a comprehensive nuclear agreement with Iran, accounting for the accomplishments of Mr. Fakhrizadeh and his team of university scientists, missile engineers and military officers is emerging as one of the last and most formidable obstacles — perhaps on a par with the question of whether inspectors will be able, on short notice, to step into any place they suspect might conceal bomb-related work.

[Jihadist Attacks on Egypt Grow Fiercer](#)

NY TIMES – Kareen Fahim, David Kirkpatrick

Two years after President Abdel Fattah el-Sisi led a military takeover promising to restore order and security in Egypt, he faces a rising jihadist insurgency that has shaken the stability of this most populous Arab state, a key ally of the United States. Just two days after militants assassinated Egypt's top prosecutor on a Cairo street, the military on Wednesday called in F-16 war planes and helicopters to beat back a coordinated assault in Northern Sinai by a jihadist group affiliated with the Islamic State. Egyptian soldiers were killed, police officers were trapped in their posts, ambulances were paralyzed by booby-trapped roads and residents were warned to stay indoors by jihadists roaming on motorcycles.

###

From: Watkins, Ellen
Sent: Saturday, July 18, 2015 12:36 PM
Subject: Morning Press Clips – Saturday, July 18, 2015

Morning Press Clips – Saturday, July 18, 2015

Today's Front Pages:

The New York Times

MONDAY, JULY 27, 2014

11

SHOOTING
U.S. Presses for Pay
For German
To Kill U.S. Soldier

By **Michael S. Schmidt**
 and **Michael R. Sauter**

WASHINGTON, July 26 (AP) — The United States is pushing for Germany to pay \$10 million to settle a lawsuit filed by the family of a U.S. soldier killed in a 2002 shooting in Afghanistan.

The lawsuit, filed in a federal court in New York, seeks compensation for the death of Staff Sgt. David Bryant, 21, who was killed by a German soldier, Staff Sgt. Thomas Schilling, 41, in a friendly-fire incident.

The U.S. State Department is currently negotiating with German officials over the settlement. The German government has offered to pay \$10 million, but the U.S. family is demanding \$20 million.

The shooting occurred on July 1, 2002, in the Helmand province of Afghanistan. Bryant was part of a U.S. Marine unit that was ambushed by Taliban fighters. Schilling was part of a German military unit that was also in the area.

Bryant's family has been seeking compensation for his death for several years. They argue that the German soldier's actions were negligent and that the U.S. government should be held responsible for the death of its soldier.

The German government has argued that the shooting was an act of war and that it is not responsible for the death of a U.S. soldier. It has also argued that the U.S. government should be held responsible for the death of its soldier.

The lawsuit is the latest in a series of legal battles between the U.S. and Germany over the death of U.S. soldiers in Afghanistan. In 2009, the U.S. sued Germany for the death of Staff Sgt. Michael Smith, 24, who was killed by a German soldier in a friendly-fire incident.

The lawsuit is also part of a larger effort by the U.S. government to hold Germany accountable for the deaths of U.S. soldiers in Afghanistan. The U.S. government has argued that Germany has a moral obligation to pay compensation for the deaths of U.S. soldiers who were killed in friendly-fire incidents.

The lawsuit is expected to be heard in federal court in New York in the coming months. The outcome of the lawsuit could have significant implications for the U.S. and Germany's relationship over the deaths of U.S. soldiers in Afghanistan.

THE WALL STREET JOURNAL

WSJ

NEW YORK, JULY 27, 2014

Google Skyrockets \$6 Billion In a Day

'We All Lost a Hero'

THE CASE FOR FEWER PETAL SCANS

FCC Cracking Down on Bill Filibusters

DAILY NEWS

NEW YORK'S HOMETOWN NEWSPAPER

SALUTE TO TERROR THUG'S VICTIMS

HERO **HERO** **HERO** **HERO** **KILLER** **HERO**

Staff Sgt. David Bryant, 21

Staff Sgt. Thomas Schilling, 41

Civilians innocent took lives of Marine veterans of Iraq and Afghanistan, and a young volunteer.

PAGES 4, 5, 6, 7

CON-STAT

● **19 Bx. cops fudged reports**

● **Face firing for faking data**

PAGE 8

NEW YORK POST Page Six
LATE CITY FINAL

Texts as terrorist killed Marines
ANSWER ME, PLEASE!

Staten Island Advance
sifvt.com

AT A STANDSTILL
Island in near lockdown as NYPD reacts to report of firearms in Millstadt Beach

Grimm: 'I was a damned good congressman'

EL DIARIO

#Salud

Golpe al ceviche
Restaurantes tendrán que preparar el popular plato latino con pescado congelado

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Mayor de Blasio in the News:

UBER

[City Hall tells pro-Uber emailers that there is 'misinformation out there' in response to app's protest against proposed cap](#)

DAILY NEWS - Jennifer Fermino

Mayor de Blasio is hitting “reply all” in his fight against Uber. A day after Uber debuted its “de Blasio tab” on the app, showing customers what the city would be like if the ride service is limited and encouraging them to email the mayor supporting the app — City Hall is replying to all of the riders with its own spin. “Contrary to the misinformation out there, no one is banning Uber or ending it as you know it,” First Deputy Anthony Shorris wrote to the thousands of pro-Uber City Hall emailers.

[Opinion: A fair ride for New Yorkers: How the city should respond to the rapid rise of Uber](#)

DAILY NEWS - Bill de Blasio

Our responsibilities as public servants are clear: We're here to keep people safe, make sure workers and consumers are treated fairly, and keep this city growing and competitive. And right now, like cities across the country and around the world, we're working to do all those things in an industry that's changing fast: the for-hire vehicle sector being reshaped by fast-growing companies like Uber. More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan. For perspective, that means we're facing the addition of over 25,000 cars to our streets over the next year — the rough equivalent of two times the total number of yellow taxis in all of New York City.

[Yellow-cab backers gave Mark-Viverito \\$27K ahead of Uber vote](#)

NY POST - Yoav Gonen and Michael Gartland

City Council Speaker Melissa Mark-Viverito hauled in more than \$27,000 in campaign donations from yellow-cab interests in the months before the council proposed a cap on high-tech rival Uber, records show. The windfall included contributions from the president and three members of the Committee for Taxi Safety — which in March first lofted a nearly identical proposal to limit Uber...Other donors were yellow-cab medallion owners, drivers and industry lobbyist Michael Woloz — the largest bundler for Mayor Bill de Blasio’s 2013 campaign for City Hall. Arthur Goldstein, a taxi-financing rep who works for the lobbying firm of de Blasio pal Sid Davidoff, gathered more than \$6,000 for Mark-Viverito, who can’t run again for her current position in 2017 because of term limits.

[Cuomo: Taxi apps 'have to be studied'](#)

CAPITAL NY - Dana Rubinstein, Jimmy Vielkind

Governor Andrew Cuomo doesn't think Mayor Bill de Blasio's Uber issues are specific to New York City. “This is going to be an issue for cities all across the state,” said the governor on Friday, following an unrelated event on Breezy Point. “So this is something we are looking at.” Cuomo was responding to a question about a de Blasio-backed City Council bill that would cap the growth of Uber and other for-hire services for up to a year to allow the city to study their impact on traffic congestion in midtown Manhattan.

[the mayor is not mentioned in the following report]:

[PRO] [Kallos opposes cap on ride-sharing licenses](#)

CAPITAL NY - Miranda Neubauer

Councilman Ben Kallos of Manhattan announced on Friday that he opposes proposed legislation that would place a cap on new for-hire licenses issued to ride-sharing services such as Uber. "Banning a technology company's growth, before study or investigation, sends the wrong message to startups," he said in a written statement. "The City Council has an obligation to 'look before we leap,' requiring a study for review and public comment, and then taking action with full knowledge and due care. Passing a ban on growth to fix a problem at the same time as we seek to study that problem makes no sense."

[Andrew Cuomo Sidesteps City Hall's War With Uber](#)

NY OBSERVER – Ross Barkan

Gov. Andrew Cuomo said the explosion of the ride-sharing industry is an issue New Yorkers will have to grapple with statewide, but stopped short of taking sides in the de Blasio administration's battle with Uber. Mr. Cuomo, speaking after an unrelated event in Breezy Point, Queens today, said he would be "reviewing" Uber's explosive growth. "There's a lot of upside to what they do, there's a car-pooling feature that they offer that could possibly even reduce the number of cars on the road and reduce the cost," Mr. Cuomo told the Observer. "On the other hand, they are catching on like wildfire which could possibly increase the numbers so it has to be studied so it's something we're now reviewing because it is going to have an impact beyond New York City." Mr. Cuomo declined to weigh in on a pair of City Council bills that would drastically cap the growth of ride-sharing services. Mayor Bill de Blasio is pushing the legislation, citing concerns over workplace protections for drivers and growing congestion, but Uber is mounting an aggressive counter-attack. The company created an anti-de Blasio option within the ride-hailing app and is running television ads pointing to the amount of working class people they employ.

[Uber Takes on Mayor de Blasio With TV Ad](#)

WNYC - Tracie Hunte

Uber is taking its fight with Mayor Bill de Blasio to the airwaves. The popular ride sharing service, valued at \$40 billion, is using a new TV ad to accuse the mayor of being in the pockets of the big yellow taxi companies. City officials have said they want to limit the number of new Uber cars coming on the streets so they can study what effect thousands of new Uber drivers are having on traffic congestion. "New Yorkers deserve a real examination of whether Uber drivers are treated fairly; whether customers are protected against discrimination; whether Uber and other for-hire services will provide accessibility for the disabled, which they don't do reliably today; and whether New York City streets will become even more clogged as tens of thousands more vehicles enter the market," said First Deputy Mayor Tony Shorris in a statement.

[Battle looms between City Hall and Uber](#)

AM NY - Rebecca Harshbarger

The battle between Uber and City Hall intensified Thursday as the City Council prepared for a possible vote next week on capping black and livery cars -- and the company used their app to rip Mayor Bill de Blasio. Uber users Thursday found a new option in the app called "De Blasio," next to its other services. When riders tapped on it, the app gave a wait time of 25 minutes and urged riders to email the mayor and City Council. "Say NO to de Blasio's Uber!" it read. That followed TV ads that started running Wednesday and said the cap would destroy thousands of jobs.

[Uber taxis measure to limit debate in the hall lights](#)

EL DIARIO - Juan Garnham

In recent days, Uber users in New York noticed an odd choice on the bottom bar of your applications. Where options appear types of cars, there was now a "mode De Blasio" and, when selected, delivering a message that was a 25 minute wait and say that this is what would be achieved if the measure is approved Mayor. This is part of the company's aggressive campaign to criticize a bill that would limit the number of vehicles of this type of application in the city. In addition, Uber has been publishing a series of commercials and ads in newspapers and television and a few days ago, the company held a press event where African leaders criticized the project.

[Uber slams council members—with one exception](#)

CRAIN'S NY - Andrew Hawkins

This week, Uber sent a barrage of negative mailers to constituents of City Council members who support a bill to temporarily cap the number of new for-hire vehicle licenses. With one exception. Bronx Councilman Andy King, the only black elected official to sponsor the legislation, was spared by Uber's attack ads, he told Crain's Thursday. Perhaps not

coincidentally, the ride-hail company has been trying to win over minority communities, particularly African-Americans, in its fight with the council and Mayor Bill de Blasio. It courted the Rev. Al Sharpton and held a press conference at Sylvia's Restaurant in Harlem this week to warn of the cap's effects on minority communities.

...Earlier this week, Uber's top strategist, David Plouffe, a former adviser to President Barack Obama, met with Mr. Sharpton to persuade him to lobby his ally, Mr. de Blasio, to end the administration's support for the cap. Mr. Sharpton said he had questions about the bill, but has yet to indicate whether he will oppose it.

[Liberals rage over Uber's racial strategy](#)

CRAIN'S NY - Andrew Hawkins

Liberal activists in New York have found their new Wal-Mart. "Despicable," says Jonathan Westin, executive director of New York Communities for Change. "A cynical ploy," says Bertha Lewis, head of the Black Institute. "Blatantly, outrageously race-baiting," says Deborah Axt, co-executive director of Make the Road New York. The liberal road rage was for Uber, the car-summoning app service, which is fighting a bill in the City Council that would temporarily cap new for-hire vehicle licenses while the city studies traffic congestion caused by the exploding market. Under the direction of former Obama adviser David Plouffe, Uber has been seeking to outflank Mayor Bill de Blasio by rallying the mayor's voter base—African-Americans—to oppose the cap. Mr. Plouffe courted the Rev. Al Sharpton at a breakfast meeting earlier this week. Later, he held a rally with black clergy and elected leaders at Sylvia's Restaurant in Harlem to highlight the effect the proposed cap would have on communities of color.

[Uber vs. Mayor Bill de Blasio in escalating political battle over access to NYC streets](#)

US NEWS & WORLD REPORT - Jonathan Lemire

Uber is squaring off against New York City Mayor Bill de Blasio. The popular ride-booking service is protesting legislation that could cap the number of Uber cars on the streets of the nation's largest city. Uber debuted a TV ad on Friday that suggests that the cap would hardest hit minorities in outer-borough neighborhoods who sometimes have trouble getting yellow taxis. Those communities make up the bulk of de Blasio's political support. The company also targeted council members with direct mailers. A new "de Blasio" feature on its app projects increased wait times if the cap is instituted. Uber says that the ban hurts free enterprise and could limit innovation. Supporters of the measure say that the cap would ease traffic congestion.

[Uber takes on de Blasio](#)

FOX 5 - Associated Press

The ride-booking service Uber's app has a new feature -- and it's very critical of New York Mayor Bill de Blasio. Riders can now choose "de Blasio's Uber." It purports to show what would happen if a plan to cap the number of Uber cars on New York's streets is adopted. David Plouffe from Uber said Thursday that the cap could cause "wait times in Manhattan to skyrocket." The City Council is expected to soon vote on a measure that would dramatically curtail the number of new ride-sharing vehicles. The plan's supporters say it would ease congestion on Manhattan's streets. Uber defenders say the plan hurts free enterprise and consumer choice. A mayoral spokesman said the "de Blasio's Uber" feature was the latest in the company's "ugly and disingenuous tactics."

[Uber app mocks New York City Mayor Bill de Blasio](#)

CBS NEWS - Amanda Schupak

Users of the Uber app have a number of options for ordering a pickup: uberT to get a taxi, uberPool to share a ride, uberX for a low cost option. And right now in New York e-hailers have another choice -- but it doesn't look good. In an effort to rally its users against a New York City Council bill that would limit the growth of Uber in the five boroughs, the company added a "de Blasio" mode to its app. Selecting it takes the estimated wait time from a few minutes to 25. Pulling the slider to de Blasio removes available cars from the app's animated map and leads to an explanation that reads, "This is what Uber will look like in NYC if Mayor de Blasio's Uber cap bill passes. Email the Mayor and City Council. Say 'NO' to de Blasio's Uber!"

ERIC GARNER

[Somber services, large rallies mark Garner anniversary](#)

CAPITAL NY - Clifford Michel

Demonstrators and mourners gathered across the city on Friday to mark the one-year anniversary of Eric Garner's death. The events spread across three boroughs, from the Bay Street location where Garner died while being arrested for selling loose cigarettes, to somber church services in Harlem and Brooklyn, and a defiant rally that drew hundreds to Columbus Circle in Manhattan.

... Mayor Bill de Blasio, who spoke at an interfaith service on Tuesday night, did not attend any of the Friday events, and his public schedule for Saturday included only remarks at an unrelated memorial service in Brooklyn.

[Radio: Garner's Death Means 'Transformation' of Relationship Between Police and Community](#)

WNYC - Staff

Over the past year, Bishop Victor Brown has played a special role, serving as a spiritual advisor for the family of Eric Garner. He's the Senior Pastor at Mount Sinai United Christian Church in the Tompkinsville neighborhood on Staten Island. It's about six blocks from the site where Garner was placed in a police chokehold and later died. Brown told WNYC that Garner's family has committed to making sure his death will not be in vain.

... Brown said Garner's death means there will be a restart to relations between the NYPD and communities of color and gave kudos to New York City Mayor Bill de Blasio and Police Commissioner Bill Bratton for their renewed engagement with community policing.

['Unnecessary tragedy': Politicians reflect on Eric Garner's death](#)

SI ADVANCE - Anna Sanders

Eric Garner's death one year ago Friday sparked protests across the city and calls for police reform from politicians and the communities they serve. Garner, an unarmed black man, died in police custody on July 17, 2014, after cops attempted to arrest him for selling loose, untaxed cigarettes in Tompkinsville. A cellphone video captured a white police officer putting him in an apparent chokehold after the confrontation on Bay Street. Borough and citywide elected officials offered reflections on Garner's death and the future of police-community relations in statements and remarks this week. **Mayor Bill de Blasio:** No one is pretending that we will travel this course overnight, or that it will always be easy. But we know it's a journey we must go on together. And each step forward builds -- builds upon the last and toward a future together -- where safer streets come from stronger bonds among all the people of this city. That is what we are determined to do. It's driven by hope. Change is driven by hope. No matter how much despair, no matter how much frustration -- those attributes don't lead to change. Hope leads to change. And it's in our hearts.

[A year Garner: There are changes in police-community relationship](#)

EL DIARIO – Cristina Loboguerrero

Al met today the first anniversary of the death of Eric Garner, the most controversial event in the recent history of the city police brutality, figures Board Civilian Complaint Review (CCRB) show that the allegations of abuse against the Uniformed decreased 22% from January to June 2015 compared to the same period last year. The change is attributed to the measures taken by the Police Department (NYPD) to prevent further incidents like Garner, who died when an officer applied a choke hold during an arrest in Staten Island... And as the pressure increases on the Police Commissioner Bill Bratton and Mayor Bill de Blasio to push for fundamental changes in the Uniformed officials insist that already is being achieved mainly with the new effort to boost neighborhood police. "We will give our players a chance to really know the people they serve to truly unite with them," said the Mayor. "That will make us a better people. That will make us a more just city. That will make us a safer city."

[BLACK LIVES MATTER FOUNDERS BLAST DE BLASIO ON GARNER ANNIVERSARY](#)

VILLAGE VOICE - Solange Uwimana

It has been exactly one year since Eric Garner's death. During that time, his name has become synonymous with police brutality and police injustice, not only in New York City, where he was killed, but also worldwide. The haunting phrase "I can't breathe" — which Garner uttered eleven times as he died on camera — has morphed into a recognizable cry for justice and has appeared on everything from T-shirts to protest signs. That's thanks to the Black Lives Matter movement, co-founded in 2013 by three women actively involved in organizing around social issues. In a conversation with the Village Voice, Patrisse Cullors and Opal Tometi, who launched the movement with Alicia Garza, reflected on the past year and lambasted Mayor Bill de Blasio's administration for what they say is its inability to prioritize the investment in black lives over its pursuit of mass criminalization.

GOV. CUOMO

[Cuomo, de Blasio narrowly miss chance to make public amends at Democratic Party dinner in Bronx](#)

DAILY NEWS - Celeste Katz

The bread remained unbroken. Gov. Cuomo and Mayor de Blasio, who haven't spoken since last month, narrowly missed each other at a Democratic Party dinner in the Bronx on Thursday that could have given them the opportunity to make amends in public. Cuomo, whose public schedule said he was to speak at the dinner at 7 p.m., addressed the crowd at the Marina del Rey catering hall around 7:30 and stuck around until nearly 8 p.m. Less than 10 minutes after the governor's car pulled away, the mayor — whose schedule had him appearing at 7:30 p.m. — and his team arrived. Before departing, Cuomo said he had no issue speaking with his city counterpart and former employee. "He is not here. I'm going to another event. I'm sure I'll see him soon," Cuomo said outside the venue. "You know the team talks all the time. When I need to talk to him I'm sure I will. If he needs to talk to me, I'm sure I will. As soon as I have something to talk to him about I'll talk to him," the governor said.

[Cuomo admits he's not friends with de Blasio](#)

NY POST - Lorena Mongelli

Only five months after proclaiming that he and Mayor de Blasio enjoyed one of the best relationships in New York history between a mayor and a governor, Gov. Cuomo conceded the obvious and said their dealings are now strictly "professional." "It's not really a personal, lovey-dovey relationship," the governor conceded after a press conference Friday in Breezy Point, Queens.

[Cuomo: De Blasio relationship is 'professional'](#)

CAPITAL NY - Jimmy Vielkind

So much for "the best relationship between a mayor and governor in modern political history." Notwithstanding his superlative boast earlier this year, Governor Andrew Cuomo on Friday described his relationships with New York City Mayor Bill de Blasio in almost clinical terms, offering all-is-well claims that belie the current frostiness between the Democratic politicians. "We have a professional relationship. It's not really a personal, lovey-dovey relationship. It's a professional relationship," Cuomo told reporters in Breezy Point, Queens. "I know the man 30 years, worked with him 30 years, good Lord willing, I'll work with him for another 30 years. So, he says things, that's his style. I say things, that's my style, but at the end of the day it works."

[Andrew Cuomo: My Relationship With Bill de Blasio Is Not 'Lovey-Dovey'](#)

NY OBSERVER – Ross Barkan

He said he's a "drama-less Italian." He keeps his relationship with the mayor of New York City professional, not personal. Gov. Andrew Cuomo said today his rift with Mayor Bill de Blasio is not in need of any mending, laughing off questions about when he would take the time to break bread with his erstwhile friend. "You guys like to bring a lot to drama into situations ... I don't believe in drama. I am a drama-less Italian. You see, some Italians are prone to drama but not me. I am a drama-less Italian," Mr. Cuomo told reporters after an unrelated event in Breezy Point, Queens. "There's no reason to quote, unquote break bread between me and the mayor. I'm sure we will be together when we have a reason to be together and when that happens, it'll be fine."

MISCELLANEOUS MENTIONS

[Opinion: Shut Down Rikers Island](#)

NY TIMES – Neil Barsky

A CASUAL reader of the news these days might conclude that there is real hope for Rikers Island, New York's cesspool of a jail complex, located swimming distance from La Guardia Airport in the East River. This month, the city announced an ambitious supervised release program that will offer some defendants alternatives to jail, and earlier this year, the city agreed to end the use of punitive solitary confinement for inmates 21 and younger. The state's top judge wants to reduce the time defendants await their day in court. The United States attorney for the Southern District of New York, Preet Bharara, and Mayor Bill de Blasio's administration have agreed to a series of reforms, including the appointment of a federal monitor and better record-keeping and restrictions on use of force by guards. And the New York City Council is working on a bill to create a bail fund for certain low-level defendants. Still, one would search in vain for an informed person who believes any of these laudable measures will fundamentally alter life at Rikers. Indeed, recent reports suggest that violence has continued apace on the island even after the surge of press scrutiny and the push for reform. Dramatic change is hard to come by in an institution such as Rikers, with its entrenched unions and government bureaucracies, a hidebound court system and an antiquated physical plant.

[New York City Tenant Program Counters Harassment by Landlords](#)

WSJ – Corrine Ramey

One afternoon this month, Karen De La Cruz walked through an East Harlem apartment building, knocking on every door. “My name is Karen, and I’m from the City of New York,” said Ms. De La Cruz, clipboard in hand. “We’re going around talking to tenants and seeing what they need help with.” One tenant, Yvette, who declined to give her last name, said her landlord had taken her to court and her apartment needed repairs. But she was nervous: “I don’t want to be at risk of being thrown out because I owe rent,” she said.

...The 26-year-old Queens native is part of an outreach started about a month ago called the Tenant Support Unit, which the de Blasio administration created to help tenants counter harassment by landlords.

[Housing advocates stage sleep-in to push for more affordable accommodation](#)

DAILY NEWS - Carter Coudriet, Denis Slattery

A group of housing advocates staged a sleep-in to encourage the city to build more affordable housing. About 200 protesters took to the streets Thursday evening to call on Mayor de Blasio to set aside 15,000 residential units for the homeless. The group marched from the First Houses in the East Village down Avenue A to the Seward Park Urban Renewal Area, the site of the Essex Crossing Development.

[Cops keep de Blasio in a bum-free bubble](#)

NY POST - Kevin Fasick

No wonder he doesn’t think there’s a problem. The police have been laboring to keep Mayor de Blasio in a bum-free bubble — clearing nuisance-causing vagrants from his view at Gracie Mansion and as he travels in the city. On Wednesday, two hours before de Blasio was due to walk through Washington Square Park, cops arrived en masse to clear out the quality-of-life-ruining bums who drink from paper bags, sprawl on benches and pee in public.

[De Blasio names community liaison to new clergy council](#)

CAPITAL NY - Laura Nahmias

Mayor Bill de Blasio is appointing community activist Jonathan Soto a senior community liaison to assist City Hall in outreach to faith-based communities and with the mayor's newly formed Clergy Advisory Council, City Hall said Friday. Soto, who will work within the Mayor's Community Affairs Unit, previously served as a policy director for the Bronx Clergy Roundtable and as borough director for the Bronx Long Term Recovery Group, where he helped neighborhoods impacted by Hurricane Sandy.

[City launches 2015 Big Apps competition](#)

CAPITAL NY – Miranda Neubauer

City officials launched the 2015 edition of the Big Apps competition last night to encourage members of the public to develop technological solutions to city challenges in partnership with several city agencies. Eric Gertler, vice president and managing director for the Center for Economic Transformation at the New York City Economic Development Corporation, celebrated the program, which began in 2009 as the "largest civic tech competition in the country" as he officially launched it at the civic tech hub Civic Hall Thursday night... This year's challenges center on the subjects of affordable housing, "zero waste," "connected cities," and "civic engagement," are inspired by Mayor Bill de Blasio's OneNYC plan, he said.

[Anti-prevailing wage ad campaign tops \\$3 M.](#)

CAPITAL NY - Sally Goldenberg

The Real Estate Board of New York spent more than \$3 million to fight the possibility of a mandatory prevailing wage on construction projects, an effort that may have been in vain. A filing with the New York State Joint Commission on Public Ethics shows a flurry of fundraising activity between May 8 and June 18, as developers mobilized to run television ads opposing prevailing wages on construction projects. A copy of the filing was provided to Capital.

... REBNY's success has yet to be determined. Governor Andrew Cuomo refused to drop the issue, even as he struck a deal with Mayor Bill de Blasio and the State Legislature over 421-a. Cuomo is requiring that the parties hash out an agreement before the renewed tax break takes effect in January—something over which developers have considered suing.

[ADL Rips Russell Simmons for Comparing Horse Carriages to Holocaust and Slavery](#)

NY OBSERVER – Will Bredderman

The Anti-Defamation League, a group devoted to fighting anti-Semitism, joined Jewish politicians in denouncing hip hop mogul Russell Simmons' statements yesterday equating mistreatment of animals to slavery and the Holocaust. ADL President Abraham Foxman, himself a Holocaust survivor, demanded an apology for remarks he characterized as tone-deaf and as insulting to both blacks and Jews. Mr. Simmons, an African-American vegan and founder of the Def Jam record label, made the comments while participating in an event with New Yorkers for Clean Livable and Safe Streets—or NYCLASS—calling on Mayor Bill de Blasio to ban Central Park horse carriages. “The comparison of animal suffering to that of human suffering in the Holocaust and in slavery is outrageous, offensive and insensitive,” Mr. Foxman said in a statement sent to the press, noting Mr. Simmons past work with the Jewish community. “The murder of six million Jews and millions of others who perished in the Holocaust, and the many millions who suffered under slavery, should never be used to make a political point.”

[Traffic update: Lanes reopened on all Staten Island bridges](#)

SI ADVANCE - Kristin Dalton

All lanes on Staten Island's bridges have been reopened and traffic is slowly beginning to move at the crossings, Borough President James Oddo confirmed via Twitter. As of 6 p.m., the West Shore and Staten Island expressways, as well as the Korean War Veterans Parkway, were still experiencing heavy delays -- in some cases as long as 60 minutes.

... Oddo tweeted that he is working with NYPD borough commander Chief Edward Delattore as well as Mayor Bill de Blasio on the situation: Here at Boro Hall getting briefed by Chief Delattore; also just spoke with Mayor. NYPD & NYC are working this.

[Staten Island bridges reduced to one lane for outbound traffic amid threat](#)

SI ADVANCE - Staff

A government source said that all Staten Island's bridges had been reduced to one outgoing lane Friday so that authorities could check vehicles leaving the borough as they look for a van possibly transporting assault rifles. Law enforcement sources said photos of a group of people with what appear to be weapons were circulated internally on Friday.

... Borough President James Oddo said that his office has been in constant touch with the mayor's office, the Office of Emergency Management and Island police commanders while the search is underway.

[Editorial: Give Iraq, Afghanistan vets their parade](#)

SI ADVANCE - Editorial

It's time. Following the attacks of Sept. 11, 2001, America waged a war on terror. Our soldiers fought in Iraq and Afghanistan for more than a decade. Thousands made the ultimate sacrifice and gave their lives. Tens of thousands more came back wounded, with both mental and physical injuries. Some will need care for the rest of their lives. But what our proud Iraq and Afghanistan vets have yet to receive is a ticker-tape parade through the Canyon of Heroes here in New York City. It's a wrong that should be quickly righted, and New York's elected officials are thankfully on board.

... Mr. de Blasio's office has said that City Hall is working out the logistics of the parade with the Defense Department, that the mayor and Mr. Schumer are committed to hosting a parade in New York City to honor the brave veterans of Iraq and Afghanistan.

[Russell Simmons' comparison of horse carriages to the Holocaust is not the first time he has offended](#)

CRAIN'S NY - Adrienne Pasquarelli

Russell Simmons last month called Mayor Bill de Blasio a "punk." Yesterday, he compared the plight of the city's carriage horses to those who suffered in the Holocaust. Who knows what tomorrow will bring? The hip-hop mogul and entrepreneur—and a Crain's 40 Under 40 honoree in 1992—is no stranger to controversy, seemingly embracing it at every turn. Two years ago, he created a media firestorm for promoting a Harriet Tubman sex-tape parody on his YouTube channel. The video was eventually removed.

[Free Broadband Is Coming To A Handful Of Public Housing Developments](#)

GOTHAMIST - Nathan Tempey

The city is wiring up three public housing developments for free broadband starting this fall, Mayor de Blasio announced yesterday. The initiative is meant to expand access to information and opportunities for some of New York's poorest families, and comes at the same time as a federal push to get companies to offer affordable internet to 27 cities, including New York, and the Choctaw Nation in Oklahoma. De Blasio is committing \$10 million to equip the Mott Haven Houses in the Bronx, the Red Hook Houses in Brooklyn, and the Queensbridge Houses, the largest public housing complex in the

country. As the Associated Press notes: "Twenty-two percent of city households don't have Internet service, and 36 percent of households below the poverty line don't have it, according a recent analysis by the Center for Economic Opportunity." At a press conference yesterday, NYCHA head Shola Olatoye said the half of public housing residents have internet access, but that's mostly through "personal devices." With this initiative, wireless networks will provide internet service of at least 25 Mbps for all residents. "Can you fix the plumbing first?" Red Hook Houses resident Shawna Simmonds asked a Daily News reporter when told about the free broadband. "[We have] bigger problems. We have living issues. Quality-of-living issues."

[De Blasio's NYPD Refuses To Crack Down On NY Post Reporters](#)

GOTHAMIST - Christopher Robbins

As New York City grapples with an unprecedented epidemic of New York Post reporters roaming the streets in search of homeless people to interview, Mayor Bill de Blasio has so far refused to lift a finger to address the scourge. "I don't want them near my kids," says Kaitlin Driver, who was sitting in Tompkins Square Park yesterday with her two sons, Kemper, 6, and Daniel, 4. "They're loud and rude and shove their iPhones in your face. We moved here six years ago, but they won't shut up about the 'Bad Old Days,'" Driver said.

[New York Muslims Mark Eid Holiday and Celebrate Strides](#)

NBC NEWS - Farah Akbar

Zahida Ali, 62, is one American woman who takes her right to vote seriously. Influenced largely by her daughter, Faiza Ali, who works as a liaison to the New York Muslim community for Council Speaker Melissa Mark-Viverito, she votes in presidential elections, local elections and even during primaries. Ali emigrated to the United States from Kashmir in 1973 and is a practicing Muslim. "Brooklyn and New York City became our home and if we want to build this home and our community, we need to be heard," she said. Ali, and her Muslim community, have made themselves heard in unprecedented ways over the last few years in New York, by earning recognition and legislative influence for the issues that matter most to them. As the nearly one million Muslims in New York City celebrate the Eid holiday, marking the end of the holy month of Ramadan, many are also noting the strides their community has made.

... "Hundreds of thousands of Muslim families will no longer have to choose between honoring the most sacred days on their calendar or attending school," said Mayor Bill de Blasio in a press release.

... Every citywide official now has at least one staffer whose role it is to conduct outreach to the community. Charles Fall was appointed to Mayor Bill De Blasio's administration as the Citywide Islamic Liaison.

[Agency Mentions:](#)

[Eric Garner Is Remembered One Year After His Death](#)

NY TIMES - Benjamin Mueller, Nate Schweber

Held aloft in her mother's arms, Legacy Garner, the 15-month-old daughter of Eric Garner, opened a wooden bird cage Friday morning and released a white rock dove. As a small crowd cheered, the bird flew above the sidewalk in Tompkinsville on Staten Island, where Mr. Garner pleaded for breath as he was held in a chokehold by a police officer exactly one year earlier. Legacy, her diaper peeking out beneath a skirt stitched with "I can't breathe," stared at the concrete.

[19 Police Officers in the Bronx Are Charged With Downgrading Crimes](#)

NY TIMES - Al Baker

Nineteen New York City police officers assigned to a station house in the Bronx face disciplinary action after being charged on Friday by department lawyers with wrongdoing, including incorrectly classifying crimes and downgrading criminal complaints, the police said. The administrative charges against the officers, from the 40th Precinct, follow an internal audit that uncovered 55 crime reports that were improperly processed during a four-month period last year, the police said. As a result, the complaints appeared less serious than when victims first made them, and the precinct appeared more successful at fighting crime than it actually was. In a statement accompanying the announcement of the charges, Police Commissioner William J. Bratton described them as "strict but fair."

['Taxi of Tomorrow' Will Be New York City's Standard Cab Starting Sept. 1](#)

NY TIMES - Emma Fitzsimmons

The Taxi of Tomorrow will become the standard cab on New York City's streets starting on Sept. 1, the city's Taxi and Limousine Commission announced on Friday. After a yearslong legal battle, most taxi owners will be required to switch to the Nissan NV200 model, also known as the Taxi of Tomorrow, when they retire their cabs. The State Court of Appeals ruled last month that the city had the authority to pick a taxi model, ending a challenge by opponents of the vehicle.

[Life After Prison, While Sober, Single and Scared](#)

NY TIMES - Michael Wilson

She walked out of Rikers Island and lit a cigarette in the parking lot, joking with the correction officers arriving for work. Look who's out, they said to her. Stay out of trouble, Laurie. It was Friday, Feb. 27. Laurie Sperring and an inmate named Tonya who, like herself, was from Staten Island and was released that day, waited for their ride, a friend of Tonya's. He arrived and they stopped at a Mobil station for coffee and smokes. Dinner at a diner on the island — Ms. Sperring ordered pizza and pasta and a piece of chocolate, and was sick all weekend in her bathroom at a Ramada Inn. Eight straight months of jailhouse food had left her system a mess. But still — freedom. "I'm so happy to be out of there," she said the following Tuesday, back on her feet, smoking near an open window in her hotel room off Victory Boulevard, on Staten Island.

[NYPD Officers Misrepresented Crime Figures, Commissioner Says](#)

WSJ - Pervaiz Shallwani

Nineteen New York City police officers from a Bronx precinct face disciplinary charges after an investigation found they misrepresented statistics, leading to an inaccurately reported drop in the crime rate, Police Commissioner William Bratton said Friday. An audit of statistics was ordered after an anonymous tipster told the New York Police Department that officers were downgrading the severity of crimes in the 40th precinct, which covers the southernmost section of the Bronx, two senior police officials said.

[Garner Case Brings Awareness but Few Changes](#)

WSJ - Mike Vilensky

The death of Eric Garner, an unarmed black man, in an encounter with a white police officer on Staten Island last July sparked protests throughout New York City and a public outpouring of grief. But one year later, advocates for changing the criminal-justice system say their calls haven't sparked the overhaul they had hoped for. "It hasn't done what we've wanted it to do, but we're still in this fight," said Gwen Carr, Mr. Garner's mother.

[Dove's Release, Ferry Protest Mark Anniversary of Eric Garner's Death](#)

WSJ - Joe Jackson, Mara Gay

The one-year anniversary of the death of Eric Garner was marked across the city Friday by street protests, a voter-registration drive and, at one emotional ceremony, the release of a single white dove. Events got under way in the morning on Staten Island, near the spot where Mr. Garner was placed in a chokehold by a New York Police Department officer during an arrest for allegedly selling untaxed cigarettes. Mr. Garner died later that day.

[Eric Garner's relatives say they're still waiting for justice – \\$5.9M settled is 'not a victory'](#)

DAILY NEWS - Chelsia Marcius, Rich Schapiro

Eric Garner's family refused to declare victory Tuesday after accepting a \$5.9 million settlement with the city — insisting the real prize is justice in the death of the Staten Island dad. "People are walking up and down the street — they're saying congratulations," said Gwen Carr, 66. "Don't congratulate us. This is not a victory. The victory will come when we get justice." Garner's mom and other relatives spoke out at the National Action Network's Harlem headquarters a day after the record settlement was announced. "A settlement is not justice," daughter Emerald Garner, 23, said, joined onstage by her mother Esaw, 48, and siblings Erica Snipes, 25, and Eric Snipes, 20. "Justice is when someone is held accountable for what they do." Garner, 43, was suspected of selling loose cigarettes along a Tompkinsville block when he was confronted by a group of officers on July 17, 2014. The fatal encounter was captured on cell phone video and obtained by the Daily News. The haunting footage shows Garner gasping for air and repeating, "I can't breathe," 11 times after NYPD Officer Daniel Pantaleo applied a banned chokehold and dragged him to the ground.

[Eric Garner's daughter commemorates one-year anniversary of his death by releasing dove alongside other mourners](#)

DAILY NEWS - Chauncey Alcorn

Eric Garner's youngest daughter and other mourners released a dove to commemorate the one-year anniversary of his death Friday on the Staten Island street where he took his last breath. Legacy, 1, and her mother, Jewel Miller, were joined

by about 50 supporters outside the Bay Beauty Supply Store on Bay St. where Garner died in a chokehold as cops tried to arrest him for selling untaxed cigarettes.

[Nineteen Bronx cops hit with administrative charges for downgrading crime reports: officials](#)

DAILY NEWS – Barry Paddock

Nineteen Bronx cops downgraded more than 50 crime reports last year, leading to an inflated statistical drop in crime, officials said Friday. The NYPD's Department Advocate is filing charges against one lieutenant, eight sergeants, nine police officers and one detective, police said. The 40th Precinct's commanding officer was transferred from his post because of the findings. "These disciplinary charges are strict but fair," NYPD Commissioner Bill Bratton said in a statement. "The purposeful misrepresentation of crime data is rare but nevertheless unacceptable."

[Retired cop on Staten Island snaps photos of people handling 'what appears to be assault rifles'; NYPD issues safety alert](#)

DAILY NEWS - Rocco Parascandola

An NYPD officer safety alert was issued Friday after a retired cop took photos of people handling what appeared to be assault rifles on Staten Island, the Daily News has learned. The photos, taken in a parking lot at Midland Beach, show at least four people, including one woman, going in and out of two SUVs with New Jersey license plates. The woman and one man are "armed with what appears to be assault rifles," one police source said.

[Rookie NYPD cop tackles gun-wielding man at Brooklyn housing complex: police](#)

DAILY NEWS - Rocco Parascandola, Joseph Stepansky

A rookie cop with just 10 days on the job tackled a man who was firing a gun on the grounds of a Brooklyn public housing complex Thursday night, police said. Sharif Cole, 20, who is reportedly associated with the Crips gang, was shooting at a rival inside the Glenwood Houses in East Flatbush around 6 p.m., according to police sources.

[NYC has 1 year to improve 6 struggling public schools or outside groups take over: education commissioner](#)

DAILY NEWS - Ben Chapman

The city has one year to improve six struggling public schools before the state could hand them over to outsiders, state Education Commissioner MaryEllen Elia said Thursday. Another 55 troubled city schools could meet the same fate if they do not show improvement in two years, Elia said. Under a law enacted in June, the state may shift management of persistently failing schools from local districts to outside groups if the schools are still underperforming. "Whole generations of students have been left behind," Elia said in issuing the warning. The schools identified by Elia for possible takeover are among the bottom 5% in the state in terms of academic achievement. City Education Department officials said all of the schools that could face takeover are already receiving additional resources from the city to improve their performance.

[Former NYC housing inspector sentenced for taking cash bribes to dismiss code violations](#)

DAILY NEWS - Caitlin Nolan

A crooked city housing inspector was sentenced to up to 7 1/2 years in prison Thursday after being found guilty of taking cash bribes in return for the dismissal of code violations. Luis Soto, 52, a former inspector with the Department of Housing Preservation and Development (HPD), was sentenced to 2 1/2/ to 7 1/2 years in prison for accepting bribes of up to \$2,500 per property to remove housing code violations, prosecutors said. Soto, of Staten Island, and Oliver Ortiz, 51, received more than \$41,000 in bribes in total, prosecutors said.

[‘Assault rifles’ that led to NYPD alert, Coast Guard lockdown in Staten Island were just paintball guns: cops](#)

DAILY NEWS - Rocco Parascandola, Barry Paddock, Thomas Tracy

NYPD cops were put on high alert Friday after a retired cop took photos of people handling what appeared to be assault rifles on Staten Island — but the weapons turned out to merely be paintball guns, according to police. The photos, taken in a parking lot in Midland Beach, show at least four people, including one woman, going in and out of two SUVs with New Jersey license plates. Firearm experts reviewing the photos later said that the firearms "strongly resemble replicas of firearms used in 'paintball' games," NYPD Intelligence and Counter Terrorism Deputy Commissioner John Miller said.

[Ambulance carrying ill woman calls for backup after illegally parked SUV blocks route to hospital in Hamilton Heights](#)

DAILY NEWS - Thomas Tracy, Chauncey Alcorn

An FDNY ambulance crew responding to a 911 call in Hamilton Heights needed backup Thursday when they couldn't get past an illegally parked car, witnesses said. The ambulance responded to Petronila Carrasco's apartment on W. 137th St.

near Riverside Drive at 11:30 a.m. and had put the elderly woman in their ambulance, but quickly learned that their route was blocked, witnesses said.

[Special-ed preschool 'stole' \\$800K in government funding](#)

NY POST - Kirstan Conley

A Brooklyn preschool with just 110 children collected \$800,000 in undeserved expenses from the government for rent, credit-card bills and other costs, state Comptroller Thomas DiNapoli said Friday. The for-profit Milestone School for Child Development, which closed in June, recouped credit-card charges without documentation and received money for entertainment and gifts that should never have been paid, the comptroller said. He is trying to claw back the money from the downtown Brooklyn school, which had served special-education students.

[NYPD cops cooked the books on crime reports](#)

NY POST - Shawn Cohen and Aaron Feis

The commanding officer of a Bronx police precinct has been transferred and 19 officers in his unit face disciplinary charges for fudging stats to artificially lower crime numbers, an NYPD audit revealed. Police Commissioner Bill Bratton announced the findings Friday of the damning internal investigation that determined 55 crime reports for offenses including petit larceny, misdemeanor assault, and criminal mischief were improperly processed by cops at the 40th Precinct in the South Bronx over a four-month period in 2014. The precinct reported a 14% overall drop in crime on the year, but the audit found the actual reduction was just 11.4%.

[Eric Garner's girlfriend releases white dove on anniversary of chokehold death](#)

NY POST - Lia Eustachewich and Chad Rachman

Eric Garner's girlfriend marked the one-year anniversary of his death with a solemn release of a single white dove at the very spot he died on Staten Island. Jewel Miller, the mother of Garner's 1-year-old daughter Legacy, gathered with several dozen supporters for the brief ceremony on Bay Street, chanting "I can't breathe" — the 43-year-old's last words — 11 times before releasing the bird.

['Assault rifles' in minivan are likely paintball guns, cops say](#)

NY POST - Larry Celona, Jamie Schram, Natasha Velez

A group in Staten Island photographed toting what appeared to be assault rifles Friday morning were likely carrying paintball guns and not the lethal weapons, cops said. The four young men and a woman wearing a hijab head scarf were spotted in a Midland Beach parking lot transferring the black "weapons" between two cars. But NYPD firearms expert said Friday afternoon they "strongly resembled" paintball guns after conducting a forensic exam, according to NYPD Deputy Commissioner John Miller. Cops also said they interviewed one of the owners of the cars who said he was going paintball shooting with pals Friday.

[\[PRO\] City health department reports two cases of Brucellosis](#)

CAPITAL NY - Dan Goldberg

[\[PRO\] City says C.W.A. negotiations hurting FiOS buildout goals](#)

CAPITAL NY - Miranda Neubauer

[\[PRO\] Probe: Bronx cops kept faulty crime stats](#)

CAPITAL NY - Azi Paybarah

[Radio: One Year Later, "I Can't Breathe" Still Echoes](#)

WNYC - John Hockenberry

On July 17, 2014 several undercover police officers approached a man who was reportedly selling loose cigarettes on a street in Staten Island. It's a scene we all remember, because we all watched what happened next; a cell phone camera captured the choke hold death of Eric Garner. Since that day last summer numerous other black men have died at the hands of police officers and chants of "I can't breathe" have become a rallying cry for a movement to reform policing policies as well as our criminal justice system.

[Courtesy, Professionalism, Respect: A Year of Debating the Meaning of 'Public Safety'](#)

WNYC - Fred Mogul

Police have a hard job, and they largely do it sensitively, but they only make headlines when something goes very wrong. Police are given too much power to maintain the social order, and they wield it heavily, often oppressing the people they're sworn to protect, sometimes with fatal consequences. Those are the poles of perception in New York City and around the country, in the wake of the deaths of Eric Garner, Michael Brown, Freddie Gray and others. And while there are nuanced positions in the middle, the past year has often been tense, leading to strident voices on both sides.

[Do Black Lives Matter More in Post-Garner America?](#)

WNYC - Staff

The death of Eric Garner at the hands of a New York police officer raised a slew of legal issues that were resolved and others that continue to unfold. A grand jury opted not to indict Daniel Pantaleo, the officer who put Garner in chokehold that took his life. But it was a different story in the death of unarmed 25-year-old Freddie Gray and 28-year-old Akai Gurley in Brooklyn public housing. The New York City Council has proposed a variety of measures, ranging from making the use of a chokehold by an NYPD officer a misdemeanor, to requiring cops to get written or verbal consent before making some searches. And in spite of the lack of an indictment, the Garner family reached a \$5.9 million dollar settlement with the city earlier this week. It's the largest settlement ever in the history of New York City for a wrongful death at the hand of the NYPD.

[NYC to roll out free Wi-Fi in housing projects](#)

AM NY - Matthew Chayes

New York City housing projects will begin to offer free broadband-speed Internet access starting next year under a pilot program announced Thursday. The Wi-Fi, funded with a mix of private donations and city taxpayer dollars, is slated to be rolled out at five developments in Brooklyn, Queens and the Bronx, and reach about 16,000 people.

[Bratton announces departmental charges against 19 officers](#)

AM NY - Rebecca Harshbarger

Nineteen Bronx cops face disciplinary charges following an internal audit of how crimes were classified, the NYPD said Friday. The audit found 55 instances in 2014 where criminal complaints that included petit larceny, lost property, and misdemeanor assault were misclassified in the South Bronx's 40th precinct, police said. Eight sergeants, nine cops, and one detective will face discipline because of the audit's findings, and the precinct's commanding officer has been transferred. The NYPD also noted corrected stats for the precinct last year show an 11.4 percent drop in crime--not 14 percent.

[NYPD steps up security at military and other sensitive locations after Tennessee shootings, officials say](#)

AM NY - Candice Ruud

The NYPD has boosted security at armed services recruiting depots and locales such as the Financial District and Times Square in response to Thursday's fatal shootings at military sites in Tennessee, police officials said. "While we have no specific information about any plot against the city, until we learn more about the attack we have placed additional officers in key locations," said John J. Miller, the NYPD's deputy commissioner in charge of counterterrorism and intelligence, in a statement released last night.

[Weapons carried by suspects on Staten Island confirmed as paintball guns: NYPD](#)

AM NY - Staff

After issuing an alert when several suspects were photographed carrying what appeared to be assault rifles in a Staten Island parking lot, the NYPD confirmed Friday that the weapons pictured were paintball guns. "Interviews conducted by NYPD and FBI investigators as part of the Joint Terrorism Task Force in New Jersey have revealed that the registered owner of one of the vehicles indicated that he was planning to go paintball shooting with friends," Deputy Commissioner John J. Miller said in a statement.

[Eric Garner family to press for federal charges against NYPD cop at rally](#)

AM NY - Matthew Chayes

The family of Eric Garner is planning to join a rally Saturday afternoon to demand that federal prosecutors pursue a criminal case against the NYPD officer who put Garner in an apparent fatal chokehold. The protest outside the U.S. attorney's office for the Eastern District of New York in Brooklyn is part of a week of memorials and activism to commemorate the anniversary of the Staten Islander's death on July 17, 2014. Garner died during an arrest on suspicion of peddling untaxed cigarettes.

[Family, supporters mark anniversary of Eric Garner's death](#)

AM NY - REUTERS

Family and supporters on Friday marked the one-year anniversary of the death of Eric Garner with rallies and vigils demanding police reforms and justice in the controversial case. Protesters headed to Staten Island, the New York City borough where Garner, a 43-year-old black father of six, died last July 17 after New York police put him in a banned chokehold. His death spurred nationwide debate over how U.S. police treat minorities. Video footage of police arresting Garner, in which he could be heard repeatedly saying he couldn't breathe, went viral on the Internet, helping draw attention to the case.

[Possible armed suspects hunted on Staten Island could be carrying paintball guns: NYPD](#)

AM NY - Staff

Police were searching on Friday for possible armed suspects on Staten Island and set up checkpoints on major thoroughfares, causing extensive traffic delays during rush hour. The suspects were photographed in Midland Beach parking lot by a retired NYPD officer Friday afternoon and were holding what appeared to be "semi-automatic rifles" and "pointing them into the windows of two cars," according to a statement released by police. A bulletin was issued to law enforcement agencies, advising them to be on the lookout for the two vehicles.

[Eric Garner anniversary: Somber mood in Tompkinsville](#)

SI ADVANCE - Mira Wassef

It's been anything but a typical day in Tompkinsville. The corner of Bay Street and Victory Boulevard, the spot where Eric Garner died in police custody exactly one year ago Friday, is eerily quiet. The neighborhood regulars are nowhere to be seen. The usual park dwellers are also noticeably missing. Instead, media vans and reporters have infiltrated the area. "It has been quitter than usual," said one business owner. "I think you can sense there is a somber mood.

[Eric Garner's daughter, Legacy, marks year anniversary with dove release](#)

SI ADVANCE - Mira Wassef

Jewel Miller, Eric Garner's former partner, was almost dreading the pain and angst of the one-year anniversary of his death. "I just want it to come and go peacefully. I can't believe it's been a year already," she said a couple of weeks ago. Miller and her 1-year-daughter, Legacy Garner, spent Friday morning remembering and honoring Garner with an emotional ceremony and dove release in Tompkinsville. "Today is just about his memory," she said. "It's about her dad's history. It's part of her legacy. I'm going to tell her all the jokes he used to tell and how much he smiled." A group of approximately 50 people came out to mark the anniversary of Garner's death while in police custody at Victory Boulevard and Bay Street.

[NYC protestors arrested during anniversary rally for Eric Garner, report says](#)

SI ADVANCE - Andrew Simontacchi

Several of the approximately 250 protestors who gathered Friday night near Columbus Circle in Manhattan to demand justice for Eric Garner on the one-year anniversary of his death have been arrested by police, the Wall Street Journal reports. In clips posted to social media, the crowd of protestors can be heard chanting, "What do we want? Justice! When do we want it? Now!" among other phrases, as prisoner transport vans drive down the street with lights flashing.

[Official panel meets on South Shore storm resiliency](#)

SI ADVANCE - Kiawana Rich

The Governor's Office of Storm Recovery's new Citizen's Advisory Committee has held its inaugural meeting on South Shore resiliency. It is assigned to discuss two large-scale projects taking place in Tottenville: the Rebuild by Design (RBD) Living Breakwaters Project and the NY Rising Community Reconstruction (NYRCR) Dunes Project. The meeting, which was held on Thursday evening in the CYO/MIV Center in Pleasant Plains, served to introduced the diverse 17-person CAC team. It includes members with experience in business, education, politics, the environment and non-profit organizations.

... "This is essential because a lot of this project is in Conference House Park and it affects Conference House Park and it sets the process on how we will work with the Parks Department and how they will work with us on getting this project through," he said.

[Community Board 1 to vote on housing for mentally ill](#)

SI ADVANCE - Kiawana Rich

The full Community Board 1 will host a special meeting on Tuesday, July 21, to vote its yes or no support for a proposal to construct a 7-story building at 108-110 Port Richmond Ave. to provide "supportive housing" for mentally ill individuals. The project, sponsored by the Department of Residential Services of the Yonkers-based Saint Joseph's Medical Center, will provide 50 units to those who have a primary diagnosis for mental illness who have sufficiently developed skills to live independently, plus 27 apartments for people who meet "affordable housing" income guidelines.

[New play: Eric Garner said more than 'I can't breathe' before dying](#)

SI ADVANCE - Lauren Steussy

"I can't breathe" are the haunting words most people remember. But in an effort to make sense of Eric Garner's death and its ripple effect across the country, a local theater project is taking a deeper look not at Garner's ubiquitous last words, but his first words. "Every Time You See Me," is what Garner can be heard saying at the beginning of the cell phone footage of his arrest. It's also the name of a play that was written and will be performed by a mostly Staten Island cast this Friday at the Culture Lounge, inside the Staten Island Ferry Terminal.

[Cop suffers minor injuries in car accident in Bulls Head](#)

SI ADVANCE - Ryan Lavis

A police officer was in a car accident Thursday night in Bulls Head, suffering minor injuries, an NYPD spokesman said. The crash occurred at around 10:30 p.m. at Victory Boulevard and Richmond Avenue, police said. A car apparently ran a red light at that intersection and t-boned an NYPD patrol vehicle, the spokesman said. There were no arrests, and no other reported injuries, the spokesman said. The cop was transported to Richmond University Medical Center, West Brighton, with non-life threatening injuries, according to the spokesman.

[Chokehold to embrace: Eric Garner play is moving meditation on race](#)

SI ADVANCE - Lauren Steussy

"Every time you see me, you think I'm different because I speak a different language, but you just don't get it." The sentence started with the lesser-known phrase spoken by Eric Garner as cell phone footage began recording his arrest — and death — a year ago today: "Every time you see me." But instead of coming from the mouth of a black man, the words come from an 11-year-old girl, Vanessa Mendoza, who completed the phrase with her own racial experience growing up Hispanic in Port Richmond. Mendoza was part of the production of "Every Time You See Me," a local theater piece written and performed by a mostly Staten Island cast.

[Youths stage vote-registration effort to honor Garner](#)

SI ADVANCE - Rachel Shapiro

Several dozen teens and young adults stood on the steps of Borough Hall in St. George on Friday, the one-year anniversary of the death of Eric Garner, chanting, singing and holding signs that read "Black lives matter" and "Our justice system is broken." The event was touted as a launch for a youth-led campaign to register voters, but there was little talk of the group's plans to do so and most of the 15-minute-long gathering focused on what its participants see as police brutality and an unfair justice system that targets minorities.

[Protesters echo calls for justice to mark Garner death](#)

SI ADVANCE - Mira Wassef

The one-year anniversary mark of Eric Garner's death has drawn emotions ranging from sadness to anger. After a quiet and peaceful dove-release ceremony earlier in the day, a group of approximately 50 demonstrators Friday afternoon boarded the Staten Island Ferry in Manhattan and marched from the St. George terminal to Garner's memorial site on Victory Boulevard and Bay Street, chanting phrases like "I can't breathe" and "Indict, convict, send those killer cops to jail." "We, the community, want justice for Eric Garner," Councilwoman Debi Rose said prior to the rally. "Justice looks like accountability, specifically for Officer (Daniel) Pantaleo. We have to fight for change."

[Weapons brandished in Staten Island parking lot likely to be paintball guns, cops say](#)

SI ADVANCE - Zak Koeske

Following a forensic examination by NYPD firearms experts, authorities believe the assault rifle-like weapons photographed being handled in a Midland Beach parking lot Friday are likely paintball guns, police said in a statement released early Friday evening. "The preliminary opinion of these experts was that the weapons in the pictures strongly

resemble replicas of firearms used in 'paintball' games," NYPD Deputy Commissioner John J. Miller said in a statement. Police are nonetheless seeking the individuals photographed handling the firearms for questioning, cops said.

[NYPD's first female Deputy Chief on Staten Island talks 'Girl Power'](#)

SI ADVANCE - Matthew Simeone

The historic St. George Theatre wrapped up session one of its two-part summer outreach program with a guest appearance from NYPD Deputy Chief Donna Jones, who spoke to a group of young girls about female empowerment and determination. Jones is the first female to hold this second-in-command post on Staten Island. The free event was part of "Girl Power," a week-long seminar coordinated with Girls, Inc., an organization dedicated to establishing education and leadership programs promoting kindness, diligence and inner beauty for middle school students.

[Eric Garner remember on the anniversary of his death](#)

EL DIARIO - Staff

Legacy Garner was not born when his father, Eric Garner, died after a police applied a chokehold a year ago compared to 202 Bay Street in Staten Island. Today, as the first anniversary of his death is met, the girl's mother, Jewel Miller, led to the scene where they opened a cage and liberated a carrier pigeon with a very simple message: "I can not breathe" (I can not breathe). Some 30 participants, many wearing white shirts, accompanied the mother and daughter. No one else in the family was presented Garner. Legacy is the sixth child. "There is no peace even after compensation. There is much justice to be achieved in Staten Island," he told El Diario Miller, Garner last girlfriend.

[Police hunt goes on crimes "quality of life"](#)

EL DIARIO – Staff

Police Commissioner Bill Bratton ordered his forces to go after crime called "quality of life", after it was reported a sharp decline in citations for such minor crimes. According to the New York Post, the high command of the NYPD have been calling their agents, at meetings where the crime statistics with CompStat system are analyzed, attack more strongly these crimes, arrests and citations.

[Unit created to investigate illegal kindergartens in NYC](#)

EL DIARIO - Staff

The Health Department created a unit to investigate illegal kindergartens after the recent death of Karl Towndrow a three month old baby care center staff that operated for 14 years without a license in SoHo. According to a local television station, the city has closed 123 clandestine nurseries since 2013. So far this year, 17 unlicensed care centers have been closed.

[They are accusing 19 NYPD officers to alter criminal complaints](#)

EL DIARIO - Staff

Nineteen members of the Police Department Ciudad (NYPD) faced administrative charges for changing the categories into complaints of crimes committed in the South Bronx. The agency reported Wednesday that the action is a result of an internal audit which revealed mismanagement in Precinct 40, for a period of four months in 2014. After reviewing more than 1,5000 complaints, authorities detected 55 instances of false categorization.

[Proposed charge of \\$ 4.50 for travel by taxi from Manhattan to JFK](#)

EL DIARIO – Staff

The Taxi and Limousine Commission (TLC) is considering adding an additional charge of \$ 4.50 for taxi rides during rush hour between Manhattan and JFK, officials said Thursday. The charge would be added to the rate of \$ 52 per trip Airport haste and would be in effect from 4 pm to 8 pm. on weekdays, according to TLC. The decision seeks to be an incentive for taxi drivers, because many do not want to walk the 17 miles between Manhattan and the airport amid heavy traffic and prefer to stay on the island trying to make more money, said the FTA, according reporter on local media.

[19 Officers in NYPD's 40th Pct Face Charges for Underreporting Crime Stats](#)

DNA INFO - Eddie Small

More than a dozen members of the 40th Precinct face departmental charges for underreporting crime statistics, NYPD Commissioner Bill Bratton announced Friday afternoon. An audit of the precinct revealed 55 instances of officers failing to properly process crime complaints during a four-month period in 2014, mainly in the categories of petit larceny, lost

property, misdemeanor assault, criminal mischief and criminal trespassing. Overall crime stats for the precinct have been recalculated. Instead of a 14 percent drop in crime, the number dropped to 11.4 percent, according to Bratton.

[Steep Rise in Identity Theft Cases in East Harlem](#)

DNA INFO - Gustavo Solis

A 38-year-old Harlem man was shocked to learn that he recently racked up \$8,500 worth of furniture charges at Raymour & Flanigan. A woman got a call from American Express telling her a card had been opened using her Social Security number. These cases and others like them are on the rise as identity theft has more than doubled in the 25th Precinct since 2012, according to Deputy Inspector Thomas Harnisch, the precinct commander. There have been 48 cases of identity theft in the precinct so far this year. That number was 19 during the same period in 2012, 26 in 2013 and 37 in the first seven months of 2014, according to data from the NYPD.

[Park at Site of Last 1-Room Schoolhouse in Queens Gets \\$400K Boost](#)

DNA INFO - Katie Honan

A small park on the former site of one of the borough's last one-room schoolhouses is getting a renovation with funds from a local city councilman. One Room Schoolhouse Park, an oasis at the corner of 90th Street and Astoria Boulevard, has been given nearly \$400,000 in capital funds from Councilman Costa Constantinides. The money will improve the park's seating area and enhance the community garden space, his office said. The park opened in 1935 on the site of the borough's last one-room schoolhouse, which was built in 1879, according to the Parks Department.

[Hallets Point Worker Co-op Plan to Bring Jobs and Lets Staff Become Owners](#)

DNA INFO - Jeanmarie Evely

A local nonprofit is looking to create more jobs for residents at the Astoria Houses by starting "worker cooperatives," where employees will have the option to buy shares and become part-owners of the companies they work for. Urban Upbound plans to start a number of worker-owned businesses that will employ residents of the NYCHA complex in the Hallets Point peninsula, where the group says 47 percent of tenants are unemployed or underemployed. "We're operating a new paradigm for breaking the cycle of poverty," said Bishop Mitchell Taylor, co-founder of Urban Upbound, which works with public housing residents in Western Queens.

[DA Investigating Lindsay Park Board for 'Mistreated Money,' Sources Say](#)

DNA INFO - Serena Dai

The board of one of the city's largest middle-income housing co-ops, Lindsay Park, is being investigated by the Brooklyn District Attorney's office, according to locals and a law enforcement source. Authorities showed up at the more than 2,700-unit complex after 10 a.m. on Thursday, hauling away files and computers from apartments, the chief superintendent's office and the board's office, according to Lindsay Park residents. The action was part of an ongoing investigation against Lindsay Park's board, the law enforcement source said.

...Lindsay Park, a Mitchell Lama housing development near Boerum Street and Lorimer Street, is managed by the board and supervised by the Department of Housing Development and Preservation. It receives tax exemptions to maintain affordability.

[Brooklyn High School That Gave Troubled Students a Second Chance Closes](#)

DNA INFO - Amy Zimmer

The last day of school was emotional at the ReStart Academy at Thomas Askin. The academy was one of roughly 25 public school programs that offer counseling and other support services to help students get their lives back on track while working toward a high school or high school equivalency degree. After signing each other's yearbooks, the 50 students — a mix of high school dropouts, young parents, people with mental health problems or a history of drug use — said their final goodbyes to each other and to the program, which will not re-open in September.

...The Department of Education covered the costs for the teaching staff, but the funding for the clinical services — covered by the state when the program started — now fell to the Jewish Board, which also provided free rent for the school, according to the DOE and the Board. The Board added that it had been struggling for several years to raise enough money to cover its share.

[Man Chases Down Garbage Truck Driver Who Kicked His Car, Police Say](#)

DNA INFO - Danielle Tcholakian

An enraged garbage truck driver was arrested in the West Village for kicking a car that was blocking his way, police said. The 23-year-old truck driver got into a screaming match with the driver of a car that was blocking his pick-up location at West 14th Street and Washington Street on July 8 at 4:17 p.m., police said. The garbage man got out of his truck and kicked the car's passenger-side door, police said, damaging it.

...The Department of Sanitation said the man was not employed by the city.

[Photo of People With Assault Rifles in Staten Island Sparks NYPD Search](#)

DNA INFO - Nicholas Rizzi, Ben Fractenberg

Photos of a group of people with what police believe to be paintball guns raised false alarms with the NYPD and set off a borough-wide search that spread to New Jersey, police said. A flier circulated to the NYPD, and posted on social media, shows a photo of a group of people entering and exiting two SUVs carrying what appear to be assault rifles. The photos were purportedly taken by a retired NYPD officer in Midland Beach, according to the flyer. Officials believe the weapons were not real guns, though they were built to look like them, according to an NYPD statement.

[Williamsburg Bars and Police Team Up in Safety Campaign for 'Hipsters'](#)

DNA INFO - Serena Dai

Reminder to hipsters: Zip your purse! Williamsburg bars and police have teamed up to run a month-long social media campaign called #OutSmartBK in hopes of teaching crime prevention to the younger population in the neighborhood — who, "for lack of a better term," fall into the "hipster demographic," said The Woods owner Dave Rosen, president of the Brooklyn Allied Bars and Restaurant group. Police have traditionally passed along crime prevention tips at church groups or community board meetings, said 90th Precinct commanding officer Inspector Mark DiPaolo.

[Moving Wall Street Bull Could Ease Tourist Congestion Downtown, Group Says](#)

DNA INFO - Irene Plagianos

Imagine if there was another, more accessible entrance to the Brooklyn Bridge that thinned out the hordes of tourists and connected pedestrians and cyclists to nearby South Street Seaport. And think about moving the iconic, bronze Charging Bull off of traffic-laden Broadway to a spot across from the New York Stock Exchange — its original, car-free home.

... Over the past year, Ascher has met with several city agencies, including the Department of Transportation and EDC, as well as with city developers, cultural institutions, Community Board 1 and the Downtown Alliance, Lower Manhattan's business improvement district, to get the conversation going and "diagnose" some of the area's pedestrian-flow issues.

[City Holding Community Workshops for East River Resiliency Plans](#)

DNA INFO - Lisha Arino

How do you feel about plans to make the East River waterfront more resilient against extreme weather events like Hurricane Sandy? The city wants to know — so it's inviting residents to give their input at one of three workshops later this month. The meetings will allow the community to give feedback on preliminary concepts and the design development of the city's large-scale flood protection system, which will stretch from Montgomery Street to East 23rd Street.

[Chinatown Bus Stops Hurting Local Business, Local Shops Say](#)

DNA INFO - Lisha Arino

Two longtime shops are asking the city to reconsider a Chinatown bus stop installed earlier this year, saying that business has declined since the coaches started picking up and dropping off passengers near their doorsteps.

... The Department of Transportation designated the bus stop in February with Community Board 3's approval, relocating it from 18 Allen St., according to a spokesman. The previous stop was inadvertently located in front of a musician's bedroom window, forcing her to sleep with three white noise machines, she told DNAinfo New York. Four metered parking spots where drivers could park for up to an hour were removed at the new stop, while four other spaces were restored at 18 Allen St., a DOT spokesman said.

[Man Arrested For Putting Up Illegal Posters For French Clothing Brand: NYPD](#)

DNA INFO - Danielle Tcholakian

Officers who have been cracking down on graffiti in the Village caught a 35-year-old man putting up illegal posters for a high-priced French fashion company, police said. The man was pasting posters that read "LET THEM PAINT #SANDROBASTILLE" on a city-owned street light, police said. A nearby clothing boutique, Sandro, was running a campaign for Bastille Day.

... The man was spotted by a member of the 6th Precinct's anti-crime unit, which has been making a special effort to crack down on graffiti in the neighborhood, police said.

Local News:

[Abraham Foxman to Retire After 28 Years of Fighting Anti-Semitism](#)

NY TIMES - Joseph Berger

Is Abraham H. Foxman's retirement good or bad for the Jews? Mr. Foxman would chuckle at the grandiose presumption in that cliché of a question, but as the national director and the voice of the Anti-Defamation League for almost three decades, he has been one of the nation's most prominent Jewish spokesmen. Out of a Holocaust-era childhood in which he was raised and baptized as a Catholic by a Polish nanny before reuniting with his parents, he has become a Jeremiah excoriating anti-Semitic bigots and has won access to presidents, popes and prime ministers. In the process, he has elevated the group he leads into a major civil rights organization with influence beyond the Jewish community.

[It Began With Secret Pickles, and Survived a War](#)

NY TIMES - Andy Newman

Bucky Bachner was one of the boys on the roof. In the summer of 1939, he and his pals would hang out on top of 914 Hoe Avenue in the Bronx, playing cards and shooting dice. Selma Nadel lived just below, on the fifth floor. Her job was to get rid of them. "They'd stamp their feet, and I'd hear the noise and go upstairs and tell them to get off the roof," she said. Bucky did not think much of Selma, or any girl for that matter. He was 14. But the next year, when the weather warmed, she caught his eye.

[Michael Grimm, Former Congressman, Is Sentenced to 8 Months](#)

NY TIMES - Stephanie Clifford

He spoke of his service to his country, his remorse for breaking the law, and the humiliation he has suffered because of it. Then the former congressman, Michael G. Grimm, asked for mercy from the court. Leniency, it turned out, did not come easily. "Your moral compass, Mr. Grimm, needs some reorientation," Judge Pamela K. Chen said on Friday, before sentencing him to eight months in prison for tax fraud. A federal investigation that initially focused on Mr. Grimm's campaign fund-raising turned into a 20-count indictment related to his running of a restaurant in Manhattan called Healthalicious. Prosecutors said he underreported wages and revenue to the government and filed false tax documents as a result. Mr. Grimm pleaded guilty in December to one count of tax fraud, a felony.

['Minor' L.I.R.R. Collision Disrupts Service](#)

NY TIMES - Liam Stack

Two Long Island Rail Road trains were involved in "a minor collision" at Jamaica Station in Queens on Friday night, disrupting service during the evening rush but causing no injuries, the Metropolitan Transportation Authority said. The two trains, one eastbound and one westbound, collided close to the platform just before 6:30 p.m., said Aaron Donovan, a spokesman for the authority, and passengers were able to safely exit the trains directly on to the platform.

[Teenager Accused of Raping 82-Year-Old Woman Is Arrested](#)

NY TIMES - Al Baker

A teenage rape suspect who had eluded the police since they said he attacked an 82-year-old woman at her Brooklyn home on Monday was taken into custody early Friday. The suspect, Asa Roberts, 18, was found in a brownstone in Bedford-Stuyvesant, Brooklyn, that officials said he broke into during a cat-and-mouse police pursuit that stretched over four days. Mr. Roberts was taken into custody without incident, the police said. He was charged with several counts, including rape, robbery, burglary and assault.

[Cuomo Signs Measure to Help Storm Repairs](#)

WSJ - Thomas MacMillan

During a Friday afternoon visit to a beachside Queens neighborhood, Gov. Andrew Cuomo signed a bill designed to facilitate post-hurricane rebuilding and announced a study of how to protect houses from the next storm. Mr. Cuomo signed the bill in Breezy Point, a community that saw many homes damaged or destroyed by superstorm Sandy in 2012. The legislation extends for two more years a law that allows building owners who are repairing damage from the storm to bypass a zoning-approval process that can take as long as a year.

[Thelma Golden: Steering the Studio Museum Ahead](#)

WSJ - Jennifer Smith

The Studio Museum in Harlem was hopping Wednesday night, its galleries packed with a diverse crowd of artsy revelers checking out the museum's new slate of summer exhibitions. Holding court as chatter bounced off the lobby walls was the museum's tireless director and chief curator, Thelma Golden. Clad in a bright pink, yellow and black print dress, Ms. Golden waved and chatted with notables such as celebrity chef Marcus Samuelsson, at one point diving into the coat-check room herself to retrieve an umbrella for a departing guest.

[New York's Hot Market for Cold Water](#)

WSJ - Anne Kadet

Tired of the 9 to 5? Want to start your own business with minimal startup costs? You, too, can launch a lucrative career selling bottled water on the streets of New York. Gerald Covington started peddling water in Brooklyn in 2009 after quitting his porter job at a health club. "They worked me to death," he says. "What I got paid in two weeks over there, I make in a day over here."

[Former U.S. Rep. Michael Grimm Sentenced to Eight Months in Prison](#)

WSJ - Rebecca O'Brien

Former U.S. Rep. Michael Grimm, a Staten Island Republican who pleaded guilty last year to tax fraud, was sentenced Friday to eight months in prison and one year of supervised release. Mr. Grimm, who served in the U.S. Marines and is a former agent with the Federal Bureau of Investigation, had faced up to three years in prison. He is scheduled to surrender Sept. 10. The former congressman apologized in a packed federal courtroom in Brooklyn on Friday morning, and his attorneys asked U.S. District Judge Pamela Chen to spare him from prison.

[Man, 18, Arrested in Rape of 82-Year-Old Woman](#)

WSJ - Pervaiz Shallwani

The 18-year-old man wanted in the rape of an 82-year-old woman in Brooklyn was arrested early Friday after officers tracked him through a new cellphone he had obtained since the incident, authorities said. Police had been hunting for Asa since Monday, when he allegedly sneaked inside the woman's home in Brighton Beach as she was outside sweeping. When she went inside, he tried to rob her at knife point and raped her after she told him she had no money, the New York Police Department said.

[Michael Grimm, former Staten Island congressman, sentenced to eight months in prison for tax fraud](#)

DAILY NEWS - Dan Friedman, John Marzulli

Former Staten Island Congressman Michael Grimm was sentenced Friday to eight months in prison in Brooklyn Federal Court after pleading guilty to one count of tax fraud. Grimm hid more than \$1 million in receipts from Healthalicious, a Manhattan restaurant he owned. Grimm resigned from Congress in January.

[Port Authority delays \\$5.4M payment to woman injured to 1993 World Trade Center bombing with appeal](#)

DAILY NEWS - Barbara Ross

A woman who was supposed to get \$5.4 million from the Port Authority after she was almost killed in the 1993 World Trade Center bombing will have to wait even longer to get her money. The Port Authority filed a notice Thursday that it will ask the state's highest court, the Court of Appeals, to overturn a unanimous ruling by the Manhattan Appellate Division, which said Linda Nash was entitled to be paid because the bi-state agency. The appellate judges ruled that Port Authority lawyers are not entitled to "a second bite of the apple" after they made a strategic decision in 2011 to separate the Nash case from another one related to the bombing. The Court of Appeals ruled in the other case that the plaintiff was not entitled to money, and the Port Authority has been trying to make that decision apply to Nash's case for the last four years. Nash's lawyer, Louis Mangone, said that to win, the Port Authority will have to convince the state's top judges that the Appellate Division judges abused their discretion by making a ruling that "shocks the conscience."

[LIRR train sideswipes another train in Queens, causing commuting nightmare](#)

DAILY NEWS - Thomas Tracy

A Long Island Rail Road train sideswiped another train in Queens, Friday, causing massive delays that left thousands of rush hour straphangers stranded, officials said. Investigators are trying to determine if one of the trains slightly derailed before scraping against the train just outside the Jamaica station at 6:30 p.m. No injuries were reported, according to an LIRR spokesman.

[Man, 36, dies after leaping from Midtown apartment, landing near police station](#)

DAILY NEWS - Ryan Sit

A 36-year-old man died after he jumped from a Midtown apartment and landed near a police station Thursday night, cops said. The man, whose name was not immediately revealed, leapt from a 12th floor window and plummeted to the sidewalk near a fleet of NYPD squad cars on W. 54th St. near Eighth Ave. around 11 p.m., authorities said. He died at the scene.

['Sweet and beautiful' woman, 27, found beaten, strangled in Philadelphia home just weeks after graduating college](#)

DAILY NEWS - Jason Molinet

A 27-year-old woman and recent college graduate was found beaten and strangled in her Philadelphia apartment, police said. The building's property manager discovered the body of Jasmine Wright, who is from the Bronx, on Thursday afternoon after her father called, concerned he hadn't heard from Wright recently, The Philadelphia Inquirer reported. Wright graduated last month from Drexel University, earning a graduate degree in environmental and occupational health, the school confirmed. "She was sweet and beautiful," Harry Harris, whose brother worked in the building, told The Inquirer. Her apartment showed no signs of forced entry or robbery and she was pronounced dead at the scene at 2:35 p.m., according to NBC Philadelphia.

[Man, 78, killed by dump truck in Chinatown, driver in custody: cops](#)

DAILY NEWS - Aliza Chasan, Rocco Parascandola

A 78-year-old man was fatally struck by a dump truck in Chinatown Friday afternoon, police said. The elderly victim was attempting to cross the intersection of Broadway and Canal St. when he was hit by a green dump truck exiting the Manhattan Bridge just after 12:30 p.m., officials said. "What I saw was indescribable," said witness Eddie Maura, 54, a construction worker. "Almost half the body was splashed onto the street, inside out."

[Man, 27, leaps in front of rush-hour subway train at Times Square, suffers only minor injuries: cops](#)

DAILY NEWS - Barry Paddock, Dan Rivoli, Rocco Parascandola

A 27-year-old man leaped in front of a rush-hour subway train in Times Square Friday morning but miraculously suffered only minor injuries, cops said. The victim, whose name was not released, jumped in front of a downtown N train as it pulled into the Times Square station just after 9 a.m., cops said. He was struck by the train but pulled from the tracks with only minor injuries, police sources said.

[Man struck and killed on Belt Parkway](#)

DAILY NEWS - Ryan Sit

A man was fatally struck by a car as he walked along the center divide on a Queens parkway early Saturday, police said. The unidentified man was hit on the Belt Parkway near Springfield Blvd. as he walked down the eastbound side of the road near the divider around 2 a.m., police said. He died at the scene. The driver remained at the scene and no charges had been filed as of Saturday morning, police said.

[Six people shot — three fatally — in five hour span in NYC](#)

DAILY NEWS - Thomas Tracy, Rocco Parascandola

Six people were shot — three fatally — within hours of each other in a spate of gun violence across the city, police said on Saturday. The latest victim, Dustin Jackson, 37, who was gunned down on the corner of Vermont and Livonia Aves., just a couple blocks from his East New York home, at about 2:30 a.m., authorities said. Emergency responders rushed him to Brookdale University Hospital but he could not be saved, police said. About 10 minutes before Jackson's attack, a 26-year-old man was shot in the foot in the Averno section of Queens.

[Staten Island man charged for calling Arizona schools and threatening to 'kill hundreds of students'](#)

DAILY NEWS - John Marzulli

A 29-year-old Staten Island man has been charged with making menacing telephone calls to schools in Arizona, threatening to "kill hundreds of children," authorities said Friday. Viktor Lisnyak was arrested by the FBI for making at least five calls to the Flagstaff Cooperative Preschool and Mount Elden Middle School last spring. Lisnyak ranted, "I can see children...I want to kill hundreds of children...I have a gun...I'm on the roof of your school and I want to kill myself," according to papers unsealed in Brooklyn Federal Court.

[Man wanted for 2013 murder caught while trying to flee the country, cops say](#)

DAILY NEWS Thomas Tracy

A 27-year-old man wanted for a two-year-old murder was grabbed by police as he tried to skip the country, officials said Friday. Jeffery Jackson allegedly shot and killed Lavon Latimer, also 27, on July 12, 2013. He fled to Miami after the shooting and was preparing to leave the country when police tracked him down and arrested him on July 6, police sources said.

['Too drunk ' father who abandoned 3-year-old daughter at Harlem Subway sandwich shop indicted](#)

DAILY NEWS - Shayna Jacobs

The father who abandoned his daughter at a Subway sandwich shop in Harlem after getting too drunk has been indicted for incident, prosecutors said Friday. Stanley Fredrique, 34, of Long Island, was arrested Sunday on abandonment and other charges after leaving 3-year-old Natalie at the eatery on Saturday evening. A Good Samaritan found the girl and brought her to cops.

[Sicko suspect in 82-year-old's rape busted in Brooklyn after narrowly evading capture twice: cops](#)

DAILY NEWS - Rocco Parascandola, Thomas Tracy, Chelsea Rose Marcius, Rich Shapiro

The sicko suspected of raping an 82-year-old grandmother was captured in Brooklyn early Friday after narrowly eluding cops twice, police said. Asa Roberts, 18, was spotted hopping backyard fences between Madison St. and Putnam Ave. in Bedford-Stuyvesant around 2 a.m., police and witnesses said. "He was jumping the fences. He jumped in our backyard!" said witness Joshua Hudson, 27, who was walking home when he heard the police commotion. "Cops were chasing after him. They were banging on doors yelling, 'Let us in! Let us in! It's the police!'" Police officers corralled the suspect, who had apparently cut off his Afro in an attempt to disguise his appearance since the depraved attack on July 13.

[Cops release photos of suspect in mugging of writer in Central Park who went there for quiet](#)

DAILY NEWS - Thomas Tracy

Things will be a bit quieter in Central Park once this brute is behind bars. Cops have released surveillance images of the man who violently mugged a freelance writer who was in the park Wednesday to seek solitude from the noisy city, officials said Friday. The thief, described as a six-foot man, 35 to 40 years old with a medium build, approached the 26-year-old woman on a secluded path heading toward the restrooms on the Great Hill near W. 101st St. The young woman told the News she had come to the park at about 11 a.m. to research a piece on finding secluded spots in the Big Apple.

[Obama hitting Broadway with daughters after \\$1M fund-raiser](#)

NY POST - Geoff Earle

President Obama is taking in some father-daughter bonding time in a rare jaunt to New York City without his wife, Michelle. The weekend trip with daughters Malia, 17, and Sasha, 14, included dinner Friday night at the trendy Italian restaurant Carbone in Greenwich Village and an after-hours tour at the Whitney Museum of American Art. Obama and the teens were also expected to attend the matinee performance of the hit Broadway musical "Hamilton" on Saturday.

[Cuomo campaign scores \\$250K after 'pro-Hasidic' veto](#)

NY POST - Josh Saul

That doesn't seem kosher. Gov. Cuomo accepted a whopping \$250,000 in campaign cash from limited-liability corporations linked to a developer with interests in upstate Hasidic community Kiryas Joel. And the money flowed in less than a week after Cuomo vetoed a bill that would have limited development there — a law the community's leaders opposed, a report said Friday.

[Sal Albanese faces penalty for loaning his own campaign money](#)

NY POST - Carl Campanile

It's Catch-22, New York campaign edition. Mayoral candidate Sal Albanese joined the campaign-finance program in 2013, but couldn't raise enough money to qualify for public matching funds. So he loaned his own campaign \$170,000, and when contributions came up short he simply wrote off the loan. Now he faces a \$10,000 fine by the Campaign Finance Board for exceeding the \$14,850 contribution cap put on candidates to their own campaigns.

[Lawyers of investigated city, state politicians enjoy big paydays](#)

NY POST - Kirstan Conley, Yoav Gonen

Some of the biggest winners this campaign cycle aren't candidates, but their lawyers. City Council Speaker Melissa Mark-Viverito's campaign spent more than \$75,000 on legal fees over the last six months after questions were raised about

irregularities in her bid to lead the council. The Conflicts of Interest Board is probing pro-bono work Mark-Viverito received in late 2013 from The Advance Group, despite rules barring her from accepting gifts or services valued above \$50.

[LIRR trains collide during rush hour commute](#)

NY POST - Kenneth Garger, Melkorca Licea

Two Long Island Rail Road trains collided just east of Jamaica Station causing major travel delays during Friday's rush hour commute, according to the MTA. Nobody was injured when the trains sideswiped one another just east of Jamaica Station shortly before 6:30 p.m., the MTA said. All westbound service has been temporarily suspended and eastbound commuters can expect cancellations and heavy delays.

[Car fatally strikes pedestrian in Queens](#)

NY POST - Aaron Feis

A man walking along the median divider of the Belt Parkway was fatally struck by a car early Saturday morning, officials said. The unidentified man was trudging along the eastbound lane of the highway near Exit 22 for Springfield Boulevard in Queens around 2:10 a.m. when he was hit by a 2003 Nissan Sentra, cops said. He was pronounced dead at the scene.

[3 shot, 3 wounded in separate incidents across NYC](#)

NY POST - Kenneth Garger, Aaron Feis

Three people were fatally shot and three others wounded in five separate incidents across the city late Friday afternoon into early Saturday, authorities said. In the most recent of the three slayings, Dustin Jackson was gunned down at the corner of Vermont Avenue and Livonia Avenue in Brooklyn just after 2:30 a.m., police said. A gunman opened fire on Jackson as he was standing at the East New York intersection, striking the 37-year-old area resident multiple times in the torso, cops said.

[Three shootings leave two dead, two wounded across the city](#)

NY POST - Kenneth Garger

Three separate shootings left two people dead and two others wounded across the city on Friday night, cops said. One man was fatally shot in front of 4431 De Reimer Ave. in the Bronx around 9:00 p.m., cops said. The victim was taken to Montefiore Hospital where he died a short time later. Less than 20 minutes later, a 22-year-old man was shot dead in East New York, cops said. Stashun Thomas was struck multiple times the chest and arm in front of 958 Hegeman Ave. shortly before 9:20 p.m., according to police.

[9 hurt in Brooklyn apartment fire](#)

NY POST - Kenneth Garger

Nine people were injured in a Brooklyn blaze Friday night, officials said. The fire broke out on the second floor of an apartment building at 939 68th Street in Dyker Heights around 11:30 p.m., according to the FDNY. The fire was placed under control less than an hour later after 12 units and 60 firefighters battled the flames. The victims, all civilians, suffered minor injuries and were taken to area hospitals, FDNY said.

[Hothead ex-Rep. Grimm gets 8 months for tax evasion](#)

NY POST - Selim Algar

Former U.S. Rep. Michael Grimm was sentenced to eight months in prison Friday for tax evasion related to his former ownership of an Upper East Side restaurant in Brooklyn federal court. The disgraced Staten Island hothead — who once threatened to fling a reporter off of a balcony — had lobbied Judge Pamela Chen for probation, citing his military service and tenure with the FBI.

But federal prosecutors pushed for prison time before sentencing, arguing that Grimm showed scant remorse even after pleading guilty.

[Four more flights targeted by laser beams near Newark](#)

NY POST - Larry Celona

Laser beams were flashed at four more commercial flights over New Jersey and Pennsylvania Thursday night — one day after 11 planes were targeted, authorities said Friday. The aircrafts were illuminated between 9 and 10:30 p.m. and one pilot — aboard FedEx Flight 1607 departing at Newark Liberty International Airport at 2,000 feet — reported an injury, the Federal Aviation Administration said. The FedEx flight was six miles southwest of Newark when it was flashed.

[Cops hunt for minivan transporting possible M16 rifles](#)

NY POST - Larry Celona

Police are looking for five people who were witnessed Friday morning moving what appeared to be M16 rifles from one minivan to another in Staten Island, according to sources. Four Muslim men and a woman, wearing a hijab head scarf, were seen transferring the alleged weapons in a parking lot at Midland Beach, sources said. A witness snapped a photo and sent it to police, who've contacted bridge authorities with the vehicle's New Jersey license plate numbers, sources added.

[Teen says he didn't rape 82-year-old woman](#)

NY POST - Margo Levy, Natasha Velez

The teen who allegedly raped an 82-year-old woman in Brooklyn confessed to reporters Friday that he was inside her home on that night — but he never sexually assaulted her. “I’m sorry for being in her house and everything, but I did not rape the lady,” said Asa Roberts, 18, as he was escorted from the Special Victims squad in Prospect Heights at around 4:45 pm. “That’s a legend,” he said. “That’s a legend.”

[Man run over by subway escapes with minor cuts in Times Square miracle](#)

NY POST - Natasha Velez

A man is lucky to be alive after he fainted and fell onto the train tracks at Times Square, police said. The victim, 27, was on the platform moments before the N train rolled into the station at Broadway and West 40th Street around 9 a.m. Friday during rush hour, according to authorities. He suddenly fainted and went tumbling between the tracks, cops said. The man miraculously suffered only minor cuts and bruises after the southbound train rolled above him, authorities said. He was rushed conscious and alert to Bellevue Hospital, where he was in stable condition.

[Editorial: A ‘progressive’ sellout of the taxi industry](#)

NY POST - Editorial

Know what puts the “progress” in progressive? Not City Council Speaker Melissa Mark-Viverito, that’s for sure. As the council prepares to pass a law that would freeze the growth of Uber, the wildly successful app-based car service, comes the revelation that the speaker took \$27,000 in campaign donations from yellow-cab interests — which see Uber as their mortal enemy — in the months leading up to the vote. That’s just the sort of thing one does when trying to make progress: Take money from old-school, government-protected monopolists out to crush the innovators.

[Senators ask Cuomo to help pressure G.E. on clean-up](#)

CAPITAL NY - Scott Waldman

A group of Senate Democrats and one Republican are calling on Gov. Andrew Cuomo to pressure General Electric to do more to clean up PCBs that the company dumped in the Hudson River for decades. The lawmakers also sent a similar letter to G.E.'s C.E.O., Jeffrey Immelt, asking the company to more work to remediate pollution it caused on a 40-mile stretch of the river.

[Filings show Kiryas Joel money flowed to Cuomo after veto](#)

CAPITAL NY - Bill Mahoney

A network of limited liability companies tied to a Kiryas Joel developer has given Governor Andrew Cuomo \$250,000 in 2015, more than any other source. These donations were made less than a week after the governor vetoed a bill leaders of the Hasidic village described as restricting its development. The legislation would have required the approval of annexation attempts by local governments within their borders. It was prompted by Kiryas Joel's attempt to annex 507 acres, which would “make the village up to 70 percent larger.”

[PRO] [Construction to begin on new power plant in Hudson Valley](#)

CAPITAL NY - Scott Waldman

[PRO] [Moody's: Job loss possible in East Fishkill](#)

CAPITAL NY - Will Brunelle

[Hillary Clinton's New York State of Mind](#)

NY OBSERVER - Will Bredderman, Jillian Jorgensen

Out-of-town reporters whined in advance about Roosevelt Island's supposed inaccessibility, but it might have been the ideal location for Hillary Clinton to launch her presidential campaign. Four Freedoms Park offered the kind of green space typical of a more Middle American city as well as a plum view of Manhattan's skyline. More importantly, it gave Ms. Clinton ample opportunity to compare herself to Franklin Delano Roosevelt, the last president from New York. In her speech, Ms. Clinton seemed at pains to evoke F.D.R.: from the location to her "Four Fights," which paralleled one of Roosevelt's most famous speeches. The Broadway-worthy production raised questions that the Illinois-born Ms. Clinton has faced since she moved to Chappaqua in 1999: is she a New Yorker—and what does that mean for her candidacy?

[Art World Defends Bank Robber 'Performer'](#)

NY OBSERVER - Justin Joffe

Some say that great artists create not out of want, but out of necessity. If this maxim is true, than Joe Gibbons' robbery of a Capital One bank in Chinatown last year may indeed be the piece of performance art he has claimed it was. The botched heist began when Mr. Gibbons, 61, entered the Capital One on Dec. 31 and handed a teller a note reading, "This is a robbery. Large bills. No dye packs / No gps." One dye pack did make it in the stash of \$1,002 dollars he made off with, which soon exploded all over him. Mr. Gibbons laid low at The Bowery Grand Hotel until a tipster responded to publicized bank security footage, leading police to his room. The pink and silver video camera that police found on Mr. Gibbons was just the first sign that he was not typical bank robber. As it turned out, Mr. Gibbons is a filmmaker and performance artist of some notoriety. He has given lectures on art at M.I.T. and his work has appeared at the Museum of Modern Art, the Centre Pompidou in Paris and multiple Whitney Biennials. Earlier this week, Mr. Gibbons was sentenced to one year in prison for the robbery, but the art community sees his reasoning for robbing the bank—an act that Mr. Gibbons claims was part performance, part financial necessity—in the context of his career of similar, liminal "performances."

[Ex-Congressman Michael Grimm Gets Eight Months in Prison for Tax Evasion](#)

NY OBSERVER - Jillian Jorgensen

Former Staten Island Congressman Michael Grimm—a Republican who resigned in January after pleading guilty to a single count of felony tax evasion—was sentenced to eight months in prison in a Brooklyn federal courthouse today. "He, of all people, knew better," Judge Pamela Chen said when handing down the sentence to Mr. Grimm, a U.S. Marine and former FBI special agent who investigated white-collar crime.

['Dad-in-chief' Obama takes daughters for time out in the Big Apple](#)

AM NY - Reuters

President Barack Obama will carve out some time this weekend for two people he has described as "magnificent" but who, he says, find him boring: his teenage daughters, Malia and Sasha. Upping his game as dad-in-chief, Obama will hang out with his daughters in New York City on Friday night and Saturday, a rare diversion from his weekend schedules, which usually involve work and golf. Obama has often spoken about how sad he will be when his daughters leaves the nest. Malia, 17, has been spotted touring colleges.

[Michael Grimm sentenced to 8 months in prison](#)

AM NY - Caroline Linton

Disgraced former congressman Michael Grimm was sentenced on Friday to eight months in prison for tax evasion. "Mr. Grimm, your moral compass needs some reorientation," U.S. District Court Judge Pamela K. Chen told Grimm, according to a tweet by a Daily News reporter. Grimm told U.S. District Court Judge Pamela K. Chen that he "didn't have the bravery to fail" at the restaurant business. He was indicted in April 2014 on tax evasion charges, but still won re-election in November. He resigned in January, and former Staten Island District Attorney Dan Donovan successfully ran for Grimm's seat in May.

[Westbound LIRR traffic suspended during evening rush hour](#)

AM NY - Newsday

A Huntington-bound train sideswiped maintenance equipment on the tracks at Jamaica station Friday, suspending westbound traffic during the evening rush hour, LIRR said. No injuries were reported after the collision, which occurred before 6:30 p.m., said spokesman Aaron Donovan of the Long Island Rail Road. Details on whether the equipment was a maintenance train car were not immediately available, he said.

[Man survives being run over by N train at Times Square, MTA says](#)

AM NY - Caroline Linton

A man survived after falling onto the Times Square subway tracks and a train ran over him on Friday morning, NYPD and MTA officials said. The 27-year-old man fainted onto the southbound N tracks at Times Square-42nd St., the man and eyewitnesses told the NYPD. The man appeared to have fallen between the rails, the NYPD said, so the oncoming train ran over him. NYPD and FDNY personnel pulled him from the tracks, and he was sent to Bellevue Hospital, where he is currently in stable condition, the NYPD said.

[Subway surfer seriously injured after stumbling from side of R train in Brooklyn](#)

AM NY - Rebecca Harshbarger

A subway surfer snarled service and was seriously hurt on Friday riding outside the R train in Sunset Park, authorities said. The straphanger stumbled about 2 p.m. from the side of the Manhattan-bound train, according to the MTA. Medics took him to Lutheran Medical Center in serious condition, according to the FDNY.

[Teen arrested in rape of Coney Island woman](#)

AM NY - Caroline Linton

Police arrested early Friday an 18-year-old in connection to the rape and kidnapping of an 82-year-old woman in Coney Island. Asa Robert was arrested early Friday in Bed-Stuy. Charges are pending.

[Michael Grimm's sentencing: Prison or probation? Coverage from federal court](#)

SI ADVANCE - Staff

The wait is over. After multiple delays, former GOP Rep. Michael Grimm is expected to be sentenced in connection with his federal tax fraud case at 10 a.m. Friday in Brooklyn federal court. Grimm has been dogged by scandals and questions of shady campaign fundraising since he was first elected in 2010. The federal government opened a probe into his fundraising, then started to dig into Healthalicious, a wraps-and-smoothies restaurant he owned on the Upper East Side of Manhattan before he entered politics. On April 28, 2014, that investigation led to a 20-count indictment accusing Grimm of hiding \$1 million in sales receipts from his restaurant, hiring undocumented immigrants and lying under oath in a 2013 civil deposition. In December, he pleaded guilty to a single count of federal tax fraud, signing his name to a six-page document admitting to many of the allegations in the federal government's case. Grimm could face three years in prison, followed by a year of supervised release, but his lawyers have argued he should only serve probation, touting his lifetime of service as a Marine, an undercover FBI officer and a congressman.

[Guy Molinari on Grimm sentence: 'The system stinks'](#)

SI ADVANCE - Rachel Shapiro

The federal judge who sentenced former Congressman Michael Grimm to eight months of jail time is out of touch with reality, said former Borough President and Congressman Guy Molinari. U.S. District Court Judge Pamela K. Chen sentenced Grimm on Friday morning for his guilty plea to one count of federal tax fraud. The plea stemmed from a 20-count indictment in April 2014 that charged him with hiring undocumented workers and paying employees off the books at his Manhattan health food restaurant. He was also charged with perjury.

['A Marine is taught, you don't fail,' Grimm said of why he broke laws](#)

SI ADVANCE - John Annese

In the end, he said he broke the law because he was a Marine, and Marines are taught not to fail. In an impassioned, last-ditch effort to avoid prison time, former U.S. Rep Michael Grimm stood before U.S. District Judge Pamela K. Chen and apologized for "not having the bravery" to go out of business honorably. He said that he was afraid his Manhattan health food restaurant, Healthalicious, would fail if he didn't cheat on his taxes and underpay his immigrant workers.

[Michael Grimm prison sentence ends a 'sad chapter'](#)

SI ADVANCE - Rachel Shapiro

Whatever their political shade, Staten Island's elected officials agree: it's a sad day, as the Island's former congressman was sentenced to eight months in prison. U.S. District Court Judge Pamela K. Chen sentenced former Republican Rep. Michael Grimm on Friday morning for not paying taxes on \$1 million in sales from a Manhattan health food restaurant he co-owned before becoming a congressman.

[Live coverage of Michael Grimm's sentencing: Comments from the courtroom](#)

SI ADVANCE - Staff

Grimm's passionate plea for leniency fell on deaf ears Friday. "I was a darned good congressman. I worked hard and I loved it," he told Judge Chen before being sentenced. Grimm said it was his Marines instinct to never fail, and his fear of failure, that pushed him to break the law.

[Watch: Video footage from outside Michael Grimm's sentencing](#)

SI ADVANCE - Staff

Former Rep. Michael Grimm learned his fate Friday, receiving eight months in prison in addition to a year of supervised release. Grimm, whose federal tax fraud conviction last December ended his career as Staten Island's Congressional representative, learned his sentence just before noon Friday as he stood before U.S. District Court Judge Pamela K. Chen in Brooklyn federal court.

['Disgraceful': Readers respond to Michael Grimm sentence](#)

SI ADVANCE - Mark D. Stein

The saga is over: Michael Grimm has been sentenced. U.S. District Court Judge Pamela K. Chen hit the former Republican congressman with an eight-month prison sentence, ending a stretch that began with a 20-count indictment against Grimm last April. The hearing began Friday morning at 10.

[Michael Grimm gets 8 months in prison at sentencing](#)

SI ADVANCE - John M. Annese

Former Republican Rep. Michael Grimm has been sentenced to eight months in prison. Grimm, whose federal tax fraud conviction last December ended his career as Staten Island's Congressional representative, learned his sentence just before noon Friday as he stood before U.S. District Court Judge Pamela K. Chen in Brooklyn federal court.

[Drop off school supplies for needy kids at Matteo's office](#)

SI ADVANCE - Anna Sanders

School supplies for needy children can be dropped off at Minority Leader Steven Matteo's office starting on Monday as part of the Operation Backpack drive. From Monday, July 20, to Friday, Aug. 7, backpacks filled with school supplies will be collected at 900 South Ave., Suite 403, in Bloomfield. Bags can be dropped off weekdays from 9 a.m. to 5 p.m.

[Illuzzi, McMahon to face off in Conservative primary](#)

SI ADVANCE - Rachel Shapiro

Republican Joan Illuzzi has gotten enough support from Conservative Party voters to battle it out with Democrat Michael McMahon at the polls in a Sept. 10 primary election. McMahon had gotten Conservative Party support in the race for district attorney but Illuzzi has been collecting signatures from registered voters for an opportunity to ballot, which gets her name on the primary ticket along with McMahon's. "She has filed apparently sufficient signatures to qualify for a primary election," city Board of Elections Executive Director Michael Ryan said Friday morning. About 210 signatures were required and the campaign has filed 365. Only voters registered in the Conservative Party will be able to choose between the two in the September primary. McMahon has filed petitions with the Board of Elections for the Democratic, Independence and Conservative lines and Illuzzi has done so for the Republican lines. "I am proud to see so many Staten Island Conservatives stand up for their principles, their party, and their right to choose a D.A. candidate who will truly represent them on the ballot," Illuzzi said in a statement. "Going door-to-door and talking with Staten Island Conservatives, I'm hearing the same message: they are concerned about the heroin trade and rise in violent crimes threatening the safety and security of our borough, and as our next D.A., I will devote my 27 years of prosecutorial experience to keeping Staten Island a beautiful place to live, work, and raise a family." Former Borough President James Molinaro, the former chair of the Conservative Party who backs McMahon and is co-chair of McMahon for District Attorney, said, "You got to admit that it's funny that she's trying to do a primary, in a party she's not in, given she's never voted in a primary in her life and didn't vote in the last five out of six D.A. races. We just received a copy of their petitions, once we've taken a look, I'll have a lot more to say. We stand by our candidate Mike McMahon, who was unanimously endorsed by the executive and county committees of the Conservative Party."

[Police looking on Staten Island for men possibly with assault rifles, sources say](#)

SI ADVANCE - Staff

Police are on high alert, looking for men possibly carrying assault rifles, law enforcement sources told the Advance. The sources said photos of a group of men with what appear to be weapons were circulated internally on Friday.

[Feds: Man threatened to shoot up schools to score 'points' with Xbox friends](#)

SI ADVANCE - John Annese

He was playing a dangerous game, the feds allege. A Bay Terrace man was trying to literally score "points" with his Xbox friends by calling in several school-shooting threats in Flagstaff, Ariz., according to federal authorities. Viktor Lisnyak, 29, of Timber Ridge Drive, admitted as much to the FBI and Flagstaff police detectives on Wednesday, according to documents filed in Brooklyn federal court Friday.

[Crack down on the sale and distribution of synthetic marijuana](#)

EL DIARIO - Staff

The New York State plans to expand the restrictions existing on the sale and distribution of synthetic marijuana, after a series of hospitalizations related to the use of dangerous goods that have been reported in recent months. The Health department within the administration of Governor Andrew Cuomo extend the regulations had come into function in the year 2012 and banning certain products of synthetic marijuana and bath salts. Despite this law, manufacturers have found ways to evade the prohibitions. They started using different chemical combinations for which no reference was made in 2012 and that were not prohibited. The new blends created even more potent compounds, said Cuomo on Friday at a press conference.

[Investigates minor collision MTA LIRR train](#)

EL DIARIO - Zaira Cortes

The Metropolitan Transportation Authority (MTA) is investigating the slightest collision of two trains of Long Island Rail Road in Queens, which caused delays Friday night. Dozens of passengers to board trains bound for Montauk and Huntington were stranded for a few hours when cars crashed a short distance from the station platform of Jamaica. The incident occurred at about 6:30 pm.

[Four shot in NYC within hours](#)

EL DIARIO - Staff

Between Friday night and the early hours of Saturday, four people have been shot - three of which fallecieron- incidents reported in different counties. The New York Police (NYPD) reported that one of the most recent cases occurred at 2:30 am in East New York. Dustin Jackson (37) was injured by unknown assailants in the corner of Vermont and Livonia avenues steps from your residence.

[Arrested on suspicion of raping 82-year old woman in Brooklyn](#)

EL DIARIO - Staff

The 18 year old Robert Asa was arrested in Bedford-Stuyvesant, almost four days after allegedly raped a 82 year old woman. Earlier, Asa had been seen in the same neighborhood, in a building on Madison Street. The police searched the place, but only found a bloody shoe that belong to the subject.

[Michael Grimm Sentenced to 8 Months in Jail for Tax Fraud](#)

DNA INFO - Nicholas Rizzi

Former congressman Michael Grimm was sentenced to eight months in jail and a year probation for his tax fraud conviction, a federal judge ruled on Friday. Despite Grimm trying to paint himself in court as a dedicated servant to the country who had a lapse in judgment, Judge Pamela Chen ruled that Grimm would serve jail time for underreporting profits from an Upper East Side eatery he co-owned and have 200 hours of community service afterwards. Chen chided Grimm for belatedly apologizing for his crime and for characterizing tax fraud as a minor crime.

[Park Ave. Synagogue's Rooftop Greenspace Proposal Denied by Community Board](#)

DNA INFO - Shaye Weaver

The Park Avenue Synagogue is preparing to renovate its new home on East 89th Street, but locals and community board members say the planned addition will block views from neighboring apartments. The synagogue will move into its new home at 11 E. 89th St., where the Trevor Day School currently exists, at the end of this summer. It plans to repair and renovate the building's exterior and install a green space on the roof, along with a new elevator bulkhead and a tall fence, which has some residents concerned that the additions will block views from their apartments and clash with the historic character of the building. "You can see it when you walk all the way down 89th street," said Upper East Side resident Cornelius Marx. "This cannot be what the landmarks commission had in mind when they made their rules. I would ask that the community board require the synagogue to make alternate plans to take care of this problem." The landmarked

building, constructed in 1912, is one of two locations for the Trevor Day School, but several months ago the Park Avenue Synagogue purchased the building to use it for its educational programming, according to Beryl Chernov, the executive director of the synagogue.

[Hindu Leaders Seek Designated Prayer Room at JFK](#)

DNA INFO - Ewa Kern-Jedrychowska

Hindu leaders are pushing local authorities to create a designated prayer room at JFK. The group, led by Rajan Zed, president of the Universal Society of Hinduism, has urged the Port Authority of New York and New Jersey and local elected officials to set up the so called "Hindu Mandir" at the airport, which would feature copies of sacred scriptures, statues of popular deities and devotional music, the group said.

[This Is What Global Warming Could Do to New York City's Coastline](#)

DNA INFO - Nicole Levy

If you thought flooding during and after Hurricane Sandy was bad, you haven't seen anything yet. A map built by the group Climate Control, based on data published in Science Magazine, shows the impact that two degrees Celsius of global warming could have on America's coastlines. If the data is accurate, the planet's warming will raise sea levels by at least 20 feet as early as 2200. That rise in sea level would submerge large tracts of land in all five boroughs. Neighborhoods in lower Manhattan, like the East and West Village, TriBeCa, and Chelsea, would disappear. As would Greenpoint, Williamsburg, Coney Island, and sections of Bushwick and Bedford-Stuyvesant in Brooklyn. In Queens, the East River would drown Long Island City and the western half of Astoria; farther south, Jamaica Bay would engulf the Rockaways. Rising sea levels would eliminate southeastern seaside neighborhoods in Staten Island (Oakwood, New Dorp and Midland Beach), and the Bronx (Castle Hill, Port Morris and Castle Hill).

[Sewage Problem Shuts Down 135th Street Popeyes Temporarily](#)

DNA INFO - Gustavo Solis

Faulty plumbing spilling sewage into the 135th Street Popeyes prompted city health officials to temporarily shut down the fast food fried chicken restaurant this week, records show. "The problem was with a pipe," an employee, who declined to give his name, said. "We fixed it." Inspectors ordered the place, at 2300 Adam Clayton Powell Jr. Blvd. and 135th Street, closed Tuesday after they found "sewage or liquid waste," the report states.

[Russell Simmons Teaches Youth to Meditate at Anti-Violence Event in Queens](#)

DNA INFO - Ewa Kern-Jedrychowska

Hip hop entrepreneur Russell Simmons came to South Jamaica Thursday to support a local anti-violence initiative and to teach youth from the area how to meditate. Simmons, who grew up in nearby Hollis, came to a peace event held at I.S. 72 Junior High School in Rochdale Village, a neighborhood in which several people were shot in recent months. He met with about 300 campers aged between 8 and 17 from South Jamaica and Far Rockaway, as well as volunteers for LIFE (Love Ignites Freedom through Education) Camp, a South Jamaica-based anti-violence program. Simmons, who has been practicing yoga for about two decades, asked everyone to meditate for seven minutes by closing their eyes and repeating a simple mantra based on the word "rum" to quiet their minds.

[Glowing Stained-Glass Water Tower to Summer in Gowanus](#)

DNA INFO - Leslie Albrecht

The stained-glass water tower spotted recently near the Gowanus Canal will stay for the summer, its creator told DNAinfo New York. Artist Tom Fruin says people who visit his "Dutch Masters" stained glass water tower after dark will get a special treat — the sculpture will light up nightly from 8 p.m. to 1 a.m. The water tower at Degraw and Bond streets was part of a recent show at Ray Smith Studio that exhibited portraits of artists posing with their work, Fruin said. The piece was last displayed publicly at a Chelsea gallery in September 2014 and had been gathering dust in storage at Fruin's studio since.

[Rubin Museum to Shut Down 17th Street Sunday for Annual Block Party](#)

DNA INFO - Rosa Goldensohn

The Rubin Museum of Art will host a free block party complete with art-making, yoga and outdoor performances outside its Chelsea home on Sunday. The festival — which will run from 1 p.m. to 4 p.m. — will close off West 17th Street to car traffic between Sixth and Seventh avenues to make room for all the festivities, organizers said.

['Dogs of the UWS' marking its territory on social media](#)

DNA INFO - Kayla Epstein

The Upper West Side has gone to the dogs — and the neighborhood has the photos to prove it. Dogs of the UWS, a network of social media accounts on Instagram, Twitter, and Tumblr features the neighborhood's most photogenic pooches.

['Housing for Hipsters' Developer Begins Work on Massive Bushwick Project](#)

DNA INFO - Serena Dai

Demolition has started at 330 Himrod St. to make way for a massive mixed-used project that will take over half the block near Wyckoff Avenue. The 63-unit development by ASH NYC — whose developers are known for a well-circulated "Housing for Hipsters" presentation — will be a mix of new construction and a rehab of the old Dannenhoffer's Opalescent Glassworks factory, according to ASH. The property will also have commercial space.

['Super Smash Bros.' Gamers Find Unlikely Home at 24-Hour Bushwick Diner](#)

DNA INFO - Serena Dai

When New York City's only major "Super Smash Bros. Melee" tournament, "Nebulous," lost its space a few weeks ago, Bushwick resident Milo Han was bummed. Hundreds of competitive players of the nearly 14-year-old Nintendo game — traveling from the five boroughs, New Jersey and even upstate New York — no longer had a space to hang out and play the game. But Han got an idea to host an alternative tournament in the events venue beneath his dad's diner. The 24-hour spot, called Amancay's, is better known for its dedicated spin-the-bottle table and his father's partying antics than its video game clientele.

[GMHC Gears Up for 25th Annual Latex Ball](#)

DNA INFO - Rosa Goldensohn

Gay Men's Health Crisis's 25th annual Latex Ball is about to drop at Terminal 5. This year's ball, which kicks off on Saturday, July 25, will follow the theme the "Year of the Legends." Competitors will vie for cash prizes and trophies on the runway by dancing, walking and performing. The party begins at 8 p.m. and ends at 4 a.m. Tickets cost \$15 and are available online. The Latex Ball started in 1989 when members of the House and Ball community partnered with GMHC to improve HIV/AIDS services.

[Man Fatally Struck by Dump Truck Near Manhattan Bridge, Police Say](#)

DNA INFO - Jason Bisnoff, Aidan Gardiner

A 78-year-old pedestrian was fatally struck by a dump truck near the Manhattan Bridge off ramp Friday afternoon, police said. The man, whose name was not immediately released, was crossing Canal Street at Bowery when the T-mak Services Inc. truck pulled off the bridge and struck him about 12:30 p.m., an NYPD spokesman said. The pedestrian was pronounced dead at Lower Manhattan Hospital, police said. The driver, whose identity was not immediately released, was not arrested, NYPD officials said.

[Man Hit by N Train in Times Square, MTA Says](#)

DNA INFO - Aidan Gardiner

A man was hit by a southbound N train in Times Square Friday morning, the MTA said. He was hit within the Times Square-42nd Street station about 9 a.m., according to MTA and FDNY officials said. His condition was not immediately clear.

[Teen Arrested for Raping 82-Year-Old Woman, Police Say](#)

DNA INFO - Aidan Gardiner

A teen was arrested Friday morning, four days after he raped an elderly woman and held her captive at knifepoint for two hours in her Sheepshead Bay home, police said. Asa Robert, 18, entered the 82-year-old woman's home as she swept the street outside about 1:40 a.m. Monday., NYPD officials said. He attacked her when she came back inside, pulling a knife and demanding money, police said. He raped her, ransacked the place and fled about 4 a.m. with an umbrella and a bag of clothes, police said.

[Brooklyn Men Convicted in Fatal Shooting of 16-Month-Old Baby](#)

DNA INFO - Camille Bautista

Two Brooklyn men were convicted in connection with the 2013 murder of a 16-month-old boy who was shot in his stroller, officials said Thursday. Daquan Breland, of Brownsville, was convicted of second-degree murder and second-degree criminal possession of a weapon following a jury trial. A second defendant, Daquan Wright of East New York, was convicted of second-degree criminal possession of a weapon.

[Police Looking for Second Suspect Who Robbed Man in his Astoria Apartment](#)

DNA INFO - Jeanmarie Evely

One of the two burglars suspected of attacking a man at gunpoint in his apartment, striking him with the gun and robbing him was arrested Monday, police said. Adamou Maikarfi, 33, punched the 32-year-old victim in the face near 31st Avenue and 30th Drive and stole his cellphone, wallet and cash shortly after 1 a.m. on April 7, police said. The other suspect, who is still at large, struck the victim in the back of the head with the butt of the gun, prosecutors charge.

[VIDEO: Cook Closing Up Shop Robbed at Gunpoint for Gold Chain, Police Say](#)

DNA INFO - Eddie Small

A group of three men attacked a cook closing up a South Bronx restaurant and snatched his chain from right off of his neck, according to the NYPD. The suspects, one of whom was carrying a gun, approached the victim in front of Villa Tapia at 245 Brook Ave. in the 40th Precinct around 2:20 a.m. on June 22, police said. One of the suspects grabbed the victim's 18-carat gold chain from his neck and fled south on Brook Avenue, police said. The chain was from the Dominican Republic where the victim hails from.

[Man Convicted of Killing Cancer-Stricken Neighbor Over Simple Mistake: DA](#)

DNA INFO - Camille Bautista

A Bed-Stuy man was convicted of manslaughter and assault for the 2013 death of an elderly cancer patient, the Brooklyn District Attorney's office announced Friday. Vaughan Keith, 34, punched 69-year-old Willie Davis twice on Jan. 30, 2013 after the victim accidentally tried to get into Keith's home — mistakenly believing it was his own. The victim was apparently confused, officials said, as he suffered from cancer and diabetes, which caused him to become disoriented at times.

[Tourist Bus Ticket Seller Sues Rival Company After Violent Midtown Attack](#)

DNA INFO - Gwynne Hogan

A bus tour ticket seller is suing a rival sightseeing company, claiming an employee assaulted him and threatened to cut his throat and kill him, according to a lawsuit filed Tuesday. Elder Antoine, 49, who worked for an affiliate of City Sightseeing, according to his lawyer, was threatened by an employee of Big Bus Company on multiple occasions, starting in December 2014, according to papers filed in New York Supreme Court.

National News:

[Bernie Sanders Presses Hillary Clinton on Her Views on Banks](#)

NY TIMES - Jonathan Martin

Senator Bernie Sanders of Vermont edged closer on Friday to directly attacking Hillary Rodham Clinton, pointedly asking whether the Democratic presidential front-runner would support measures to break up the country's largest financial institutions and reinstate a firewall between commercial and investment banking. Mr. Sanders, whose campaign for the Democratic presidential nomination has galvanized liberal activists driven by questions of economic fairness, highlighted his efforts to cut down the so-called too big to fail banks and restore Glass-Steagall, the Depression-era banking law repealed under President Bill Clinton. "You'll have to ask Hillary Clinton about her views on whether she thinks we should break up these large financial institutions. I do," Mr. Sanders, an independent, said at a news conference here. "You will have to ask her views on whether we should re-establish Glass-Steagall."

[Republicans Setting Sights on Same-Sex Marriage Law](#)

NY TIMES - Jonathan Weisman

Days after a showdown over the Confederate battle flag, House Republicans are barreling toward a new confrontation on another contentious issue: How should Congress respond to the Supreme Court's decision to legalize same-sex marriage? Legislation granting protections for tax-exempt organizations and individuals objecting to same-sex marriage on religious or moral grounds is gathering momentum in the House. The bills, drafted by Representative Raúl R. Labrador, Republican

of Idaho, and Senator Mike Lee, Republican of Utah, already have 130 co-sponsors. On Thursday, the Republican Study Committee, the largest, most organized group of conservatives in the House, demanded a vote.

[Brush Fire Jumps Southern California Freeway, Burning Cars](#)

NY TIMES - Jennifer Medina

Flames from a nearby brush fire on Friday afternoon quickly overtook a stretch of a packed highway that leads from Southern California to Las Vegas, causing pandemonium on a stretch of road that is routinely gridlocked at that time. As fire retardant began to rain down on the area, dozens of drivers and passengers abandoned their vehicles and fled, waiting in the brush a few hundred yards away.

International News:

[ISIS Has Fired Chemical Mortar Shells, Evidence Indicates](#)

NY TIMES - C.J. Chivers

The Islamic State appears to have manufactured rudimentary chemical warfare shells and attacked Kurdish positions in Iraq and Syria with them as many as three times in recent weeks, according to field investigators, Kurdish officials and a Western ordnance disposal technician who examined the incidents and recovered one of the shells. The development, which the investigators said involved toxic industrial or agricultural chemicals repurposed as weapons, signaled a potential escalation of the group's capabilities, though it was not entirely without precedent.

[Germany Votes to Move Ahead With Greek Bailout, but Opposition Grows](#)

NY TIMES - Alison Smale

German lawmakers on Friday approved entering into detailed negotiations for a Greek bailout amid a simmering international debate over providing more debt relief to Athens and intensifying questions about whether Greece would be better off leaving the European common currency. With resistance to providing more help to Greece growing among conservatives, 439 lawmakers voted in favor of moving ahead with the bailout deal European leaders negotiated last weekend in Brussels. There were 119 votes against, and 40 legislators abstained.

[The Vatican: A New Use for the Pope's Helipad](#)

NY TIMES - Associated Press

The pope's helipad is going to be getting a lot busier, for a good cause. The Vatican signed an agreement on Friday to permit Rome's pediatric hospital to use the Vatican's helipad to transport emergency patients and organs around the clock. The hospital, Bambin Gesù, which is owned by the Holy See, is Europe's largest pediatric hospital and research center. It is just up the hill from the Vatican. The hospital's president, Mariella Enoc, said in a statement that using the Vatican's helipad would save a lot of time in emergencies, "contributing in many cases to saving the lives of children." Francis rarely uses the helipad. His predecessors flew frequently by helicopter to and from the papal summer residence in Castel Gandolfo. Francis has decided not to use the estate, preferring to spend his summers in the Vatican hotel where he lives.

###

From: Watkins, Ellen
Sent: Sunday, July 19, 2015 10:40 AM
Subject: Morning Press Clips – Sunday, July 19, 2015

Morning Press Clips – Sunday, July 19, 2015

Today's Front Pages:

The New York Times

COBY DETILED MARY AFFAIR IN TESTIMONY

THE SHIP AND DEATH

Men and Laws Thrown Overboard

FEDERAL INQUIRY TURNS TO A TEXT SENT BY GIBMAN

LINK TO GIBMAN FOUND

THE FBI EXPECTS TO INVESTIGATE THE TEXT

NO THREE TRUMP DAYS OF MCCAIN, STIRRING CHARGE

THE LONG, STRANGE TRIP TO PLATE, AND HOW NASA NEARLY MISSED IT

FAMILY TROUBLES DEBATE KILLINGS IN CHATTANOOGA

Small text columns and sidebars with various headlines and sub-headlines.

SPORTS FINAL

DAILY NEWS

NEW YORK'S HOMETOWN NEWSPAPER

4 dead in bachelorette party horror

TRUCK T-BONES LIMO ON L.I. WINERY TOUR

'Tell your mother about the orgasm'

COSBY'S SECRET CONFESSION

Comic admitted graphic sex in deposition

NEW YORK POST LATE CITY FINAL

SUNDAY

Trump is toast after insult: 'McCain not a war hero'

DON VOYAGE!

4 DEAD IN HORROR HIT-AND-RUN

Staten Island **Sunday Advance** silive.com

DEATH TOLL RISES TO 5
U.S. Navy says a sailor who was shot in the attack on a military facility on Thursday died from his injuries. Page 4 B1

FREE ADVENTURES
Royal Staten Island's a volunteer effort in a Family environment to get kids and adults out for the water. Page 4 B1

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Where heroin is as easy to order as pizza

Terror scare fallout

Man, 83, fatally hit by dump truck

Volunteers celebrate harmony, civility and unity

Avalancha boricua

Crisis in the isla origina una preocupante fuga de jóvenes talentos hacia Nueva York • Expertos creen que se trata del éxodo más grande desde los años 50 y 60

EL DIARIO

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Crisis en la isla origina una preocupante fuga de jóvenes talentos hacia Nueva York • Expertos creen que se trata del éxodo más grande desde los años 50 y 60

ACREDITADO en CONSTRUCCION
GORAYES

UN SI BIEN VIGILADO

Zona de Juegos!
Cada domingo se reúnen los mejores jugadores

Durante masiva protesta exigen cargos federales en caso Garner

Itinerary Park
Elle y el viaje a las creaciones

Darilo Medina es candidato a la reelección

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- [One Year Later, Remembering Eric Garner](#) - Benjamin Muller
- [An App to Help You Win the Parking-Ticket War](#) - Jonah Bromwich
- [Fire Island Residents to Lose Their Homes to Make Way for a Dune](#) - Lisa Foderaro
- [Investing in the Awesome, No Strings Attached](#) - Richard Morgan
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[NYC corrections officer arrested on drunk driving charges after Brooklyn crash, officials](#) - Thomas Tracy

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Mayor de Blasio in the News:

ERIC GARNER

[Sharpton urges activists to keep pressing in Garner case](#)

CAPITAL NY - Azi Paybarah

Exactly one year and a day after the death of Eric Garner during a police encounter on Staten Island, the Rev. Al Sharpton told supporters it was imperative they continue marching and demonstrating in order to change policing and criminal justice policies. "Rain or shine, they need to see a year later that they're still at this,"

Sharpton said Saturday morning in Harlem during the regular Saturday morning rally he hosts on 145th Street. "We are still 'We can't breathe.' You need to do something about this case."

... Mayor Bill de Blasio, who spoke at a prayer service for Garner last week, did not appear at any public events on Friday—the anniversary of Garner's death—and his only scheduled event on Saturday was an unrelated

appearance in Brooklyn. In his remarks on Tuesday, de Blasio cited the progress the city has made since Garner's death, even as his ally Sharpton calls for continued activism around the issue. But Sharpton has largely framed the call for justice on whether Pantaleo will face prosecution from the Justice Department, a decision that is outside De Blasio's jurisdiction.

[In Brooklyn, Sharpton rallies for federal charges in Garner case](#)

CAPITAL NY - Clifford Michel

The Rev. Al Sharpton rallied hundreds of supporters at the federal courthouse in Brooklyn on Saturday, to pressure the U.S. Department of Justice to prosecute NYPD officer Daniel Pantaleo, who restrained Eric Garner as he died one year and a day ago. Sharpton, who held candle light vigils yesterday and a separate rally in Manhattan earlier today, said that the Garner family can no longer look towards the city for justice. "We cannot depend on local law enforcement," said Sharpton. "In the name of Dr. King and others, we're asking the federal government to come in and bring justice for Eric Garner."

... Rep. Hakeem Jeffries, who has been critical of Mayor Bill de Blasio in the past, targeted his words at unnamed city officials, saying that not enough has been done at the city level. "We can't turn a blind eye to what has occurred, and that's what some in this city want us to do," said Jeffries. "I can't understand, a year later Eric Garner is dead, the person who took the video is under criminal prosecution and the police officer is still on the NYPD payroll."

[Demonstrators echo Eric Garner's 'I can't breathe' cry again, a year after his death](#)

LA TIMES - Tina Susman, Vera Haller

On the night that a grand jury declined to indict a policeman in the death of Eric Garner — an unarmed black man whose final gasps of "I can't breathe" were captured on video — Mayor Bill de Blasio appealed for calm from the pulpit of a Staten Island church. Seven months later, De Blasio appeared at the same church to comfort Garner's family as the city marked the anniversary of his death. "Eric Garner did not die in vain," De Blasio said, saying that the fatal confrontation on July 17, 2014, had forced change. "That will make us a more just city," he said. "That will make us a safer city." In both instances, De Blasio vowed that things would get better for the mainly black- and Latino-dominated communities that saw Garner's death as a symbol of policing gone wrong. But each time, the mayor's efforts to placate angry New Yorkers were answered with more anger: from police who see De Blasio as unsupportive of their difficult, dangerous job; and from citizens who see the city as too slow to bring the reforms they want.

UBER

[Editorial: Limiting Uber Won't End Congestion](#)

NY TIMES - Editorial

Anybody who spends time in a car or bus in Manhattan knows that traffic congestion isn't getting better and, indeed, may be getting worse. The average daytime speed of cars in Manhattan's business districts has fallen to just under 8 miles per hour this year, from about 9.15 miles per hour in 2009. City officials say that car services like Uber and Lyft are partly to blame. So Mayor Bill de Blasio is proposing to cap their growth, at least temporarily. It's a bad idea. There are smarter ways to reduce congestion. The New York City Council could soon take up Mr. de Blasio's solution, which is to cap the number of cars that companies like Uber can add for up to a year while the city studies the issue. Uber is pushing back forcefully, accusing the mayor of catering to the entrenched taxi interests that supported his campaign for mayor. The company's smaller competitors like Lyft are worried the proposal would simply entrench Uber's dominance. The main reason traffic is slowing down is that the city's economy is improving and its population is growing, putting new strains on the transportation system. Subway ridership is at its highest level in 65 years. This, in turn, has created opportunities for businesses like Uber, which connect drivers to passengers via mobile apps. The number of for-hire vehicles, a category increasingly dominated by Uber, has grown by 25,000 cars, or 63 percent, since 2011.

[Mayor Bill de Blasio fears 'flood' on Uber cars on NYC streets](#)

DAILY NEWS - Jennifer Fermino

Saying the city is on the verge of being “flooded with tens of thousands more cars,” Mayor de Blasio on Sunday called for more regulation of Uber in his most extensive comments yet on the popular taxi app. “More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan,” de Blasio wrote in an Op-Ed published exclusively Sunday in the Daily News. The huge number of cars added each month means more than 25,000 cars will be added to the streets in the next two years — roughly double the number of yellow cabs on the road, he said. “It’s our responsibility to act,” said de Blasio, who has long had ties to the yellow-cab industry, a heavy contributor to his campaigns.

[Editorial: Bill de Blasio’s war on Uber: What’s wrong with the mayor’s approach to the dominant car service](#)

DAILY NEWS - Editorial

Mayor de Blasio is escalating his war on a user-friendly transportation company whose dramatic success is upending a yellow-cab industry that has long been his close political ally. Don’t be fooled by the mayor’s attempts — on the previous pages of the Daily News — to spin his crusade as a progressive, pro-worker, pro-accessibility, anti-congestion imperative. De Blasio’s broadside is just an attempt to pave the path for the City Council, led by Speaker Melissa Mark-Viverito — also a beneficiary of the yellow industry — to stifle Uber’s growth. While getting hit with TV ads featuring Uber drivers who paint the mayor as out to destroy 10,000 jobs, he’s engaged in a protectionist crusade for an entrenched industry, absurdly claiming to stand for the thousands of New York passengers and drivers who have flocked to Uber.

[Opinion: A fair ride for New Yorkers: How the city should respond to the rapid rise of Uber](#)

DAILY NEWS - Bill de Blasio

Our responsibilities as public servants are clear: We’re here to keep people safe, make sure workers and consumers are treated fairly, and keep this city growing and competitive. And right now, like cities across the country and around the world, we’re working to do all those things in an industry that’s changing fast: the for-hire vehicle sector being reshaped by fast-growing companies like Uber. More than 2,000 new for-hire vehicles are being added to our streets every month, overwhelming the most congested parts of Manhattan. For perspective, that means we’re facing the addition of over 25,000 cars to our streets over the next year — the rough equivalent of two times the total number of yellow taxis in all of New York City.

No fare hearing on Uber: DeB’s ‘threats’

NY POST - Aaron Short [p.10]

Uber, mayor face off in street fight

SI ADVANCE - Staff [p.A1]

[Uber is becoming a big issue in the 2016 presidential race](#)

MASHABLE - Megan Specia

The gig economy, and the company that has come to epitomize it — Uber — is shaping up to be a major part of the 2016 campaign for presidential hopefuls. It seems everyone is weighing in on the issue of innovation changing the way Americans work, and Republicans and Democrats are divided along party lines as to where they stand on Uber. While Republicans are coming out strongly in favor of the ride-share app, Democrats are hedging their bets and trying to reconcile the nature of how the app works with their fight to protect workers’ rights.

... In New York, for example, the ride-share app is picking a fight with Mayor Bill de Blasio for backing a proposed bill to cap the number of new licenses given to ride-hailing vehicles, intended to reduce congestion, but which effectively limits the growth of newer taxi providers.

[NYC Mayor Bill De Blasio Isn’t Gonna Be Happy When He Sees How Uber Changed Their App Just for Him](#)

IJ REVIEW - Joe Perticone

Uber is none too pleased with the scourge of Democratic lawmakers taking aim at their business model. In response, they are adding features to show the toll heavy regulations could take on the ride sharing industry. To show users how damaging New York City Mayor Bill de Blasio's plan for regulations would be, Uber launched a feature that puts the app in a mode called "De Blasio's Uber." The new feature also prompts users to email the mayor of the Big Apple, in an effort to persuade his office against going forward with the crippling regulations.

GOV. CUOMO

[Cuomo labels his relationship to de Blasio as mainly 'professional' as they stay apart](#)

DAILY NEWS - Lisa Colangelo, Kenneth Lovett

Gov. Cuomo popped up again in the city Friday and pondered his "professional" relationship with ex-pal Mayor de Blasio. After de Blasio was elected — and for months, even as the tensions between the two men grew — Cuomo vowed that their friendship would result in the best working relationship between a governor and mayor in New York history. But Cuomo took a different tack Friday. "It's not really a personal, lovey-dovey relationship," Cuomo told reporters following an event in Breezy Point, Queens. "It's a professional relationship." Cuomo and de Blasio's connection dates to the 1990s, when the future mayor worked for the future governor at the federal Housing and Urban Development Department under President Bill Clinton.

Column: Cuomo jabs at mayor

NY POST - Richard Johnson [p.16]

MISCELLANEOUS MENTIONS

[Column: HORSE \(NON\)SENSE](#)

DAILY NEWS - Linda Stasi

Russell Simmons just compared slavery, ethnic cleansing and the holocaust to carriage horses in NYC. "There were people for slavery, remember?" he said. "Slavery was fine. There were people who put people in ovens. There are all kinds of ethnic cleansing, people for it." Comparing well-fed horses who get five weeks of vacation a year and constant veterinary care in clean, humane stables to millions upon millions of humans killed and tortured is so reprehensible that it's breathtaking. Meantime, if the carriage horses are ripped from their owners by Mayor de Blasio, where will they end up? Horse rescue groups are already scrambling to find homes for 170,000 unwanted horses as it is.

[Cab driver pays customers to make his cab less annoying](#)

NY POST - Eugene Salomon

Well it's finally happened — I've snapped. Last week, for the first time in my 37 years as a New York City cab driver, I began giving money away to passengers. What caused this insanity? City policy, of course. It's been seven years since Mayor Bloomberg and the Taxi and Limousine Commission mandated that all yellow taxis be equipped with a new high-tech "system" featuring a tamper-proof meter, a credit-card scanner, GPS tracking and a front-seat monitor which allows the driver to observe the progress of credit-card transactions. All good. It's the fifth component — the Taxi TV — that has sent me over the edge.

... Apparently it has occurred to no one that this is also a safety issue. A driver who is being continuously annoyed and distracted is obviously a less safe driver than one who is not. And we now have the irony of Mayor de Blasio and city officials trumpeting their "Vision Zero" campaign to reduce traffic fatalities at the same time they are causing, by their lack of action, a ride in a taxicab to be more dangerous than it need be.

[School saves 150 failing students with quickie online courses](#)

NY POST - Susan Edelman

Flushing HS put 150 flunking students in quickie online “credit recovery” courses and pressured teachers to reverse failing grades to boost a lower-than-50 percent graduation rate, a stunning internal e-mail shows. “Our benchmark of a 60 percent graduation rate in June is nonnegotiable,” Patricia Cuti, assistant principal for guidance, insisted in a June 1 missive to staff. With fewer than two weeks before the end of regular classes, all 150 students were enrolled in Apex Learning online courses, where they could get a quick and easy replacement for a semester or year’s work.

... Cuti also ordered staffers to come up with ways to fix failing marks. “Teachers are to speak with these students and discuss a plan to pass the class,” Cuti wrote. “This is extremely urgent.” Flushing HS is one of 94 low-performing “Renewal” schools that Mayor de Blasio has vowed to fix.

[Squeegee man is city’s latest blast from the past](#)

NY POST - Leonica Valentine

Add squeegee men to the city’s list of blast-from-the-past problems. A rag-wielding panhandler annoyed drivers at the intersection of Nostrand and Atlantic avenues throughout the afternoon Saturday, capping a week of rampant quality-of-life problems exposed by The Post. “The cops in this precinct don’t bother me,” the man, who gave his name as “Jim,” told a reporter as he used a dingy brown rag to rub at the windows of angry - drivers. Indeed, two squad cars passed by and did nothing as he worked between 5:30 and 6:30 p.m.

... Mayor de Blasio has gone on record as favoring so-called “Broken Windows” policing, which cracks down on quality-of-life offenses. Still, police, park-goers and parks employees report a rise of squatters and accompanying nuisance issues.

[What Is Average Salary of a Police Officer in New York?](#)

NEWSMAX - Breana Noble

The average salary of a New York police officer is well above the national average. Police and sheriff’s patrol officers receive \$64,020 a year in New York, LawEnforcementEDU.net reported, citing Bureau of Labor Statistics data as of 2010. Detectives and criminal investigators receive \$79,520 a year and supervisors earn \$90,400 a year. The average pay of police and sheriff’s patrol officers is \$56,810, according to the Bureau of Labor Statistics.

... Many police officers earn extra money in overtime, but in New York City, Mayor Bill de Blasio is placing a cap on these bonuses at \$513 million with plans to decrease it in the future, the New York Daily News reported. The cap comes after the mayor announced an expansion in the city’s force, adding nearly 1,300 officers to combat the growing rates of crime.

[The Power of Collective Voice](#)

HUFFINGTON POST - Randi Weingarten

Teaching is our heart. Our students are our soul. And the union is our spine. I heard that sentiment over and over again this past week during the American Federation of Teachers' biennial TEACH conference, one of the largest professional development conferences for educators in the nation. That's right, a conference on teaching and learning, sponsored by the union.

... Betty Nieves, a teacher at the School of Integrated Learning in Brooklyn, N.Y., discussed what it's like to be part of a New York City program known as PROSE (Progressive Redesign Opportunity Schools for Excellence). This year, there were 62 PROSE schools in New York City. Next year, there will be 126, which means there will be about as many PROSE schools as there are charter schools. These schools, which were negotiated in the union's first contract with Mayor Bill de Blasio's administration, enable school staffs to change contract terms at the school level if they believe different terms will work better for their students. "At the PROSE schools, teachers stay in the classroom and do the jobs that we love and also have leadership roles that allow our voices to be heard," Nieves said. "The collaborative piece--it's not just a buzzword. It does work. I honestly believe the more voices in that room, the better our chances of answering that question, of finding that solution, of better meeting the needs of our students."

[BIGBELLY APPLYING TO SERVE WIFI VIA NYC TRASH CANS](#)

HACKED - P.H. Madore

BigBelly innovates in the public trash can sector, building solar-powered trash compactors in place of standard trash bins and selling them to governments and large organizations. Now the company has a new plan in mind: use the same high-tech kiosks of trash disposal to provide free (sponsored) WiFi all over the city. Trash compactor locations are typically near areas where people have to wait, such as bus stops. It would also be conceivable that a seamless, mobile WiFi experience could be achieved for a pedestrian. The company has applied for a grant from Mayor Bill de Blasio to equip all of its 100+ smart trash cans with 75 megabit-per-second WiFi. The city has already made moves in the direction of creating a public WiFi, having already agreed to convert its payphones into gigabit hubs. In that project, the city expects to earn a more than 100% return over the next decade through advertising on the kiosks.

[19 NYPD officers allegedly downgraded crimes in Bronx precinct](#)

DIGITAL JOURNAL - Megan Hamilton

Nineteen NYPD officers in the Bronx 40th precinct face possible departmental charges because city investigators have uncovered dozens of cases where crimes were allegedly misreported, authorities say. ... Mayor Bill de Blasio's administration commended the NYPD's disciplinary action. "The only way to keep our city safe is to ensure police officers are accurately reporting criminal incidents," a spokeswoman said. She added that de Blasio had "full confidence" in the department's reporting and auditing structures that are currently in place.

[Vatican keeps up eco-pressure, invites mayors to see pope](#)

PRESS EXAMINER - Jean O'Reily

New York City Mayor Bill de Blasio said yesterday that "I can not think of a more important mission" than traveling to the Vatican next week to join a papal campaign to stamp out climate change. "He was late". For this concept to be promoted on his native continent holds a special place in his thinking, Vatican specialists say. In his address at the press conference, Cardinal Peter Turkson, President of the Pontifical Council for Justice and Peace, said the aim of this meeting was to assess the situation facing these communities impacted by mining operations, saying many people are now aware of the "heart-rending cry" coming from those areas where companies are seeking to extract minerals.

[Russell Simmons: NYC's horse carriages like Holocaust](#)

I FREE PRESS - Staff

The Anti-Defamation League, a group devoted to fighting anti-Semitism, joined Jewish politicians in denouncing hip hop mogul Russell Simmons' statements yesterday equating mistreatment of animals to slavery and the Holocaust. Slavery was fine. There were people who put people in ovens. Simmons claimed on Instagram that The Wall Street Journal and New York Post took his comments out of context in their reports and that he wasn't comparing slavery or the Holocaust to the suffering of 200 horses. "There are all kinds of ethnic cleansing, people for it", the Observer quoted Simmons as saying outside City Hall, where people gathered to advocate for the ban on horse-drawn carriages in New York City. "It's a Holocaust", he added bluntly. Simmons, a music producer, clothing designer and reality TV star who is also an activist, said he expected de Blasio to be more skilled at deal-making and persuading council members to his side.

[I Am a Fugitive From a Catholic School](#)

FUTURE - Anna Katnelson

Soviet kids had it bad upon immigration. My fellow Soviet refugees and good friends were sent by their well-intentioned parents to a yeshiva, only to be circumcised at the tender age of 12 (Soviet Jews didn't circumcise their kids because of military hazing). Welcome to the 12 tribes of Israel, boys. Their parents handed them Nintendo Gameboys in post-op as consolation prizes. My friends might argue that nothing beats the agony of being snipped as a preteen, but my brother and I would have to disagree. Try going from a godless state to becoming a Catholic overnight. During their first months of trying to navigate the New York City school system, my immigrant parents were inundated with wild tales about the iniquity of public schools and the

unhygienic yeshivas. They were told that public schools were rife with sex, drugs and HIV, and that signs of lax American parenting were everywhere. The alternatives were the various yeshivas in Brooklyn.

... In an irony of fate, my 4-and-a-half-year old son goes to pre-K in what used to be the Catholic high school, Bishop Ford. Like many Catholic schools across the nation this one was bankrupted, and the city took over the building. Mayor Bill de Blasio has opened dozens of universal pre-K classes there. Meanwhile, my brother remains uncircumcised.

[New York now rocks during Eid](#)

TIMES OF INDIA - Staff

Every Eid, most Indian Muslims in the US sorely miss India - the pomp, the celebrations, the sounds, the aromas, the food, the festivities, and the people - there is nothing like celebrating Eid ul Fitr and Eid ul Adha in India. But, this March, when New York City Mayor Bill de Blasio announced that the largest city in America, will close it's school system (that serves 1.1 million students), to celebrate Eid Ul Fitr and Eid ul Adha, it really made us feel completely at home here in the US. Other States including New Jersey, Massachusetts and Vermont already celebrate both Eids.

Agency Mentions:

[Family Renews Calls for Civil Rights Charges a Year After Garner's Death](#)

NY TIMES - Nikita Stewart, Benjamin Mueller

Hundreds of people converged on a lawn in front of the federal courthouse in Brooklyn on Saturday to demand that federal civil rights charges be filed in the death of Eric Garner, focusing attention on the latest chapter of his family's yearlong push for police accountability. At the rally, sponsored by the Rev. Al Sharpton's National Action Network, Mr. Garner's family renewed calls for charges against the officer who put him in a chokehold, and reflected on a year of sustained activism. Esaw Garner, Mr. Garner's widow, approached the microphone on a stage, sighed and said, "I can't breathe." Her husband spoke the same words 11 times as he was being restrained on a sidewalk.

... The speeches came amid two days of anniversary protests and memorials for Mr. Garner, whose death on July 17, 2014, helped ignite nationwide protests over police killings of unarmed black men. On Friday night, about two dozen demonstrators were arrested, most of them on charges of disorderly conduct, during a march in Manhattan, the police said.

[One Year Later, Remembering Eric Garner](#)

NY TIMES - Benjamin Muller

A year after Eric Garner was killed by a police officer who placed him in a chokehold, a cloud of anger and impatience still hangs over the streets of Tompkinsville, Staten Island. The photographer Gareth Smit, drawn by what he said was a "trauma" that reminded him of his experience growing up in post-apartheid South Africa, returned to those streets with his camera again and again. Over a period of five months, he earned the trust of Mr. Garner's friends and relatives. Mr. Smit's photographs tell two stories. One captures the ordinary lives of black Staten Island residents in the kind of images that are often overshadowed by the popular perception of the borough as overwhelmingly white. The other involves the varied ways that the people who live in the neighborhood mourn Mr. Garner's death. Some march. Some sing. Some look after the plastic box that marks the spot where he was wrestled to the ground.

[An App to Help You Win the Parking-Ticket War](#)

NY TIMES - Jonah Bromwich

Driving in New York City is known to be difficult, but it only gets worse when you have to find a place to park. In a memorable episode of "Louie," Louis C.K. ultimately gives up on deciphering a group of contradictory parking signs. When he comes back later, his car is being destroyed by city workers. A more likely outcome of flouting those signs is a parking ticket. So an app called WinIt, which promises to fight tickets issued by the city on behalf of users, seems heaven-sent for the masses who choose to drive in a pedestrian town.

... The app was launched in beta in March and was fully operational by May. It has been downloaded more than 20,000 times, and Mr. Lemmel claims that about 40 percent of tickets have been decided in favor of WinIt's users. If a ticket is dismissed, WinIt charges customers half of what the price would have been. If they successfully fight a \$120 fine, you end up paying \$60.

[One year later, protesters demand U.S. Attorney Kelly Currie investigate Eric Garner's chokehold death](#)

DAILY NEWS - Laura Bult

A year ago it was a cry for mercy. On Saturday it was a cry for justice. Hundreds of protestors, chanting, "I can't breathe," marked the one-year-anniversary of Eric Garner's death from an NYPD chokehold with a demand: that U.S. Attorney Kelly Currie take over the investigation into his death. "We cannot depend on local law enforcement," said the Rev. Al Sharpton, who organized the rally outside of Brooklyn federal court. "In the name of Dr. King and others, we're asking the federal government to come in and bring justice for Eric Garner."

[Tunnel to Towers takes on mortgage payments for family of L.I. firefighter killed in blaze](#)

DAILY NEWS - Denis Hamill

Home is where Tunnel to Towers' heart is. And so when the leaders of this great charity received a letter about a Long Island volunteer firefighter who died in a ferocious Woodmere blaze a week before Christmas, they did what they have done for 45 other first-responder families across the country who lost a breadwinner in the line of duty. "We took over the mortgage payments for the Sanford family," said John Hodge, the chief operating officer. "The same way we paid off the mortgages of the family homes of Detectives Wenjian Liu and Rafael Ramos, who were murdered just before Christmas."

[NYC corrections officer arrested on drunk driving charges after Brooklyn crash, officials](#)

DAILY NEWS - Thomas Tracy

A city correction officer found herself behind bars early Saturday following a booze-fueled crash in Brooklyn, officials said. Cleshae McCray, 41, was facing drunk driving charges after she got into a car accident on Atlantic Ave. in Crown Heights just before 5:30 a.m., officials said. No injuries were reported, but McCray appeared intoxicated, officials said. McCray has been a jail guard since 2008 and makes about \$73,000 a year, according to city records.

[Editorial: Stand down, DAs: Gov. Cuomo and Attorney General Eric Schneiderman are right to impose state AG investigation of police-involved killings of civilians](#)

DAILY NEWS - Editorial

Many of New York's 62 district attorneys have worked themselves into a lather over Gov. Cuomo's decision to put the state attorney general in charge of investigating cases in which police kill unarmed civilians. They should get over it — and get to work building a cooperative relationship with AG Eric Schneiderman, thus helping communicate to the public that doubts about the fairness of the criminal justice system are unwarranted. Cuomo delegated to Schneiderman the duty of investigating — and, where warranted, prosecuting — cases in which law enforcement officers use fatal force against a person who is unarmed, or where there is significant doubt whether the deceased was armed or not. In doing so, Cuomo made clear that he's overriding DAs' jurisdiction not because of any fault on their part, but to address the widespread public perception that prosecutors work too closely with cops to hold them properly accountable.

[Hundreds of Protesters Mark One Year Since Eric Garner's Death](#)

WNYC - Megan Malloy

Several hundred protesters gathered in front of Brooklyn's federal courthouse to demand a federal investigation into the death of Eric Garner, the Staten Island man who died at the hands of a New York City police officer. The protests were one of several events that took place this week to mark the one-year anniversary of Garner's death. The mothers of Eric Garner, Michael Brown and Trayvon Martin addressed the crowd and demanded more accountability from the police, including the use of body cameras. People came from across the region to attend the protest, including Marc Latta who traveled with his wife and three sons from Galloway, New Jersey.

... Activists also demanded the renaming of General Lee Avenue in Fort Hamilton, Brooklyn, a street named for Confederate General Robert E. Lee. "We just saw the fight about the flag in South Carolina," said Reverend Al Sharpton. "The governor said they're going to take the flag down. But what about right here in New York, right here in Brooklyn?"

[FDNY celebrates 150 years with first-ever community block party](#)

SI ADVANCE - Kiawana Rich

The FDNY pulled out all the stops Saturday to host a summertime block party on Staten Island --- the first ever --- to help celebrate the department's 150th anniversary. The Island block party, held at Engine Company 153 and Ladder Company 77 in Stapleton, is one of 12 hosted each week of the summer at firehouses and EMS stations throughout the five boroughs to commemorate 150 years of service to the communities of New York City. The block parties are meeting with great success, Staten Island FDNY Chief James Leonard said.

[Some 2 dozen protestors arrested during Garner rallies Friday](#)

SI ADVANCE - Zak Koeske

Police arrested a couple dozen protestors who took to the city's streets Friday to rally for justice on the one-year anniversary of Eric Garner's death in police custody, an NYPD spokesman said. Most of the arrests were for disorderly conduct and none of those arrested are Staten Island residents, he said. The first anniversary of Garner's death was marked by rallies during the afternoon and evening in both Manhattan and Staten Island. More rallies, including one at the federal courthouse in Brooklyn, are planned for Saturday.

[Hundreds of Eric Garner supporters rally for justice in downtown Brooklyn \(photos\)](#)

SI ADVANCE - Mira Wassef

A few hundred people packed a small park in downtown Brooklyn with one common message: respecting human rights. The slogan was seen on banners and shirts across the crowd during the rally for justice for Eric Garner Saturday afternoon at Cadman Plaza, across from the federal courthouse. A few Staten Islanders, including National Action Network Staten Island chapter president Cynthia Davis, came out to support the family a year and a day after Garner's death in police custody in Tompkinsville.

[Watch: Yankees honor FDNY and fallen Great Kills firefighter Lt. Gordon Ambelas](#)

SI ADVANCE - Michael Tatar

There are heroes that you see in the movie theaters and on television, in video games and in comic books that capture our imagination. And then there are the real-life heroes that put their lives on the line every single day to keep the city of New York safe. The Staten Island Yankees honored New York's Bravest with FDNY Appreciation Night Saturday evening at Richmond County Bank Ballpark with a plethora of festivities.

[Police: People photographed handling paintball guns are not a threat](#)

SI ADVANCE - Vincent Barone

A police spokesman told the Advance Saturday night that there is no need to be alarmed by the individuals that were photographed brandishing assault rifle-like paintball guns in a Midland Beach parking lot on Friday. The people pictured, police said, were simply going paintball shooting. "The subjects of the photo were identified and interviewed. They were not put into police custody," the spokesman said. "They were going to play paintball." The update comes one day after photos surfaced showing several subjects wielding paintball guns that looked enough like assault rifles to spark a serious police response.

[Are your kids safe in daycare? What parents should know](#)

SI ADVANCE - Virginia Sherry

The tragic death of 3-month-old Karl Towndrow at an unlicensed daycare center in Manhattan's downtown Soho neighborhood on July 13, 2015, sounded alarm bells across the city for stepped-up scrutiny of private facilities that provide care for infants and young children. It was baby Karl's first day at the center, and the infant died a few hours after his mother dropped him on Monday morning before heading to work. When it

comes to the safety of young ones in daycare, parents and guardians cannot ask too many questions, both before selecting a provider and during surprise visits after a child is enrolled. Daycare facilities in New York City must be licensed and regulated under the city's Health Code or New York State's Social Services Law.

[Heat advisory issued in New York City for Sunday and Monday](#)

SI ADVANCE - Vincent Barone

The National Weather Service has issued a heat advisory in New York City for Sunday and Monday. High humidity over the next two days could have low-90s temperatures feeling more like 100 degrees. The advisory will be in effect from 11 a.m. Sunday, July 19, through 6 p.m. Monday, July 20. New York City's Office of Emergency Management and Department of Health and Mental Hygiene warn that hot weather may be dangerous to vulnerable populations and urge vulnerable New Yorkers, like seniors and those with chronic health problems or mental health conditions, to take precautions to prevent serious illness that can result from the heat.

[Father and son kayak 340 miles from Plattsburgh to Ft. Wadsworth for Papa 'Benny'](#)

SI ADVANCE - Kristin Dalton

"It was a different Staten Island than I imagined to come into," said Rolland Benware with a chuckle. Benware, 42, and his son Bryce, 13, kayaked 340 miles in 24 days from Plattsburgh, New York to Fort Wadsworth Friday, and paddled right into a lockdown. Fort Wadsworth experienced a heavy police presence and temporary lockdown while police carrying machine guns and bomb-sniffing dogs cleared the area, after a retired police officer photographed unknown individuals armed with what appeared to be assault rifles in the Midland Beach parking lot.

[Insist order federal intervention in case Garner](#)

EL DIARIO - Joaquin Botero

In the most important event for the first anniversary of the death of Eric Garner, about 200 protesters gathered outside federal court in Brooklyn to demand that instance assume jurisdiction in the case. Staten Island prosecutors made no official charges against Daniel Pantaleo, who executed the chokehold that culminated in the death of African American and other officers involved in the scene. They asked the same in the case of Ramarley Graham, the unarmed teenager in the Bronx who was shot dead by a policeman in 2012. "We came a year and a day later because we want justice. We can not breathe in our efforts," said the Rev. Al Sharpton of the National Action Network, the main organizer of the event.

[NYPD confused with assault rifles guns "paintball"](#)

EL DIARIO - Staff

An alleged security threat caused headaches for dozens of drivers Friday afternoon in Staten Island. It all started after 3 pm when the Police Department (NYPD) has launched an alert (Be On The Lookout) after a former member of the NYPD took several photos of four people, including a woman, in a parking lot in Midland Beach, while holding what appeared to be assault rifles. The alarm triggered activation of a contingent of officers Intelligence Operations, among other divisions in the county.

Local News:

[Fire Island Residents to Lose Their Homes to Make Way for a Dune](#)

NY TIMES - Lisa Foderaro

Eddie Micallef, a film director, has spent every summer of his life coming to the four-bedroom oceanfront house his father, an architect, designed on Fire Island. As a child, he would spend the whole summer surfing and playing softball, and he later worked as a camp counselor here. As an adult, he catches the ferry from Bay Shore, on Long Island, on Fridays and enjoys cocktails with friends on his deck in the bayberry-scented breeze. Three years ago, on the last ferry out before Hurricane Sandy hit, Mr. Micallef wondered whether he would ever again see the house, which was built in 1975. I the storm — which destroyed dozens of houses

across the 32-mile barrier island and flooded many of the 4,500 homes — largely left his home uninjured, though monstrous waves did wash away his outdoor shower and exterior stairs. But what Hurricane Sandy spared, the federal government now plans to take.

[Investing in the Awesome, No Strings Attached](#)

NY TIMES - Richard Morgan

Chatter about New York these days is all about how the city has changed. It is full of banks, franchises and billionaires' condo towers blocking the sun from Central Park. Vice President Joseph R. Biden Jr. compared one of its airports to something in "a third world country." Its official ambassador is Taylor Swift. It is not a very awesome place to be. Enter Jesse Chan-Norris, 37, a technology consultant who has lived in the city since 1999. In 2010, Mr. Chan-Norris was a founder of the New York chapter of an organization called the Awesome Foundation, and he is the chapter's current dean. The foundation's 10 New York trustees pool \$100 each month and give the \$1,000 pot — no strings attached — to the New Yorker who best answers their three questions: Who are you? What's your awesome idea? How will you use this money?

[Dropping \\$100 for a Day at Jacob Riis, the 'People's Beach'](#)

NY TIMES - Ginia Bellafante

Standing in line at Pier 11, where Wall Street terminates at the East River, on a Sunday morning in July can make you feel old and dull and limited, at once socially and idiomatically. "Your shoe game is strong," a young woman tells a friend who has arrived just in time to board the ferry that is scheduled to leave at 11:30. The shoes in question are flat-heeled gladiator sandals in coral suede. The woman wearing them is tired. "We started with bottomless brunch and drank all day and I didn't get home until midnight," she says. Another friend caroused more aggressively, not landing at home until 7 o'clock, and the feeling is that she will not rouse for the beach. Later, on the return ferry from the Rockaways to Manhattan, a tawny bohemian mother, in only vaguely apparent middle age, tells me that the 9 a. m. boat is even more alienating, as it is full of 25-year-olds coming directly from whatever they had done the night before. She is with her 4-year-old daughter, who attends a Mandarin Montessori school in Williamsburg, Brooklyn.

[From the Vault of the Museum at Fraunces Tavern: A Drinks Kit](#)

NY TIMES - Bill Schulz

Every patriotic New Yorker worth his or her weight in saltpeter knows that the 253-year-old Fraunces Tavern (the actual edifice was built in 1719) is the site where, in 1783, a war-weary George Washington bade a tearful farewell to his troops. Six years later the former commander in chief retook the title as America's first president in the country's first capital. But that's barely skimming the storied surface of Manhattan's most historical saloon. "Sam Fraunces spied for the Continental Army and he was an amazing host," said Jessica Phillips, the 32-year-old executive director of the tavern's upstairs museum. "Washington hired him to be the first steward at the presidential household — can you imagine how many taverns Washington went to in his lifetime?" It was also rumored that Fraunces might have played a little fast and loose with the title of "free white man" on the tavern's contemporary deed.

[New York's 'Marrying Man,' 11 Times a Day](#)

NY TIMES - Corey Kilgannon

The bride, delayed in Midtown Manhattan traffic, had finally arrived, and Gino Filippone was just about to read the vows in Central Park when a tree-pruning crew started up its chain saws nearby. "Great," lamented Mr. Filippone, 53, a tour-guide-turned-wedding-planner. "A chain saw massacre." He functions more as a wedding fixer, hired by out-of-towners seeking to stage their nuptials amid the Manhattan bustle, rather than have conventional catered affairs.

[EXCLUSIVE: Cuomo's Health Department to expand regulation that banned synthetic pot after related hospitalizations](#)

DAILY NEWS - Kenneth Lovett

The state is smoking out new variants of synthetic pot after a rash of hospitalizations statewide related to the dangerous product. Gov. Cuomo's Health Department is set to expand a 2012 regulation that banned a whole range of synthetic cannabis-like products and bath salts. Manufacturers have found ways around the ban by using different chemical combinations not referenced in the 2012 regulation that created even stronger compounds, Cuomo says.

[Obama takes a stroll through Central Park before heading off to matinee of musical 'Hamilton'](#)

DAILY NEWS - Denis Slattery

President Obama took a long-awaited trip down memory lane Saturday with a stroll through Central Park. The commander-in-chief was in town for a fundraiser and to spend a little quality time with his daughters, Malia and Sasha. The trio were joined by Obama's sister, Maya Soetoro-Ng and her husband Konrad Ng, and a few dozen secret service agents, as they took a short jaunt through the park near the Sheep's Meadow.

[Sen. Chuck Schumer is holding back from discussing the Iran nuclear deal](#)

DAILY NEWS - Dan Friedman

Sen. Chuck Schumer isn't known for keeping a low profile — but this time is different. The senior New York senator won't be appearing soon on Sunday talk shows or at press conferences to discuss President Obama's controversial deal with Iran. Caught between pro-Israeli groups demanding Congress' most powerful Jewish senator oppose the deal and a White House seeking loyalty from the Senate's Democratic-leader-in-waiting, the usually ubiquitous Schumer has stayed silent since issuing a cautious statement Tuesday. "I plan to carefully study the agreement before making an informed decision," Schumer said then — and that's all he's said even as Democrats ranging from Hillary Clinton to House Minority Leader Nancy Pelosi (D-Calif.) backed Obama, while others such as Sen. Robert Menendez (D-N.J.) blasted the pact.

[City Council Speaker Melissa Mark-Viverito says President Obama needs to help debt-addled Puerto Rico](#)

DAILY NEWS - Erin Durkin

City Council Speaker Melissa Mark-Viverito is a fierce advocate for her native Puerto Rico — and she thinks President Obama needs to start showing he cares about the debt-wracked island. "He needs to directly speak to us as a community. He needs to directly speak to the government of Puerto Rico to explain why he's not taking action," Mark-Viverito told the Daily News. Puerto Rico is drowning in \$72 billion in debt, which its government has said it can't pay. "It really is a crisis. And that we are turning a blind eye is very, very disheartening," she said.

[Lawmakers urging General Electric to continue dredging of upper Hudson River](#)

DAILY NEWS - Associated Press

New York State legislators from both houses are asking General Electric to perform additional dredging of the upper Hudson River. GE this year expects to finish dredging more than 2.6 million cubic yards of sediment contaminated with polychlorinated biphenyls as part of a Superfund project. Before 1977, GE discharged into the river more than 1 million pounds of PCBs, which were used as electrical coolants.

[NYC immigrants with work permits secured from Obama's policy should not fear officials: advocates](#)

DAILY NEWS - Erica Pearson

If a federal official is knocking, New York City immigrants who secured work permits via President Obama's special deferred-action policy should open the door, advocates said Friday. U.S. Citizenship and Immigration Services officers are making home visits in New York and across the country to collect some permits because the agency accidentally sent out three-year cards instead of ones that need to be renewed every two years. The New York Immigration Coalition on Friday urged immigrants who got permits through the special status, Deferred Action for Childhood Arrivals — covering those who came to the U.S. as children — not to fear the visits.

['Undocumented' immigrant reveals journey from po](#)

[Princeton in book](#)

DAILY NEWS - Sherryl Connelly

Dan-el Padilla Peralta stands proudly as a living rebuke to Donald Trump's racist spew. His incredible journey, told in the new book "Undocumented," took him from a homeless shelter in Chinatown to earning degrees from three world-class universities. He is an illegal alien. And a Latino. Peralta and his parents were admitted to the U.S. from the Dominican Republic on a medical visa in 1989 to treat his pregnant mother's diabetes. Dan-el was 8 and Yando, 3, when their father, frustrated by his failure to secure a green card, abandoned them to return to Santo Domingo.

[Naked models in New York City serve as the canvas for artists on National Bodypainting Day](#)

DAILY NEWS - Maria Villanova, Denis Slattery

New York really was the naked city Saturday as artists and nude models celebrated National Bodypainting Day, clothes-free. A collection of volunteer models of all shapes and sizes gathered on the sidewalk at Dag Hammarskjold Plaza where they were painted in the buff by more than 50 different artists. The not-so-subtle theme of the event was body acceptance.

[MTA employee described as 'teddy bear' fatally shot after being robbed by gunmen in Brooklyn](#)

DAILY NEWS - Laura Bult, Thomas Tracy

A 37-year-old MTA employee described as a "teddy bear" was fatally shot a half hour after being robbed by the gunmen in Brooklyn early Saturday, officials and family members said. Dustin Jackson, a subway platform cleaner who recently became a father, was leaving an after-hours Jamaican club on Vermont and Livonia Aves. in East New York about 2 a.m. when a gunman robbed him and a handful of friends of their jewelry, cash and cellphones, family members were told.

[Wild shootout in the Bronx claims life of 20-year-old man](#)

DAILY NEWS - Ryan Sit

A 20-year-old man died in a wild shootout in the Bronx early Sunday, police said. Witnesses heard a fusillade break out around 12:45 a.m. when Ray Rosello was shot in the torso on Vyse Ave. near 180th St. in West Farms, police said.

... Police found more than a dozen shell casings scattered around the area. The salvo started on 180th St. near Daly Ave. where cops discovered one pistol dumped in a trash can, police sources said. Apparently trying to escape the barrage, Rosello ran down the street to his apartment building on Vyse Ave., where police found him, according to cop sources. Investigators also found a second firearm and another group of shell casings near where cops spotted Rosello, the sources said.

[19-year-old Brooklyn man stabs father to death](#)

DAILY NEWS - Rocco Parascandola, Stephanie Keith, Ben Kochman, Ryan Sit

A deranged 19-year-old man slashed his father to death Saturday night after a family feud turned tragic in Brooklyn, police and witnesses said. Hassan Razzaq stabbed his father, Mohammad Razzaq, in the neck in their Kensington apartment around 10 p.m., police sources said. Hassan's brother sprinted outside to try in vain to find someone to help. "He asked me if I could stop the bleeding of his father," said neighbor Moshe Grun, 27. "The mother was coming out and yelling that her son killed his father." Hassan, with blood all over his hands, was cuffed two blocks away shortly after, said Grun. Charges were pending Sunday morning.

[Police investigate suspicious death of 94-year-old Queens woman](#)

DAILY NEWS - Ryan Sit

Police are investigating the son of a 94-year-old woman who was found dead in her Queens house, police said on Sunday. The 60-year-old man told police he discovered his mother, Jane Wilkowski, unconscious with trauma to her body in her Queens Village home on Musket St. near Hillside Ave. around 3:20 p.m., police said. Cops released the son after he spoke with investigators at the 105 Precinct on Saturday.

[Security guard at Queens apartment building accuse](#)

[d cuffing and sexually assaulted teenage boy](#)

DAILY NEWS - Laura Sanicola, Tina Moore, Thomas Tracy

A security guard at a Queens apartment building has been accused of handcuffing and sexually assaulting a teenage boy, the Daily News has learned. Enrique Lopez, 31, is facing sodomy charges for allegedly handcuffing a 14-year-old boy to a rail on Wednesday inside the LeFrak City building he patrols and sexually assaulting him, cops said. It was not immediately clear if Lopez and the teen knew each other before the attack. Lopez was arrested inside the 57th Ave. building in Corona on Thursday.

[EXCLUSIVE: Woman mugged while visiting Central Park lost her wallet, but not her faith in New York](#)

DAILY NEWS - Marianna Milkis-Edwards

It's amazing how, in a matter of hours, a brain sorts through frames of a traumatic event, picking the ones that will remain in the memory. When a dark face with a matching fist jumped at me, I thought, "This must be a joke." Next, my head ringing from a half-dozen powerful punches, kneeling in the mud on the side of one of Central Park's trails, I watched the man walk away with my wallet. These two images are the ones I have imprinted in my brain from an attack that happened last Wednesday around 11 a.m. between the Great Hill and the Pool.

[Column: CARIBBEAT: Caribbean American Chamber of Commerce and Industry celebrates 30 years of progress](#)

DAILY NEWS - Jared McCallister

The Caribbean American Chamber of Commerce & Industry's upcoming small-businesses lending session seems like just another gathering. But this event and multitude of activities and accomplishments are symbolic of the organization, which is celebrating its 30th anniversary. A dinner and special tribute to the chamber's founding members and corporate sponsors will be held July 30 in Brooklyn at the Tropical Paradise Ballroom, 1367 Utica Ave. (between Foster Ave. and Farragut Road), starting at 6 p.m. It's been a long, prosperous road for the chamber, which began in 1985 with president/founder Roy Hastick; his wife, Eda Harris-Hastick, another chamber founder; chamber members, and supporters. They've created more than 800 seminars, workshops and small-business clinics; trade missions to the Caribbean, and business networking meetings like the lending event next Friday at the chamber's Brooklyn Navy Yard headquarters.

[Opinion: Take 'er Easy, Fred Hornby: Remembering a 1010 WINS legend](#)

DAILY NEWS - Steve Kastenbaum

You probably never met Fred Hornby. But if you lived in New York in the 70's, 80's and 90's, your days were shaped by Fred's touch. Hornby was the morning drive editor at 1010 WINS for many years. He was a loud, bombastic figure who didn't pull any punches, a throwback to the days when everyone in a newsroom smoked and drank and, if you didn't, well, there was something funny about you. Hornby passed away a few days ago. Just like when he left the newsroom at the end of his shift, he slipped out without bringing too much attention to his departure.

[Obama takes daughters for a stroll in Central Park](#)

NY POST - Amber Jamieson

Being president is a walk in the park! President Obama, accompanied by his daughters Sasha and Malia, and other family members, strolled through Central Park on Saturday morning. Walking near the ballfields south of Sheep's Meadow, a relaxed Commander-in-Chief waved to onlookers as he chatted with his family, including his sister Maya Soetoro-Ng (they have the same mother) and his brother-in-law Konrad Ng.

[Obama gives standing ovation during Broadway's 'Hamilton'](#)

NY POST - Stephanie Pagonis, Kevin Fasick, Amber Jamieson

President Obama gave a standing ovation to another Washington bigwig Saturday — Alexander Hamilton. The president attended "Hamilton" at Broadway's Richard Rodgers Theatre with daughters Malia and Sasha, clapping, smiling and looking like the tourist in chief throughout the award-winning show.

[Rising chef paralyzed in Amtrak crash struggles to get back on track](#)

NY POST - Isabel Vincent, Melissa Klein

It was an unusually slow night at Fork, the Philadelphia restaurant run by chef Eli Kulp, a rising star in the culinary world. Kulp decided to catch an early train back to Manhattan, where he lives with his wife and young son and where he had just signed a lease to open a new restaurant in the West Village — a lifelong dream about to come true. “I just started CrossFit and I wanted to get home a little earlier cause I had to get up early for it,” Kulp told The Post. A few minutes into his commute home, Amtrak Train 188 sped through a curve at 106 mph at Frankford Junction in Philadelphia and derailed. Kulp, 37, who was seated in the second car and had been reading e-mails on his phone, suddenly was airborne.

[Police detain son after father found stabbed to death in his home](#)

NY POST - Gabrielle Fonrouge, Kenneth Garger

A Brooklyn dad was stabbed to death in his home Saturday night — and cops say his 19-year-old son dealt the fatal blow. The teen is in police custody for allegedly plunging a knife into his father’s neck while his mother stood by shrieking in horror, according to cops and neighbors. “She was just screaming, ‘My husband is dying! My husband is dying!’ ” said a neighbor. Police responded at around 10 p.m., catching the teen still at the home on East Third Street in Kensington, cops said.

[4 women dead after ‘drunk’ hit-and-run driver plows into limo](#)

NY POST - Taylor Vecsey, Beckie Strum

A tour of North Fork wineries ended in carnage Saturday, when a hit-and-run drunk driver slammed into a limousine full of young women on Route 48 in Cutchogue, cops said. Four of the women were killed in the crash, and their four friends and the limo’s driver were seriously injured in the 5:15 p.m. accident. All eight women were ages 23 and 24, and — in a horrible irony — had taken a limousine so that they could drink safely as they toured the area’s wineries, officials said.

[Man clings to life after falling off roof where he was ‘drinking’](#)

NY POST - Kenneth Garger

A 36-year-old man is clinging to life after he fell from a Brooklyn rooftop while drinking with friends, cops and witnesses said. The victim plunged three stories from atop 619 Sterling Place in Crown Heights at around 9 p.m., according to officials. One neighbor said the man was impaled by several branches before landing on sidewalk below.

[Man on crutches hit by bus after ‘losing his balance’](#)

NY POST - Adelaide Turton

A man on crutches was seriously injured when he was hit by a bus outside Radio City Music Hall on Saturday night. “When I was turning, [the victim] lost his balance and ended up under the bus,” driver Troy Coughlam, 49, told The Post. The victim was taken to Bellevue Hospital in serious condition after the 9 p.m. accident. Coughlam was not charged in the incident.

[Strippers banned from ‘VIP room’ because they’re black: lawsuit](#)

NY POST - Kathianne Boniello

Two strippers say they got spanked right in their bottom line — when they were banned from dancing in the “VIP room” because they’re black, according to a lawsuit. Kieara Gaskin, 28, and Tenia Stuckey, 37, say it was hard to earn bigger tips when they were given less time in the VIP areas of clubs where they worked in Brooklyn and Queens. Gaskin and Stuckey claim jiggle-joint owner Kevin Burch, who runs Starlets in Woodside and Club Lust in Sunset Park, allowed security guards to decide who got the most time with richer clients.

[Editorial: New York, New Jersey on the brink of ‘tunnel-mageddon’](#)

NY POST - Editorial

The clock's ticking on tunnel-mageddon. Unless construction starts soon on new rail tunnels under the Hudson, Jersey commuters headed for Penn Station could lose (better sit down) 80 percent of service at some point in the years ahead. Think commutes are hellish now? Just wait. And it won't be just New Jersey train riders who'd suffer — but the whole region. The problem: The 105-year-old twin tunnels that handle train traffic under the river need vital repairs, especially after the damage caused by Hurricane Sandy. And no other tracks can pick up the load. Each tube will have to close for a year, at least — leaving only the other to serve two-way traffic. Trains headed one way will have to wait for those going the other way to pass.

[Editorial: FAO Schwarz: The magic may return](#)

NY POST - Editorial

City dwellers young and old flooded FAO Schwarz on Wednesday, saying goodbye to the vast, beloved toy store before it closed for good. Yes, we can hope to again play “foot piano” as Tom Hanks did in “Big,” and to pose for photos with store employees dressed as toy soldiers. After all, the store had only lived on 767 Fifth Avenue near 58th Street since 1986 — it was at 745 Fifth Avenue for 55 years before that. And corporate parent Toys R Us promises to reopen FAO Schwarz in a new Manhattan locale “that will no doubt delight generations of children to come.”

[Column: 30 rock is the greatest building in the world](#)

NY POST - Steve Cuozzo

It will always be the RCA Building to some. Other people believe it's still the GE Building, while others are coming to terms with what, this month, was renamed the Comcast Building. Most of the world knows it as 30 Rock. But by any name, 30 Rockefeller Center remains what it's always been and seems even more so today: Simply, the greatest building in the world. I've itched to write that sentence for years. No skyscraper in New York, or anywhere, so fully realizes as does 30 Rock the urban ideal of an architecturally magnificent, poly-functional edifice serving commerce, art and recreation equally.

[A man, his kids, and a phalanx of security: Obama in Central Park](#)

AM NY - Reuters

Helicopters whirling overhead, a phalanx of New York police officers on scooters to shoo away tourists, and about 50 anxious Secret Service agents fanning out in front, to the sides, and to the rear. That is how you take a Saturday stroll in Central Park when you are the president of the United States. President Barack Obama - who has often chafed at the confines of his office - was in Manhattan this weekend, trying to spend some time with his daughters and show them a good time in the big city.

[LIRR service back to normal after 'minor collision' east of Jamaica station](#)

AM NY - Robert Brodsky

Service on the Long Island Rail Road returned to normal Saturday after two passenger trains going in opposite directions sideswiped each other Friday night in a "minor collision" just east of the Jamaica station, disrupting the rush-hour commute for several hours, officials said. The cause of the 6:15 p.m. collision between a Huntington-bound train and a double-decker train going from Montauk to Jamaica remains under investigation by the LIRR and the Federal Railroad Administration, LIRR spokesman Aaron Donovan said.

[Bonding time for Obama, teenage daughters during NYC getaway](#)

SI ADVANCE - Associated Press

It's inevitable: At some point, teenage kids just aren't that into their parents anymore. Parent Barack Obama, who happens to be president, set out to combat that trend by hanging out with his teenage girls on a New York overnigher. The trio, plus some of the girls' friends, seemed intent on packing a lot into their 24 hours together in the city. But no one was out of the hotel door too early on a rainy Saturday morning after zigzagging around Manhattan in dad's motorcade into the wee hours on Friday night.

[For child with rare skin disease, a \\$75K gift of solar](#)

SI ADVANCE - Kristin Dalton

"No way, you're doing what?!" was Faye Dilgen's initial reaction when Audrey Casso presented her a \$75,000 check. The check was from Amergy Solar -- a solar panel installation company -- to cover the cost of labor, materials, tree removal and installation of solar panels for their home. Faye's 12-year-old son John Hudson Dilgen has been living with Epidermolysis Bullosa (EB) since birth. EB is rare disease that causes the skin to blister in response to injury, heat, scratching, or friction. In severe cases, blisters can occur inside the body.

[Man, 33, shot to death in Sunnyside](#)

SI ADVANCE - Ryan Lavis

A man was shot to death in Sunnyside Sunday morning, an NYPD spokesman said. Police found the 33-year-old victim with a gunshot wound to the torso at around 7 a.m. outside 61 Alpine Ave., according to the spokesman. EMS pronounced the victim dead at the scene, the spokesman said. No arrests have been made, and the investigation is ongoing, police said.

[Clifton man shot suspect in anti-white hate crime, cops say](#)

SI ADVANCE - Zak Koeske

A Clifton man who allegedly shot a reputed Bloods-affiliated gang member in Stapleton last month was arrested on assault and weapons charges late Tuesday night, police said. Corey Mills, 26, a resident of the Park Hill Apartments, shot Tombstone Gangstas member Raymond Banks in the left hand during an argument on Metcalfe Street on the night of June 28, according to charging documents. The bullet also grazed Banks' thigh, causing an abrasion to his leg, the criminal complaint states. The victim, who is an acquaintance of Mills, is also currently locked up. He was recently charged with assault as a hate crime and gang assault for taking part in an attack on a white man in Stapleton, according to complaints filed in Stapleton Criminal Court.

[South Beach man charged with DWI after nearly striking pedestrian, cops say](#)

SI ADVANCE - Zak Koeske

A South Beach man was busted for driving while intoxicated early Friday morning after police observed him nearly strike a pedestrian trying to cross Hylan Boulevard, cops said. Davon Thomas, 34, was swerving in and out of lanes in his 2009 Nissan Maxima without signaling just after midnight Thursday and narrowly missed a pedestrian who had to jump out of the way of his vehicle, according to charging documents. Thomas, a track worker with the Metropolitan Transit Authority, smelled of booze, was unsteady on his feet and had slurred speech and bloodshot eyes, a police report states.

[No more homophobic attacks is the demand of Bushwick](#)

EL DIARIO - Zaira Cortés

New York In 2008 the city of New York is rocked with the atrocious attack on Ecuadorian brothers Jose and Romel Sucuzhanay at the hands of Hakim Scott and Keith Phoenix, who thought they assaulted a gay couple. Seven years after the incident, the Bushwick neighborhood continues to face homophobia and transphobia. "We can not allow the shedding of innocent blood on our streets by hatred and intolerance," said Romel Sucuzhanay, who became 83 assistant police headquarters following the murder of his brother Joseph. "No matter what our preferences or color, all deserve to walk free without fear of being insulted or attacked."

[Battery Park City: A mini suburb in Downtown](#)

EL DIARIO - Marcela Alvarez

Like the mythological phoenix, Battery Park City (BPC) has been reborn and has risen from the ashes. The 9-11 tragedy devastated this "mini village" that despite the coup, got up and went forward. Residents had to wait months, or even years, to return to their homes. In October 2012, Hurricane Sandy struck the area, including material damage and flooding again. "This was destroyed after Sandy. The companies went to Midtown but gradually returned and today already 80 percent of firms. The area has appreciated so much and we decided to open this business," says Cristian Ferreira, while preparing a coffee to a customer.

[Brain drain: New wave of Puerto Rican immigration](#)

EL DIARIO - Zaira Cortes

The financial crisis in Puerto Rico is the trigger for a massive emigration which saw its peak last year. Experts say that the wave is the largest since the historic exodus of the 1950s and 1960s, but now are young professionals who leave the island. "Seekers of our vacancies reflect a significant increase of young migrants from Puerto Rico to New York metropolitan area," said Edwin Melendez, president of Centro for Puerto Rican Studies. "Many are enrolled in universities in the area and seek only part time job to devote to it studies. "

[Movies that do not usually travel in the city that does not usually sleep](#)

EL DIARIO - Silvina Sterin Pense

Daniela hasty walk through the streets of Mexico City. Exit the bank and is headed for a meeting and then another. Your list of 'To Dos' is very long for the few days left before leaving for New York where from July 23 will be presenting a series of Mexican black cinema at the Museum of Modern Art. "It's the first time that this kind of show our film in NY and I feel very honored that these films are not well known to reach New Yorkers," he says.

National News:

[Ku Klux Klan and New Black Panther Party Protest at South Carolina Capitol](#)

NY TIMES - Alan Blinder

With police officers watching from nearby rooftops and a din of racial slurs heard on the pavement below, members of the Ku Klux Klan and the New Black Panther Party appeared at dueling rallies outside the South Carolina State House on Saturday, eight days after officials here removed the Confederate battle flag from the Capitol grounds. Despite sporadic scuffles and hours of inflammatory rhetoric from white and black demonstrators alike, the authorities largely maintained order and prevented any significant violence. The police made five arrests, and the South Carolina Department of Public Safety estimated that the State House crowd, including onlookers, had at one point swelled to about 2,000 people. They chanted — or at least heard — volleys of incendiary speech and shouts of “white power!” and “black power!”

[Illegal Residents Flock to Get California Licenses](#)

NY TIMES - Associated Press

After a new law went into effect in January, more than half of all new driver's licenses issued in California this year have gone to people who are in the country illegally, state officials said. The California Department of Motor Vehicles reported Friday that it had issued roughly 397,000 licenses during the first six months of this year to people who live in the country illegally. A total of 759,000 licenses were issued. The law, Assembly Bill 60, allows driver's licenses to be issued to undocumented workers in California for the first time since 1993. The Legislature passed the bill in September 2013.

[U.S. vs. Hackers: Still Lopsided Despite Years of Warnings and a Recent Push](#)

NY TIMES - Michael Shear, Nicole Perlroth

In the month since a devastating computer systems breach at the Office of Personnel Management, digital Swat teams have been racing to plug the most glaring security holes in government computer networks and prevent another embarrassing theft of personal information, financial data and national security secrets. But senior cybersecurity officials, lawmakers and technology experts said in interviews that the 30-day “cybersprint” ordered by President Obama after the attacks is little more than digital triage on federal computer networks that are cobbled together with out-of-date equipment and defended with the software equivalent of Bubble Wrap.

[Magazine: Re-Re-Re-Reintroducing Hillary Clinton](#)

NY TIMES - Mark Leibovich

A few minutes before my meeting with Hillary Clinton on the Fourth of July, during my drive to the Mount Washington hotel in Bretton Woods, N.H., where she was staying, I passed a moose near the side of the road.

At first I thought it was fake, one of those life-size cutouts that you sometimes see of big land mammals or, on occasion, famous politicians. But the specimen proved to be real and spectacular, antlers and all. I had never seen a moose before. It was thrilling, and I felt compelled to tell Clinton about it within seconds of my arrival. “Oh, really? Wow,” Clinton exclaimed with a big smile as she poured herself a cup of coffee. She might have been humoring me, but still seemed genuinely excited by my sighting and seized on it as a point of connection. ... Voters appreciate it when they recognize bits of themselves in their would-be leaders — knowing that they, too, have gone on blind dates, cared for aging parents or maybe recently welcomed a granddaughter. These are things Hillary Clinton has been talking about as she has undertaken the messy practice of what political types refer to as “reintroducing” — or, in Clinton’s case, re-re-re-reintroducing.

International News:

[Route of Migrants Into Europe Shifts Toward Balkans](#)

NY TIMES - Rick Lyman

The surge of migrants into Europe from war-ravaged and impoverished parts of the Middle East, Afghanistan and Africa has shifted in recent months. Migrants are now pushing by land across the western Balkans, in numbers roughly equal to those entering the Continent through Italy. Much of Europe is reeling from the flow of people seeking safety, jobs and a better life — but who have strained resources, heightened ethnic and religious tensions, and rewired politics in individual nations and throughout the Continent. The new pathway is also causing a sharp rise in anti-immigrant sentiment in the Balkans and neighboring central Europes, bolstering nationalist parties and inspiring protests in many countries.

[Ayatollah Khamenei, Backing Iran Negotiators, Endorses Nuclear Deal](#)

NY TIMES - Thomas Erdbrink

Ayatollah Ali Khamenei, the supreme leader of Iran, voiced support on Saturday for his country’s nuclear deal with world powers while emphasizing that it did not signal an end to Iran’s hostility toward the United States and its allies, especially Israel. “Their actions in the region are 180 degrees different from ours,” he said. Speaking after a special prayer marking the end of the Muslim fasting month of Ramadan, Mr. Khamenei portrayed the nuclear agreement as a victory for Iran, not least because it does not require the country to completely stop enriching uranium, as some in the West had wanted. The speech appeared to remove a main obstacle to formal approval of the agreement in Iran.

[ISIS Says It Carried Out Bombing That Killed 100 in Iraq](#)

NY TIMES - Omar Al-Jawoshy, Anne Barnard

The Islamic State group has claimed responsibility for a bombing in eastern Iraq, and Iraqi officials on Saturday said the death toll had risen to 100, with 20 more missing and more than 100 wounded. The bomb tore through a marketplace on Friday as shoppers prepared for a major Muslim holiday in Khan Bani Saad, a mostly Shiite town about 12 miles from Baquba, the capital of Diyala Province. Government troops and Shiite militias months ago wrested back parts of the province from the Islamic State, also known as ISIS and Daesh, its Arabic acronym. The attack was a blow to the unity and optimism that Iraqi officials have sought to project as they mount a new offensive to drive the militants out of Anbar Province, to the west. The government has struggled to oust the group, more than a year after Islamic State fighters seized large areas of northern and western Iraq.

[Minister in Germany Discusses Greece Role](#)

NY TIMES - Alison Smale

Germany’s finance minister, Wolfgang Schäuble, who has come under criticism for his handling of the Greek debt crisis, indicated in an interview published on Saturday that he was prepared to resign rather than go against his convictions. Asked by the weekly Der Spiegel about differences between his tough stance with Greece and the greater flexibility shown by Chancellor Angela Merkel, Mr. Schäuble admitted that “one sometimes has different opinions.” “And then one tries together to find solutions. In that process each has their role,” he said.

“Angela Merkel is the chancellor, I am the finance minister. Politicians derive their responsibility from their offices. Nobody can force them. If somebody would try that, I could go to the president and request my dismissal.”

###

From: McGinn, Isaac
Sent: Monday, July 20, 2015 6:59 AM
Subject: Morning Press Clips — Monday, July 20, 2015

Morning Press Clips — Monday, July 20, 2015

Today's Front Pages:

The New York Times

Video Captures 4th Graders, Run Killers Go Unpunished

Who, When, Where, How? ...

At 10:00 a.m. ...

The ...

At ...

...

GREATER NEW YORK

Good Tomorrow

New Jersey Weighs Higher Gas Taxes To Boost Fuel

L.I. Crash Driver Is Charged

A New Program for Personal Therapy

...

DAILY NEWS

SPORTS FINAL

THE NEWS SAYS

Donald Trump, you are an embarrassment to our entire nation

Refuses to apologize to McCain. PAGES 5-7

Victims of L.I. bachelorette crash horror

TRAGIC BEAUTIES

Tears for pals killed by DWI driver

NEW YORK POST Just a Buck!

LATE CITY FINAL

Pals who died in 'DWI' limo horror

FACES OF TRAGEDY

PHOTOGRAPH BY PHIL S. G. G.

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Staten Island Advance

Man shot to death, left in street

2 teens charged in parental attacks

Constantly clogged on Clove Road

His letter is proof of the power of the pen

DEPORTES

EL DIARIO

Robinson Cano

A-Rod le emociona

700 Millones!

ADICIONES EN EDICIÓN LEAD

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Mayor de Blasio in the News:

UBER / TECH

[Uber ripped in ad blitz over lack of wheelchair access](#)

DAILY NEWS – Erin Durkin

In the latest salvo in the battle over Uber, an advocacy group is hitting the company with a mailing blitz over its lack of wheelchair-accessible cars. The United Spinal Association's 300,000 mailers proclaim: "Uber to wheelchair users: Take a hike!" and "If Uber won't stop for wheelchair users, maybe it's time we stopped Uber," expressing support for a controversial bill to sharply limit the e-hail service's growth. "They're a huge new mode of transportation that's completely off-limits to wheelchair and scooter users, and they know it and they want to keep it that way," said Spinal Association CEO Jim Weisman. He said Uber's growth is undermining a deal to make 50% of yellow cabs wheelchair accessible by 2020. The City Council could vote this week on a bill to limit the growth of for hire fleets like Uber to 1% in a year, which prompted Uber to launch TV ads blasting Mayor de Blasio and to install a "de Blasio" section on its app warning of long waits.

[Uber blasts de Blasio again — Don't strand New York!](#)

NY POST – Carl Campanile

Mayor de Blasio is getting hammered from both sides in the Uber-vs.-yellow taxi industry war. The app-based car service will extend its multi-million-dollar TV ad campaign attacking de Blasio into August — while taxi-industry activists are ripping City Hall's proposed one-year freeze on Uber licenses as unhelpful. Uber's anti-de Blasio ad blitz will continue even after the City Council takes up the one-year cap on Uber licenses, said a source close to the e-hail service. The council is expected to OK the cap as soon as Thursday.

[De Blasio to business groups: Stay out of Uber debate – or else](#)

NY POST – Aaron Short

Mayor de Blasio bullied business groups to stay out of the Uber debate in the weeks leading up to the City Council vote this week on controversial bills to curtail new licenses for e-hail cars. Deputy Mayor Tony Shorris called Partnership for New York City's Kathy Wylde and the Association for a Better New York's Bill Rudin to alert them to the bills — and to threaten them to stay on the sidelines, sources said. "Their message is, 'This isn't your fight. Stay out of this and we're not going to bother you,'" said a political source familiar with the outreach. The implication was that if the groups defied the mayor, City Hall would "limit your business opportunities," he said.

[Opinion: Uber vs. yellow-cab fat-cats: Mayor sides with the wrong New York](#)

NY POST – Robert George

Mayor de Blasio took office describing a "Tale of Two New Yorks": a privileged, wealthy, largely white and Manhattan-centric city that had thrived in recent years vs. a less-well-off, more-minority-heavy outer-borough population — of which he saw himself (and his multi-racial family) as the champion. So how tragically ironic that in supporting legislation before the City Council this Thursday, the progressive mayor is coming down firmly on the side of the connected Manhattan-centric class at the expense of the "other New York."

[The Fight Between City Hall And Uber](#)

WNYC - Brigid Bergin

Mayor de Blasio is pushing city legislation that would cap the growth of "for hire" taxi companies like Uber. In an editorial in the New York Daily News, de Blasio said the city needs, "to manage the huge increase in new vehicles to keep streets moving." He also called for Uber cars to be more wheelchair accessible and for the company to add an MTA surcharge, as yellow cabs do. Uber New York General manager Josh Mohrer said the mayor is playing politics since yellow cab owners are among his biggest campaign contributors. "What started [out] solely about congestion and traffic is now about a wide variety of things. We welcome that conversation. We'd love to have it with City Hall. We will not do it with a gun to our head and a bill to limit our growth just because," said Mohrer. There are two bills that could be voted on in the Council at its meeting Thursday.

[Uber, City Hall war of words keeps heating up](#)

AM NY - Rebecca Harshbarger

The war of words between Uber and City Hall on a proposed black and livery car cap escalated over the weekend, while labor unions and civic groups prepared to push back against the app company Monday. The City Council proposed two bills last month to strongly limit the number of new for-hire vehicles, as well as to study the rapidly rising industry's impact on traffic. A vote in the City Council could happen as early as Thursday. Uber, which strongly opposes the bills, has been using its app to urge users to send messages to City Hall that say the legislation

would worsen waits for passengers and take away job opportunities. Deputy Mayor Anthony Shorris fired back with a message on Friday that said Uber is spending millions on a misleading political campaign. "There are serious questions about how Uber treats its customers, its workers, and whether it is flooding New York City's already heavily-crowded streets with thousands of more vehicles," he wrote in a reply email to Uber users.

...The heated words follow Uber taking out television ads last week that said the cap would cost 10,000 jobs -- and adding a 'de Blasio' tab to their app that shows no cars on its virtual map.

[How Uber is fighting a proposed law that could cripple the company in one of its largest markets](#)

BUSINESS INSIDER - Maya Kosoff

Uber is pulling no punches in its battle with New York City regulators over a proposed law that could severely limit Uber's growth in the city. New York City mayor Bill de Blasio and the city council have proposed a freeze on growth for for-hire vehicle companies — including Uber. The city is conducting a study about congestion, traffic, and pollution. If it were to become a law, the measure could stunt Uber's growth in New York, one of the company's largest and most mature markets. Under the proposed bill, for-hire vehicle companies that have bases with 500 cars or more — which includes Uber — would only be able to increase their number of vehicles by 1% annually. For Uber, this would mean adding just 201 new drivers for the next year. In a city where Uber says it's adding 25,000 new users every week, it's easy to see how this could hurt the company.

[Can Bill De Blasio Turn Uber Into The NRA?](#)

BUZZFEED - Ben Smith

So will Bill de Blasio pry the Uber app from his constituents' cold dead hands? That is the experiment the New York mayor will start running on Tuesday, when he imposes a cap on the growth of what is one of the fastest-growing businesses in the world, and sets up a high-stakes confrontation that will absorb his mayoralty and define the politics of Uber and its lesser-known siblings in the flexible, insecure new economy. As it stands, de Blasio is about to cap the number of drivers of Ubers and other for-hire car companies, a move that will in turn place limits on a service that is popular among its users, and which has no organized opposition. He is walking into a political buzzsaw: Uber has endless cash, real panic about getting capped in its biggest market, and every incentive to make an example of the high-profile New York mayor. The campaign is being run by David Plouffe, who once pulled off the rather impressive feat of persuading Democrats to hate the Clintons, and who immediately made it personal.

[Hillary Clinton and Jeb Bush fight over the Uber economy](#)

FINANCIAL REVIEW - John Kehoe

When Hillary Clinton vowed to probe the so-called "gig economy" and "crack down" on bosses who exploit employees by misclassifying them as contractors, Silicon Valley entrepreneurs knew the presidential candidate was taking aim at companies such as ride-sharing service Uber. Republican rival Jeb Bush seized the opportunity by flagging down an Uber driver in the traditionally left-leaning technology hub of San Francisco. Bush tweeted he liked "digital disruption", en route to Thumbtack, a platform connecting freelance contractors to consumers.

...In New York, Democratic mayor Bill de Blasio had proposed capping the number of Uber cars, arguing it would help quell congestion in Manhattan. Uber hit back aggressively, adding a mock "de Blasio" feature to its app, showing "No cars available". "This is what Uber will look like in NYC if Mayor de Blasio's Uber cap bill passes," the feature said. The editorial of the left-leaning New York Times said "Limiting Uber won't end congestion" and it was a "bad idea".

[Uber locks horns with NY city hall over fleet expansion](#)

BUSINESS STANDARD - Staff

The ride-booking app Uber is fighting New York's city hall, which wants to keep in check a fleet of vehicles that already far outnumbers the Big Apple's trademark yellow cabs. Townhall in the largest US city could vote as early as next week to limit increases in what it calls new for-hire vehicles (FHV) pending a study on their impact on traffic, and in particular traffic jams.

...In recent days, Uber has gone all out with TV ads and a campaign of emails and petitions accusing Democratic Mayor Bill de Blasio of "pushing the agenda of his big taxi donors." "I think it is less about traffic congestion than it is about political contributions," Plouffe told reporters.

[Bill De Blasio & Uber's Feud Continues With A Scathing Op-Ed From The New York Mayor](#)

BUSTLE - Tonya Riley

On Saturday, New York Mayor Bill de Blasio took another swing at Uber, this time in a New York Daily News op-ed. The column is just the most recent shade thrown in the developing feud between the ride-sharing company and de Blasio, pointing to a number of problems with the company's rapid expansion such as street congestion in Manhattan and the threat it poses to the business of yellow cab drivers.

[Uber Wants New Yorkers' Help With It's Fight Against Mayor de Blasio](#)

SKIFT - Bloomberg News

Along with hailing a car, Uber riders in New York City can now summon a vision of a dystopian future where a car takes 25 minutes to show up. The new "feature" appears as a button labeled "DE BLASIO" at the bottom of the screen, along with ones for black cars and food delivery. The option, named after Mayor Bill de Blasio, doesn't bring a car to your door. Instead, it offers such ominous messages as "No Cars- See Why" and "See What Happens."

[Uber locks horns with New York city hall over plans to limit fleet expansion](#)

ABC AUSTRALIA - Staff

The ride-booking app Uber is fighting New York's city hall, which wants to keep in check a fleet of vehicles that already far outnumbers the Big Apple's trademark yellow cabs. Local authorities in the largest US city could vote as early as next week to limit increases in what it calls new for-hire vehicles (FHV) pending a study on their impact on traffic, and in particular traffic jams.

...Uber have responded with TV ads and a campaign of emails and petitions accusing Democratic mayor Bill de Blasio of "pushing the agenda of his big taxi donors". Uber's ads feature drivers from minority ethnic heritages and said the mayor's proposals will destroy more than 10,000 jobs. Uber users received an email asking them to sign a petition denouncing the mayor's plans. And a "de Blasio" tab has been added to the Uber app to show users the extra waiting time that they can expect to endure if the bill limiting expansion of FHV's wins approval.

NYPD / ERIC GARNER

[Six Killed in New York City Over the Weekend](#)

NY TIMES – Tatiana Schlossberg

The victims were near home or on their way back. In one case, a man was walking with his stepsister to the subway station; in another, a man was with friends outside his apartment. From Friday night to Sunday morning, six people were killed in New York City — in the Bronx and Brooklyn and on Staten Island. Five died from gunshot wounds; the sixth died after being stabbed by his son, who was trying to put an end to his father's abuse, the police said. The spate of killings comes just days after Mayor Bill de Blasio and Police Commissioner William J. Bratton promoted the success of the Summer All Out program, which moved about 300 officers from desk duty to patrol the streets of some of the city's most troubled areas.

[Eric Garner's Final Words, One Year Later](#)

GOTHAM GAZETTE - Robert Gangi

For good reason, Eric Garner's last words are well remembered. "I can't breathe" -- repeated 11 times by the dying man and ignored by the officers who had jumped on him, choked him, and forced his body to the ground. These are words, along with "Black Lives Matter," advocates for police reform across our country chant while marching and put on their clothing and protest placards.

...Many New Yorkers and Americans fervently hope that Eric Garner did not die in vain, that his death so powerfully imprinted on the public mind's eye will lead to changes in the practices that directly contributed to his brutal end. It is undeniable that, among the things that this tragic incident reflected, central was the reality that it was a dramatic case of 'broken windows' policing gone terribly, terribly wrong. So have the city's officials, led in this instance by Mayor Bill de Blasio and Police Commissioner Bill Bratton, taken meaningful steps to correct or abandon 'broken windows' or to make city law enforcement practices more fair? The answer, despite the superficial reforms rolled out periodically by de Blasio and Bratton, is an unqualified "No."

[Protesters rally outside federal courthouse demanding charges in Eric Garner's](#)

LEDGER GAZETTE - Robert Pontiff

The New York Civil Liberties Union and other groups plan a rally in Brooklyn today to demand justice for Garner, while the Rev. Al Sharpton's National Action Network plans a midday gathering at Brooklyn's federal courthouse. "I will never stop fighting for him".

... "This is a new chapter in our relationship between the police and our communities", de Blasio said. Most of all, they would like to see Daniel Pantaleo prosecuted for homicide. A makeshift memorial at the site Eric Garner was choked by an NYPD officer. Pantaleo has said that he used a legal takedown maneuver known as a seatbelt, not a chokehold.

[Amid Black Lives Matter's movement, Los Angeles Mayor Eric Garcetti seeks middle ground](#)

LA DAILY NEWS - Dakota Smith

Los Angeles Mayor Eric Garcetti cut his teeth as a student activist, restoring Harlem apartments and training dissidents in Burma. As a politician, Garcetti embraced Occupy L.A.'s protests at Los Angeles City Hall and signed a minimum wage law designed to combat economic inequality. Now, the progressive mayor is being tested by activists calling for the removal of Los Angeles Police Chief Charlie Beck. As he heads into his re-election bid amid a national focus on civil rights, Garcetti is seeking a middle ground, one that supports Black Lives Matter's larger agenda of social justice but also backs Beck and the police force.

...Hogen-Esch points to the fallout faced by New York Mayor Bill de Blasio after he made comments perceived by the police as non-supportive of officers. De Blasio's remarks followed a Staten Island grand jury's decision not to indict officers in the death of Eric Garner, who died after police put him in a chokehold.

[Gangs of the State: Police and the Hierarchy of Violence](#)

TRUTHOUT - Frank Castro

Hierarchy of Violence: A system of oppression in which those with power, existing above those without, enact and enforce a monopoly of violence upon those lower on the hierarchy. Violence done by those higher on the hierarchy to those lower is normal and is accepted as the order of things. When violence is attempted by those lower on the hierarchy upon those higher, it is met with swift and brutal repression. December 15th, after the killings of Officers Liu and Ramos of the NYPD, New York City mayor Bill de Blasio tweeted "When police officers are murdered, it tears at the foundation of our society. This heinous attack was an attack on our entire city." On July 18th, the day after Eric Garner, a longtime New Yorker and father of six, was choked to death by NYPD officer Daniel Pantaleo, the mayor of the Big Apple had only this to say: "On behalf of all New Yorkers, I extend my deepest condolences to the family of Eric Garner."

[UP CLOSE: 1-YEAR ANNIVERSARY OF ERIC GARNER'S DEATH](#)

ABC 7 - Bill Ritter

It was an emotional weekend in New York City, as events were held to remember the death of Eric Garner one year ago. Several hundred people rallied outside the federal courthouse in Brooklyn on Saturday to demand federal charges in Garner's death. And there was something extraordinary last week: a prayer service at a church on Staten Island, the borough where Garner lived and where he died. Cardinal Timothy Dolan, Rev. Al Sharpton, police commanders and Mayor Bill de Blasio issued a call for healing and unity. Our guests this week are Gwen Carr, the mother of Eric Garner, his daughter Erica, and Rev. Sharpton from the National Action Network, who has been supporting and working with the family.

MISCELLANEOUS MENTIONS

[Express Bus Service Shows Promise in New York](#)

NY TIMES – Michael Kimmelman

Last week, the administration of Mayor Bill de Blasio unveiled its first express bus line: the 86th Street crosstown, running back and forth between York Avenue on the east side and Broadway on the west. There was a news conference to celebrate, at Columbus Avenue. Polly Trottenberg, the mayor's transportation commissioner, hailed "modest investments" yielding dividends in terms of saved time for long-beleaguered riders, to which Ben Kallos, a city councilman, added that time saved translates into revenue for businesses whose taxes help pay for further transit improvements: a virtuous circle. The route is not actually full-dress express service. It doesn't include a dedicated,

camera-policed lane all the way across town or traffic lights programmed to stay green when buses approach. There are just short segments of bus lanes that let buses jump traffic queues at strategic places. Even so, with 24,000 daily riders, 86th Street is notorious for endless lines of passengers waiting to swipe their cards. Any upgrade helps.

[New York City Tenant Program Counters Harassment by Landlords](#)

WSJ – Corinne Ramey

One afternoon this month, Karen De La Cruz walked through an East Harlem apartment building, knocking on every door. “My name is Karen, and I’m from the City of New York,” said Ms. De La Cruz, clipboard in hand. “We’re going around talking to tenants and seeing what they need help with.” One tenant, Yvette, who declined to give her last name, said her landlord had taken her to court and her apartment needed repairs. But she was nervous: “I don’t want to be at risk of being thrown out because I owe rent,” she said.

...The 26-year-old Queens native is part of an outreach started about a month ago called the Tenant Support Unit, which the de Blasio administration created to help tenants counter harassment by landlords.

[Hoofin’ to Bill Horse folk seek unlikely ally vs. pedicab ‘scam’](#)

DAILY NEWS – John Spina, Jennifer Fermino

The horse and carriage industry claims sneaky pedicab drivers are luring tourists out of their hansoms and into rickshaws with a deceptive bait and switch — and they’re asking the de Blasio administration to ride to the rescue. Pedicab drivers line up along Central Park barking out “Carriage rides!” to gullible tourists looking to drop some dough, the carriage drivers contend. When the tourist stops, the pedicab driver then pretends he’s selling both pedicab and horse carriage trips, even though the two industries aren’t connected.

[Editorial: Time to end a huge tax break for wealthy property owners](#)

DAILY NEWS - Editorial

Tiny property taxes for the most luxurious of luxury condominiums. A bigger tax bill for rental buildings where the have-nots live. It’s a tale of two cities — told most offensively though the towering bauble for the ultrawealthy known as One57, where a top-floor residence recently sold for a record \$100 million. Outrage properly greeted the Daily News’ revelation in 2013 that One57’s developer had secured from the state Legislature clearance to claim a property tax break known as 421-a. Savings to the wealthy residents: \$9.4 million a year.

...Instead of trying for a nonstarter mansion tax, Mayor de Blasio would do well to push in Albany to tax luxury condos and co-ops based on their actual sales value — not excluding the stratosphere.

[Column: New York City's great shame: Homelessness is at its highest point since the Great Depression](#)

DAILY NEWS – Albor Ruiz

New York is a great city and New Yorkers are a proud bunch. Yet one has to question if they have a right to be proud when thousands of New Yorkers have to live in homeless shelters or sleep on the streets. The great shame of the city is that homelessness is at its highest point since the Great Depression. A record 60,000 homeless New Yorkers, including more than 25,000 children, sleep in shelters each night. During the last fiscal year, one in 42 children slept in the homeless shelter system, including one of every 17 African-American children and one of every 34 Latino children.

...“Mayor Koch built 15,000 real affordable housing units and we think de Blasio should match those numbers,” said Jennifer Flynn, the executive director of the advocacy group Vocal-NY.

[Column: Gonzalez: Yankee Stadium parking garages operator has more debts than assets](#)

DAILY NEWS – Juan Gonzalez

The nearly bankrupt operator of the Yankee Stadium parking garages has reached the point of no return. Bronx Parking Development Co. LLC sustained a net loss of \$29 million last year and now has more debts than assets, according to a new audit released by the company this month. The company, which is not connected to the Yankees, has been in default for the past two years on required debt payments for \$237 million in publicly subsidized bonds it issued to build the garages. It has been kept afloat only by temporary waivers from bondholders while it tries to come up with a rescue plan.

...Mayor de Blasio nixed the soccer proposal because it called for more taxpayers’ subsidies on top of some \$100 million the garages have already received from the state and the city. “The city will not contribute financially to

resolve any of the issues between (Bronx Parking) and its bondholders,” de Blasio spokeswoman Amy Spitalnick said.

[Giuliani blasts de Blasio's 'destructive' reign](#)

NY POST – Michael Gartland

Critics of Mayor de Blasio are trying to draft Rudy Giuliani to reclaim City Hall. But Giuliani, who earned the nickname “America’s Mayor” while presiding over the city’s historic drop in crime from 1994 to 2001, said he doesn’t want the job – even though de Blasio’s “policies are really, very destructive.” “A lot of people come up to me and tell me to run again. I’m not running again. Don’t want to run again,” he said on John Catsimatidis’ AM 970 radio show Sunday. “But they’ll come up to me and say ‘You’ve got to run again for mayor ... You’ve got to find somebody ... Save us.’” Giuliani even hinted that the show’s host, who ran as a Republican in 2013, would have made a better leader.

[De Blasio crowned king 'jerk' at sandwich contest](#)

NY POST – Michael Gartland, Khristina Narizhnaya

It’s official — Mayor de Blasio is New York’s top “jerk.” The honor went to Hizzoner at the annual Grace Jamaican Jerk Festival in Queens where judges named his “Swagga sandwich” the winner. De Blasio’s dagwood — stacked with spicy jerk chicken, avocado, lettuce, tomato, marinated pepper, red sauce and mango-pepper jelly — started falling apart during the contest despite the ciabatta bread holding together.

[Column: Bums are running amok in New York City and it needs to stop](#)

NY POST – Andrea Peyser

This is the view from an outer borough: One day last week, a deranged, apparently homeless man screamed bloody murder outside the Marriott hotel in Downtown Brooklyn. “I need a dollar!” he shrieked. “I need two dollars! I need to feed my kid!” There was no child present. But the man, who appeared to be in his 30s, bore the unmistakable aroma of cigarettes and urine. He singlehandedly drove the horde of lunchtime pedestrians from the hotel’s plaza. ...Cops have been directed by higher-ups not to roust homeless folks unless they commit crimes. But as the man who turned city streets into a toilet knows, the definition of “crime” is elastic. Yet the homeless appear to be unwelcome anywhere near Mayor de Blasio.

Advisory for extreme heat

AM NY - Carla Sinclair [p.4]

Mayor Bill de Blasio is urging New Yorkers to stay safe in the summer heat. He released an advisory yesterday as the city sweltered through the hottest day of the year so far.

Photo: Cookin' with hizzoner

AM NY - Staff [p.2]

Mayor Bill de Blasio participates yesterday in a cook-off at the Grace Jamaican Jerk Festival at Roy Wilkins Park in Queens.

Letter: Value of libraries can't be overstated

AM NY - James Dillon

I agree with your editorial about the Queens Public Library’s executives and managers. I’d go further and say it’s time to end the three different library systems in NYC. We used to have three separate police forces – the NYPD, housing, and transit police. Mayor Rudy Giuliani put an end to that years ago. It’s time for Mayor Bill de Blasio to consolidate the three library systems.

[Opinion: NYC's approach to raw fish goes overboard](#)

AM NY - Liza Featherstone

One sign of anxiety neurosis -- a condition with which this writer, being a New Yorker, has been diagnosed -- is worrying too much about things that don't matter, sometimes at the expense of addressing more serious problems. NYC's public health policy is driven by the condition.

...Then there's the de Blasio administration proposal to list sodium levels on menus. Some studies show that including calorie counts on menus doesn't always lead us to make healthier choices. Meanwhile, it's the season of air-quality warnings. It's helpful to know when to stay indoors, but air pollution, which contributes to 6 percent of deaths in NYC, needs to be addressed. A report by the American Lung Association gave the Bronx, Queens and Staten Island Fs on ozone levels, suggesting that people who live in those boroughs are at risk for worsened asthma, heart and lung diseases, low birth-weight babies and overall trouble breathing. As bad as that sounds, the good news is that air quality in the city has been improving; the Bloomberg administration phased out much of the most polluting heating oil in our buildings, an effort that Mayor Bill de Blasio has continued.

[City expands classes for immigrant entrepreneurs](#)

METRO - Wendy Biddlecombe

Half of the city's small business owners are foreign-born, and the city is stepping up its effort to support immigrant entrepreneurs by expanding business classes into more foreign languages and offering them at public libraries. On a humid and rainy summer afternoon last week, about 20 New Yorkers talked through their business plans at the New York Public Library's Mid-Manhattan branch overlooking Fifth Avenue. After the end of the class, held in Spanish, the participants swapped information and planned to meet again to discuss their progress. In May, NYC Small Business Services announced a partnership with the New York, Brooklyn and Queens public libraries to offer free business classes for immigrant New Yorkers. The department has doubled the amount of non-English business classes offered, and is looking to triple the number, since Mayor Bill de Blasio, and expanded the number of languages for the course offerings. Since the launch, 30 classes have been offered and attended by 160 business owners across the five boroughs.

[Take measures against heat wave](#)

EL DIARIO - Jose Acosta

With the high temperatures affecting the city for a few days, Mayor Bill de Blasio urged New Yorkers to take steps to protect and assist others who might be at risk due to heat, especially those most vulnerable such as infants, elderly and people with chronic diseases. The conditions of heat and humidity on Sunday will continue until Monday, with temperatures in the low 90s and the heat index reaching as high as 100. In addition, an air quality alert is in effect until 11 pm Monday.

[The Week Ahead in New York Politics, July 20](#)

GOTHAM GAZETTE - Ben Max

What to watch for this week in New York politics: It's hot in New York City! "With dangerously hot weather expected through Monday, Mayor Bill de Blasio today urged New Yorkers to take steps to protect themselves and help others who may be at increased risk from the heat...an Air Quality Alert is in effect today through 11:00 p.m. Monday." At 11 a.m. Monday in Brooklyn, de Blasio "and members of the administration will hold a press conference at the Office of Emergency Management to discuss safety in the extreme heat." With things between Mayor de Blasio and Governor Andrew Cuomo a bit cooler, the heat is perhaps only rivaled by what's happening between car-hailing company Uber and the City.

[Pipsters](#)

THE NEW YORKER - Nick Paumgarten

There must be a list somewhere of the professions of New York City residents. Non-farm jobs. There are a lot of them here. Tortilla manufacturer, beauty ambassador. One you probably won't see, though, is "professional mountaineer." This isn't much of a town for Alpinists, except when they come to give their slide shows and raise funds. Still, you can't quite say that their number here is zero. Two years ago, Jimmy Chin, a prominent climber and photographer from Jackson, Wyoming, married a New Yorker, a documentary filmmaker named Elizabeth Chai Vasarhelyi. They had a daughter. Now Vasarhelyi lives with the child on Park Avenue, while Chin lives in Jackson, to the extent that he can be said to live anywhere. But he is so often in New York these days, for regular conjugal stints, that he risks developing an opinion of Mayor de Blasio. For a man of the mountains, the city can be claustrophobic—how many times can a guy jog around Central Park?—but such are the wages of love.

[New York 'now rocks' during Eid, says Indian newspaper](#)

ECUMENICAL NEWS - Peter Kenny

New York City Mayor Bill de Blasio has received high praise from city residents of Indian Muslim origin for his efforts during the latest Eid-ul-Fitr celebrations. Also known as the "festival of breaking of the fast", Eid is an important religious holiday celebrated by Muslims worldwide that marks the end of the fasting holy month of Ramadan. Every Eid, most Indian Muslims in the United States miss the pomp, celebrations, sounds, aromas, food, festivities, and the people of India, the Times of Indian editorialized July 17, the day the celebrations began.

[De Blasio Appoints Community Liaison to New Clergy Advisory Council](#)

JP UPDATES - Suzanne Vega

Mayor Bill de Blasio on Friday appointed Jonathan Soto as a senior community liaison in the administration's Community Affairs Unit to bridge the gap between the Clergy Advisory Council and religious communities as it pertains to City policy and administration of city services. The Clergy Advisory Council, comprised of a diverse set of local faith leaders from all five boroughs, was created to foster an open dialogue between religious leaders and City Hall. Soto will assist in facilitating the Council's community engagement, work to grow participation in City initiatives, and expand communication between government and faith communities.

[De Blasio Urges New Yorkers To Take Precautions During Scorching Temperatures](#)

JP UPDATES - Suzanne Vega

With dangerously hot weather expected through Monday, Mayor Bill de Blasio on Sunday urged New Yorkers to take steps to protect themselves and help others who may be at increased risk from the heat, including vulnerable individuals such as seniors and those with chronic health problems. Sunday's hot and humid conditions will continue through Monday, with forecasted temperatures in the 90s and heat index values reaching as high as the low 100s. The mayor suggests keeping an eye on vulnerable senior citizens who may otherwise not be able to assist themselves, staying in air conditioned places, drink water to stay hydrated, stay out of the sun, eat small but frequent meals, wear light weight clothing, apply sunblock, avoid exercise in the sun and take cool showers.

[Giuliani: New Yorkers Want Me Back After 'Destructive' de Blasio](#)

NEWSMAX - Greg Richter

Former New York City Mayor Rudolph Giuliani says New Yorkers are begging him to run for mayor again after a nearly 18 months of Democrat Bill de Blasio's leadership. "A lot of people come up to me and tell me to run again. I'm not running again. Don't want to run again," Giuliani, a Republican, said Sunday on "The Cats Roundtable" on AM 970 in New York. "They'll come up to me and say 'You've got to run again for mayor ... You've got to find somebody ... Save us,'" Giuliani told host John Catsimatidis. "Some guy yelled at me coming off a plane the other day, 'It's your duty to find somebody that can replace this guy.'" Giuliani said he likes de Blasio personally, but his policies are "very destructive."

[Invincible Toyota Prius Makes Case for NYC 'Taxi of Tomorrow'](#)

CHEAT SHEET - Eric Schaal

Those trying to pull the plug on electric vehicle adoption often warn about the fragile nature of EV batteries, hinting of impending doom and expenses for owners. While there has been substantial evidence to the contrary, a video from Toyota Austria (via Green Car Reports) cements the die-hard reputation of the most famous hybrid, offering up a Prius taxi with over one million kilometers (621,000 miles) without a need to swap the battery. Taken with the survey suggesting Prius is the most durable car on the road, the choice of the Nissan NV200 as New York's "Taxi of Tomorrow" starts to look misguided.

...New York City Mayor Bill de Blasio announced the OneNYC plan on Earth Day 2015 which included a goal of 80% emissions reductions by 2050. It is hard to imagine how those goals will even be sniffed with a taxi fleet operating on vehicles that achieve 24 miles per gallon — some of which will replace Prius and other hybrid models currently on the road.

[Brooklyn Library locations sold to real estate developers](#)

WORLD SOCIALIST WEB - Isaac Finn

The administration of New York City Mayor Bill de Blasio continues to sell public property to real estate developers, most recently with the decision last week to sell two library locations. On July 15, Brooklyn Community

Board 2 voted, amid protests from neighborhood residents, to approve the sale of the Brooklyn Heights Library location for \$52 million to the Hudson Companies. Protesters waved fliers and chanted “shame on you,” following the Community Board vote for the library building to be demolished and replaced by a luxury residential tower featuring 139 housing units, along with a branch library on the building’s bottom floor.

Agency Mentions:

[Black Police Applicant Frustrated by Opaque Hiring Process](#)

NY TIMES – Rachel Swarns

The morning news flickered on the television while Corye Douglas was drinking his first cup of vanilla chai at home in Brooklyn. Then, a bulletin about the New York Police Department caught his ear. He looked up. He listened. He fumed. The newscast described the furor that erupted last month after Police Commissioner William J. Bratton cited criminal records of young black men as an obstacle to the department’s efforts to recruit African-Americans. Mr. Douglas, a 28-year-old black college graduate who is also a sergeant in the National Guard, knew the department’s problems ran far deeper.

[Mourners Make First Visit to New York’s Potter’s Field](#)

NY TIMES – Nina Bernstein

The lonely island where New York City buries its unclaimed dead lies off the coast of the Bronx, off-limits to living mourners for so long that it has sometimes seemed like a mirage. For years, family members and their advocates battled the city for the right to visit the unmarked graves of loved ones buried on Hart Island, the city’s potter’s field at the western end of Long Island Sound. The city refused such visits, with rare exceptions, citing safety concerns and the rules of the Correction Department, which controls the island and uses inmate labor for burials. But on Sunday morning, under the settlement terms of a federal class-action lawsuit that sought regular grave site access for relatives, a small group was allowed to stand beside the very stretch of ground that holds their kin.

[Mom of victim stunned that accused gunman escaped NYPD custody](#)

DAILY NEWS – Kerry Burke, Tina Moore

It's been almost a month since a handcuffed prisoner escaped NYPD custody — and the mother of the ex-con he allegedly shot still can't understand how he pulled off the Houdini act. “It’s puzzling where he goes to get the handcuffs off,” Carolyn McCaskill, 57, told the Daily News. “I’m just grateful my son is alive.” Escapee Tareek Arnold, 23, was about to face charges for shooting Jamel McCaskill, 38, when he bolted while still cuffed in Harlem on June 23.

[Recent death of man shot 40 years ago by cops tied to gunshot wound, but case closed](#)

DAILY NEWS – Tina Moore, Rocco Paraschnadola

A man shot by police more than 40 years ago died recently, but the investigation into his death — which the medical examiner ruled was tied to the gunshot wound — is closed. And that suits one of the NYPD officers involved in the shooting just fine. “He turned and pointed the gun at us,” said Dennis Mandziak, now 72. “That’s when we fired.” The NYPD recently learned of the April 18 death of James Moore, a paraplegic at Mount Sinai Hospital. A police source said Moore was shot on Jan. 3, 1973 after pointing a loaded .32 caliber revolver at police, who fired back.

[Opinion: NYC vs. true transit innovation: The city's for-hire vehicle cap is a terrible idea, and not just because of how it will hamstring Uber](#)

DAILY NEWS – Julie Samuels

As early as Thursday, the New York City Council could vote on legislation threatening the future of transportation innovation in the city. This legislation would essentially freeze the number of for-hire vehicles (or FHV’s) currently on the streets for up to a year, pending the outcome of a traffic study. This would put at least a temporary halt on the expansion of tech-based companies like Uber and Lyft, as well as more traditional livery companies like Dial 7 or Carmel. If you read the headlines, you might think that Uber — the fastest growing and most powerful player affected — is the only company set to be impacted by this proposal. But the truth is, the vehicle cap would have an even more damaging effect on smaller companies, and make it all but impossible for new startups to enter the nation’s largest and most lucrative market.

[Commanders the focus of crime stats-fixing probe](#)

NY POST – Larry Celona

NYPD Internal Affairs probers are focusing on commanders in their probe of alleged record-fixing in the South Bronx's 40th Precinct, The Post has learned. Investigators called 40 street-level cops on the carpet, but virtually all were cleared after demonstrating they had filed only truthful statements in the 55 fudged police reports that are the subject of the probe, said a law-enforcement source. In some cases, the cops produced original copies of the paperwork they'd filed, proving that the data had been altered later on, higher up the command chain. That makes it likely the data was fixed by a supervisor or by personnel in the precinct's crime analysis unit, the source said.

[Firefighters rescue dog and two cats from house fire](#)

NY POST – Tom Wilson, Chris Perez

A dog and her two feline friends had a frightening close call in the East Village on Sunday when a blaze broke out in their owner's home, prompting firefighters to save the pets and treat them for smoke inhalation. Firefighters treated a 3-year-old pit bull and a pair of cats moments after plucking them out of a sixth-floor studio apartment at 410 E. Sixth St. While the kitties looked to be in relatively good shape, their pooch pal had to be cradled and pumped with oxygen for several minutes until she was able to catch her breath.

[Waterfront construction unearths more than 100 ancient artifacts](#)

NY POST – Rich Calder

A \$2.9 million project to improve waterfront access in the Bronx unearthed a priceless find — more than 100 pieces of Native American artifacts dating back to 200 AD. Experts are calling the trove of ceramics, pottery, stone tools and other artifacts found in the southeastern section of Pelham Bay Park one of the most important archaeological finds in New York City history.

...Some of the artifacts were uncovered just two feet below ground, and city officials said early evidence shows the site was likely once a meeting place for Native Americans who would go there to harvest clams and other food. The findings have now put the Parks Department "in an unusual place to be in," said Marcha Johnson, a landscape architect with the agency.

[Taxi drivers don't see a dime from in-car TV ads](#)

NY POST – Aaron Short

They may bombard riders with ads — but that doesn't mean Taxi TV pays off for the city of New York. The TVs were installed as a "customer-service initiative" in all 13,587 yellow cabs in November 2008 after Mayor Bloomberg agreed to a 26 percent fare hike in exchange for each taxi to accept credit cards. Now commercials and programming from NBC, ABC and a city-government station reach nearly 600,000 passengers a day. VeriFone and Creative Mobile Technologies, which operate the screens, have long-term contracts with the Taxi and Limousine Commission. The profits are split among those companies and the networks. Cab owners receive a smaller cut, although drivers don't. The city, however, gets no vendor fees or shares of the ad revenue.

[Bronx principal accused of hiring family friends](#)

NY POST – Susan Edelman

A Bronx principal previously disciplined for letting two of her grandkids attend her schools has since hired two members of her son's salsa band and the brother of another, The Post has learned. Maria Rosado, principal of PS 207 in Kingsbridge, hired fellow musicians and pals of her son, Eddie Rosado, a singer with Conjuntos Imagen, which was founded in 1989. Rosado hired pianist Luis Pereira as a teacher in 2006. Before then, he had worked six years as a substitute. The principal hired singer Alexander Rodriguez as an aide in 2004, his first job in city schools. After two years, he became a community coordinator at another Bronx school, and returned to PS 207 in 2009 as parent coordinator.

[Investigators hunting down whistleblower in school grade-fixing scandal](#)

NY POST – Susan Edelman

Investigators are knocking on the doors of Richmond Hill HS teachers to question them about a Regents re-scoring scandal — and who leaked an incriminating internal e-mail to The Post, sources said. Officers asked staffers of the

Queens school if they gave The Post an e-mail from an assistant principal about assembling a team of teachers to re-score exams. "They're going after the whistleblowers," a source said. The e-mail from Christine Jordan, assistant principal for English, read: "It's important that this is done quickly so that students will be able to graduate in June." The Department of Education had denied that any Richmond Hill teachers were involved in re-scoring exams.

[Schneiderman wins power, and takes burden, from Cuomo](#)

CAPITAL NY - Jimmy Vielind

This is what Eric Schneiderman asked for. The Democratic attorney general spent last week going back and forth with the state's district attorneys over an executive order that Schneiderman investigate instances in which an unarmed civilian dies at the hands of police, essentially supplanting the local prosecutor. It was the state's response to a year of protests and discussion after the death of Eric Garner, and a grand jury's decision not to indict the NYPD officers shown on video choking him to death. Schneiderman's new power has stoked some instant controversy, and provides another chapter in his dealings with Governor Andrew Cuomo, a Democrat whose relationship with the man who succeeded him as attorney general has been more competitive than constructive.

[Local councilman not sold on Brooklyn Heights library redevelopment](#)

CAPITAL NY - Sally Goldenberg

A controversial plan to redevelop the Brooklyn Heights library cleared a hurdle last week with approval from the local community board. But in an interview, councilman Steve Levin criticized the current proposal and said without some changes he might oppose it when the project lands before the Council for a final vote. Primarily, the Brooklyn Democrat said he philosophically opposes the city's intention to sell a public asset—the land on which the library sits and the air rights to build above the current structure—to a private developer. "I have had concerns that have come up throughout the whole process," Levin said last week, reached by telephone while driving through the Midwest on his honeymoon.

[New York paupers' cemetery opens to mourners for first time](#)

AM NY - Reuters

It takes a mere 10 minutes by boat to navigate to New York City's Hart Island, one of the United States' largest paupers' cemetery. But it took Rosalee Grable more than a year to reach the gravesite where her mother was buried on the uninhabited strip of land off the city's Bronx borough. Grable, 64, was one of a few dozen mourners who for the first time walked across the barren island on Sunday. The trip marked the end of the long isolation of the site, where about 1 million people are buried.

...The city's Department of Correction, which runs the island, had long argued that it needed to limit access to the cemetery due to security concerns and a lack of amenities. But following the settlement of a class-action lawsuit earlier this month, authorities have begun ferrying relatives and their guests, at least once a month, to the island for visits beyond the restricted area.

[The Ali Forney Center for homeless LGBT youth will be running 18-bed residence on West 13th Street](#)

METRO - Staff

The Ali Forney Center for homeless LGBT youth marks a major milestone Monday when it breaks ground on a full service, 18-bed facility to be called the Bea Arthur Residence. The story of why the Golden Girl legend's name will be on the \$3.3 million project at 222 W. 13th St. is another reason to explode into the show's theme song: "Thank you for being a friend." It was 2009, and the Ali Forney Center was struggling. Its donations were way down because of the recession and on a summer day, as executive director Carl Siciliano was heading into the office, he got a call from a staffer that the landlord was threatening eviction because the center was late on the rent.

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[Are your kids safe in daycare? What parents should know](#)

SI ADVANCE - Virginia Sherry

The tragic death of 3-month-old Karl Towndrow at an unlicensed daycare center in Manhattan's downtown Soho neighborhood on July 13, 2015, sounded alarm bells across the city for stepped-up scrutiny of private facilities that provide care for infants and young children. It was baby Karl's first day at the center, and the infant died a few hours after his mother dropped him off Monday morning before heading to work.

...Daycare facilities in New York City must be licensed and regulated under the city's Health Code or New York State's Social Services Law. The only places exempt from regulation are those, typically located in private homes, that provide "informal child care" for up to two children, in addition to the provider's own kids.

[Watch: Yankees honor FDNY and fallen Great Kills firefighter Lt. Gordon Ambelas](#)

SI ADVANCE - Michael Tatar

There are heroes that you see in the movie theaters and on television, in video games and in comic books that capture our imagination. And then there are the real-life heroes that put their lives on the line every single day to keep the city of New York safe. The Staten Island Yankees honored New York's Bravest with FDNY Appreciation Night Saturday evening at Richmond County Bank Ballpark with a plethora of festivities. From the pre-game music entertainment from Souled Out, a band of FDNY members, and the FDNY Pipe and Drum Band to kid-friendly exhibits (smoke trailer and Jaws of Life demonstration) showing youths the ropes on fire safety and simulating on-the-job situations, the event displayed grace and reverence for firefighters on the 150th year anniversary of the department.

[Über decisive week in the municipality of New York](#)

EL DIARIO - Jose Acosta

The fight to stop companies from sharing as shuttle Über intensified this week, with the possible approval in the City Council two bills that would limit the number of vehicles using the applications of these businesses in the city. In press conference on the steps of City Hall, the taxi drivers Monday unions, progressive groups and members of communities of color announced a new coalition to fight what they call "negative campaign" Uber, whereby the company criticizes marked bills. Councilman Ydanis Rodriguez, a member of the coalition, said the two bills is to provide the best taxi service to users in areas where it is needed, "but in a way that does not affect the industry or damage the environment".

Local News:

[Retractable Skylight in World Trade Center Oculus Takes Final Form](#)

NY TIMES – David Dunlap

Santiago Calatrava said the roof would open. And evidently it will. On Friday morning, a 5,700-pound glass panel was hoisted into place as a 355-foot-long operable skylight took final form in the Oculus pavilion of the World Trade Center Transportation Hub, designed by Mr. Calatrava. Another panel went up in the afternoon. Those are among the last of 996 pieces of blast-resistant glass to have been installed at the Oculus since March 15. The glazing should be finished on Monday, said Steven Plate, director of World Trade Center construction for the Port Authority of New York and New Jersey, which is building the \$3.9 billion rail, subway and shopping hub.

[A Manhattan McDonald's With Many Off-the-Menu Sales](#)

NY TIMES – Kim Barker

Some customers pour beer into clear McCafé plastic cups and drink it right in the open. A man called Shamrock swills straight vodka from a Dasani water bottle at a table near the entrance. The other day, a man headed straight for the bathroom, pausing only to open his backpack and grab a bag of heroin, known as "dog food." Another day, a couple shared a McDonald's vanilla shake at a side table and swallowed "sticks," the anti-anxiety prescription drug

Xanax, and “pins,” the anti-anxiety pill Klonopin. On a recent Wednesday, an ambulance showed up to carry away a regular who had been stabbed in an adjacent doorway, leaving blood all over the sidewalk.

[Capturing a Neighborhood’s Essence on Film, Before They Both Vanish](#)

NY TIMES – James Barron

Clayton Dean Smith uses words like “disappearing” so much, it’s almost a refrain. Mr. Smith wrote and directed a short, low-budget movie about a neighborhood that is disappearing, his neighborhood, the Lower East Side. He shot it on old-fashioned, 16-millimeter film, a format that is disappearing, killed off by easier-to-use digital technology. And his movie was one of the last processed at New York’s last film-processing laboratory, which had counted Woody Allen, Spike Lee and Martin Scorsese among its customers. Not long after Mr. Smith and his unit production manager dropped off 14 reels from their four-day shoot, the lab stopped processing film.

[Opinion: A View of the Recovered City, and Yet ...](#)

NY TIMES – Francis Clines

Closure is a clumsy description for the aftermath of 9/11. But there’s a certain sense of completion at ground zero now that the new skyscraper replacing the fallen towers is open to the flow of tourists. They look out, far out, from the observatory that tops 1 World Trade Center and offers 360-degree views of a recovered city and suburbs. “See Forever” is the upbeat motto of this new perch. It starts 100 stories above the earth, where, far down, there are fewer scars from 9/11 to be seen. The children happily taking selfies were not alive when the twin towers were brought down by terrorists. The awful past recedes fast to the splendid horizon. You have to stand tight against a window and look straight down to spot the memorial pools that outline the fallen towers’ footprints. They are matte gray reference points for the parent trying to catch a youngster up on distant history.

[Opinion: Every Drug Court Should Allow Methadone Treatment](#)

NY TIMES – Maia Szalavitz

WHEN an old offense caught up with 28-year-old Robert Lepolszki last year, he had a full-time job and had kicked heroin. But Frank Gulotta Jr., the Nassau County judge assigned to his case, forced him to end the only treatment that had ever worked: methadone maintenance. Judge Gulotta said that methadone does not enable a defendant “to actually rid him or herself of the addiction.” Complete abstinence programs were the only treatments his court allowed. Not long after stopping the medication, Mr. Lepolszki was dead from an overdose.

...The confusion is both national and local; for example, the Manhattan Treatment Court still rejects maintenance. But right now, Gov. Andrew M. Cuomo of New York and Gov. Chris Christie of New Jersey are considering whether to sign bills that have passed their State Legislatures to force all courts to allow this treatment. They should sign the bills.

[N.Y. Panel Is Set to Propose \\$15 Fast-Food Wage](#)

WSJ – Corinne Ramey

New York state’s fast-food wage board on Wednesday is expected to recommend raising the fast-food minimum wage to \$15 an hour, and the state’s labor commissioner is expected to approve that recommendation, according to a person familiar with the board’s plans. The move is fairly unusual: While other cities have raised the minimum wage to \$15, it is uncommon for a state to do so for only one industry.

[A Brooklyn Church Is About to Vanish](#)

WSJ – Emily Nonko

A year after the Civil War ended, an Episcopal church opened on Fourth Avenue in Brooklyn to serve waves of immigrants arriving from England. More than a century later, the stately Church of the Redeemer served a different population of immigrants: from the Caribbean and West Indies. “We had 16 to 18 flags for different islands...Jamaica, Antigua, St. Lucia,” said Anderson Holder, who moved to Brooklyn from Barbados 30 years ago and attended the church for seven years. “There were all different countries coming to the Church of the Redeemer.”

[At the Whitney, Back to the Gutsy ’80s](#)

WSJ – Andy Battaglia

Summer may be the art world's quiet season, but not this week at the new Whitney Museum, where the theater space will be given over to bopping plastic statues, blinking plush toys and buckets of fake blood. They are all part of a retrospective of the performance-art duo known as Dancenoise, a downtown New York City institution that has been making its peculiar moves and mucking up stages since 1983.

[Police Investigate Two Fatal Shootings](#)

WSJ – Associated Press

Police are investigating separate shootings that left two men dead on New York City streets. Just after midnight Sunday, police responded to a 911 call regarding a man shot in the Tremont section of the Bronx. Authorities later identified the victim as 20-year-old Ray Rosello, of the Bronx. He was pronounced dead at St. Barnabas Hospital. Hours later on Staten Island, police responded to a 911 call regarding a man shot on the borough's Alpine Avenue. The 33-year-old victim was unconscious and unresponsive. He was pronounced dead at the scene. His name wasn't immediately released pending notification of his family.

[Teenager Is Charged in Stabbing Death of His Father](#)

WSJ – Associated Press

Authorities say a 19-year-old Brooklyn man has been arrested in connection with the fatal stabbing of his father. Officers responded to East Third Street in Brooklyn around 10 p.m. Saturday. They found 56-year-old Mohammad Razzaq with a stab wound to the neck. He was pronounced dead at the scene. Police have arrested Hassan Razzaq on charges including murder and criminal possession of a weapon.

[New York City weather forecast calls for high temperatures, little relief from heat](#)

DAILY NEWS – Andy Mai, Stephen Rex Brown

If you're looking for relief from the heat, you'll have to hotfoot it to Wednesday. As New Yorkers sweated out a scorching Sunday, the forecast called for more of the same to start the week. Monday is expected to reach a high of 92 degrees. Tuesday is barely a shade better: Forecasts call for a high of 90 degrees. Temperatures are expected to remain in the mid-80s for the rest of the week.

[New York Lottery jackpot now includes trips around state](#)

DAILY NEWS – Erin Durkin

Winning the lottery could soon come with a jaunt upstate. Gov. Cuomo announced a new "I Love NY Cash and Travel" \$2 scratch-off ticket Sunday that offers winners free trips to the Adirondacks, Cooperstown, the Finger Lakes, Niagara Falls and New York City. More trips — each worth \$5,000 — will also be given away during a drawing of nonwinning tickets. Runners-up will get \$25 worth of "I Love NY" merchandise. It's part of a campaign to promote statewide tourism, which Cuomo unveiled at the "Adirondack Challenge" — where state officials faced off in whitewater rafting, hiking, fishing, paddle boarding and motorcycle riding.

[Assembly Speaker Carl Heastie to kick off upstate tour by meeting with Gov. Cuomo critic](#)

DAILY NEWS – Ken Lovett

Assembly Speaker Carl Heastie (D-Bronx) will kick off his maiden upstate tour Tuesday by meeting with one of Cuomo's harshest Democratic critics — Syracuse Mayor Stephanie Miner. "She's the mayor of a major city and it's a good chance to learn about the needs of the city," said Heastie spokesman Michael Whyland. Miner, who was Cuomo's hand-picked party co-chairwoman, had a falling-out with the governor after she repeatedly publicly criticized one of his policies. She has been mentioned as a potential longshot candidate for governor in 2018.

[NYS Attorney General Eric Schneiderman accepts LLC donations while calling for them to end](#)

DAILY NEWS – Ken Lovett

State Attorney General Eric Schneiderman the past six months raked in hundreds of thousands of dollars in donations through a loophole he has said should be closed. Schneiderman since January received a combined \$267,850 from more than 40 different limited liability companies, his latest campaign disclosure filings show. The LLC money was a hefty 13.1% of the \$2 million Schneiderman raised in the first half of 2015.

[NYS Controller Thomas DiNapoli raises paltry \\$264K](#)

DAILY NEWS – Ken Lovett

State Controller Thomas DiNapoli has never been known as a fund-raising powerhouse, but the \$264,372 he received the past six months was particularly paltry. It was his lowest July filing since 2008, when he had taken over the scandal-scarred office just months earlier and did virtually no fund-raising. DiNapoli, who actually was the leading vote-getter in last year's state elections, has just \$350,036 on hand. He'll need a lot more than that if he really wants to run for governor in 2018, a possibility some have raised.

[State senator lobbies Workers Compensation officials in deal his law firm sought](#)

DAILY NEWS – Glenn Blain

A state senator from Buffalo pressed state Workers Compensation Board officials to take action favored by his multi-million-dollar law firm, the Daily News has learned. Sen. Marc Panepinto, a Democrat, lobbied Workers Compensation officials to abandon plans to alter — and in some instances reduce — the reimbursement rates paid to doctors and other medical service providers shortly after taking office in January. Panepinto's opposition mirrored that of his law firm, Dolce Panepinto, which, according to its website, specializes in Workers Compensation cases and recovered more than \$8.5 million for injured workers in just the first few months of 2015. The senator personally earned more than \$1 million from his work as a partner in the firm in 2014, according to records.

[State GOP spokesman David Laska heading to private sector](#)

DAILY NEWS – Ken Lovett

State GOP Communications Director David Laska is heading for greener pastures in the private sector. The well-regarded Laska will depart at the end of the week the job he's had as state GOP Chairman Ed Cox's mouthpiece since January, 2013. He said he's accepted "a very exciting offer" to provide private equity consulting for a London firm that is getting its New York City office off the ground. Jessica Proud, who was GOP gubernatorial candidate Rob Astorino's spokeswoman last year, will likely step in on an interim basis until a permanent replacement is hired, insiders say.

['Rape is rape' law advocate, sexual assault survivor leaves New York](#)

DAILY NEWS – Ken Lovett

The young Bronx teacher who was sexually assaulted at gunpoint in 2012 by a drunken, off-duty cop has moved out of New York without seeing her three-year push for a "rape is rape" law enacted by the Legislature. "When I started, I was like, 'We'll keep going as long as it takes.' But year after year without it coming up is pretty disheartening," Lydia Cuomo — no relation to Gov. Cuomo — told the Daily News. Lydia Cuomo, along with Assemblywoman Aravella Simotas (D-Queens), was pushing a bill to strengthen the state's criminal laws by classifying forced anal and oral penetration as rape — as is done in at least eight other states. Under current New York law, only forced vaginal penetration is considered rape, while the other attacks are classified as criminal sex acts.

[Former TV reporter Jennifer Rainville fired from IDC staff](#)

DAILY NEWS – Ken Lovett

Jennifer Rainville, a one-time city TV reporter who once made headlines as the mistress of disgraced news anchor Rob Morrison, is out as communications director for the Senate Independent Democratic Conference. Rainville, who was on the public payroll since April 2014 and was making more than \$150,000 a year, fell out of favor with conference leader Jeffrey Klein (D-Bronx), sources said. In a statement, spokeswoman Candice Giove said the conference "decided to go in a different direction with their press operation." "We thank Jennifer Rainville for her service and wish her all the best in her future endeavors," Giove said.

[Colin Jost recalls a 'Summer' of fun on Staten Island in 'Saturday Night Live' star's new movie](#)

DAILY NEWS – Justin Rocket Silverman

If Brooklyn and New Jersey had a baby, it would be Staten Island. And it would grow up to be either a cop or a fireman. Or it would be a funny comedy writer like "Saturday Night Live" star Colin Jost, whose first feature film is a tribute to — and parody of — the island of his youth. Jost's "Staten Island Summer" tells the story of a teenage lifeguard at the Great Kills Swim Club the summer before he leaves for Harvard. That's a subject Jost knows well, as he worked as a lifeguard at that very swim club before he left for a particular college in Cambridge, Mass.

[Long Island girl, 5, and Bronx man drown over tragic weekend](#)

DAILY NEWS – Joseph Stepansky, Caitlin Nolan

Two people, including a 5-year-old girl, died in tragic weekend drownings, police said Sunday. Carissa Walker of Farmingville, L.I., was found unresponsive in an in-ground pool in the backyard of a Columbine Ave. home in Islip about 7:30 p.m. Saturday, Suffolk County police said. A block party was going on at the time and people were moving back and forth to various homes, cops said. Neighbors performed CPR on Carissa, who was rushed to Southside Hospital in Bay Shore but could not be saved, cops said. Also Saturday, Richmond Agbesi, 26, of the Bronx, drowned in Lake George during a college graduation celebration, authorities said.

[Man found shot to death in Staten Island: police sources](#)

DAILY NEWS – Caitlin Nolan

A 33-year-old man was found shot to death in Staten Island early Sunday, police sources said. Emergency responders rushed to the scene on Alpine Ave. near Rugby Ave. about 7 a.m. and found James Hall, of the Bronx, shot in the back, police said. Hall was pronounced dead at the scene and police were investigating but had made no arrests.

[Teen killed, 3 others injured in Queens crash: cops](#)

DAILY NEWS – Andy Mai, Joseph Stepansky

One teen was killed and three other people were injured Sunday night in a Queens crash, cops said. A 17-year-old boy was driving a Honda sedan north on 231st St. with two passengers when their car T-boned a Nissan SUV driven by a 20-year-old man at 119th Ave. in Cambria Heights at 6:11 p.m., police sources said. Horrified witnesses were seen saying prayers as emergency workers rushed to extricate the pinned passengers. “They were dug up from the car by the firefighters,” said Mirle Pike, 60, who lives on the block. “It wasn’t chaotic, but people were praying.”

[Jailed drug smuggler reveals he buried body in Brooklyn backyard to stop wife from selling home](#)

DAILY NEWS – John Marzulli

A fugitive drug smuggler wounded in a shootout with U.S. marshals and NYPD detectives last summer revealed to federal agents that there was a body buried in the backyard of his Brooklyn home to prevent his wife from selling the place and keeping all the cash. Oswald Lewis’ personal soap opera is spelled out in court papers filed in Brooklyn Federal Court seeking to suppress the post-arrest statements. Lewis, 45, was wounded in the arm during the wild shootout with law enforcement in Queens, ending more than two decades on the run from a drug indictment in Virginia. He started blabbing to federal agents at Jamaica Hospital, records show.

[Two teens nabbed in four Staten Island paintball attacks: police](#)

DAILY NEWS – Joseph Stepansky

Two teens who randomly splattered five victims with paintballs in four attacks on Staten Island have been cuffed, police said Sunday. Andrew Larstanna, 17, and Nicholas Barranco, 18, both of Staten Island, cruised around the island, shooting victims with the paint-filled spheres, cops said. The duo shot a 67-year-old man in the right arm in Manor Heights on July 10, according to police. The next day, in an hour-and-a-half span, the pair hit two teenage girls during one attack and a 45-year-old woman and a 67-year-old woman in two other attacks, authorities said.

[Editorial: Cuomo steps up to crack down on exploitation of low-wage workers](#)

DAILY NEWS – Editorial

The rampant mistreatment of workers at the bottom of New York’s economic ladder is drawing a much-needed crackdown from Gov. Cuomo. Acknowledging that labor laws are being flouted by bottom-feeding employers, Cuomo formed a 10-agency task force charged with both punishing violators and fixing a broken enforcement system. The need for comprehensive action is obvious from studies documenting widespread breaches of wage, hour and job-classification rules, from successful lawsuits for back pay against high-end restaurants for chiseling their workers’ pay, and from fines levied against offenders who view them as a cost of doing business.

[Cuomo bringing back ‘I Love NY’ campaign](#)

NY POST – Michael Gartland

Here's a way to show New York a whole lotto love. The New York Lottery and the state's tourism arm are launching a new "I love NY" scratch-off ticket to promote tourism in five parts of the state: the Big Apple, Cooperstown, the Adirondacks, Niagara Falls and the Finger Lakes. The tickets, adorned with iconic red hearts, offer prizes that include 15 different vacation packages valued at \$5,000 apiece, up to \$25,000 in cash and \$25 worth of "I love NY" merchandise. Gov. Cuomo announced the new scratch-off game Sunday as part of a broader push to boost tourism in the Adirondacks.

[The city's most deafening subway station is...](#)

NY POST – Amber Jamieson

It's a real pain in the ear. South Ferry is the loudest station in an already ear-crushing subway system, with trains rumbling out at 111 decibels — as loud as a rock concert — according to a Post survey. Doctors say listening to such volume for one minute could result in permanent hearing damage. It takes a full 40 seconds for the train to pull out of the semi-circular station. Using a digital sound-level meter, The Post tested 20 stations that generate chronic noise complaints to see what all the racket is about. What we found was head splitting.

[Outrage as American Museum of Natural History plans to expand into park](#)

NY POST – Carl Campanile

The American Museum of Natural History — home of the Theodore Roosevelt Memorial — is planning to cut into a park named after the nature-loving 26th president to build a \$325 million science center, community members claim. The Richard Gilder Center for Science, Education and Innovation has been envisioned as a six-story, 300,000-square-foot expansion of the museum that would sit on part of the adjacent Theodore Roosevelt Park, museum officials confirmed.

[Sloan-Kettering cancels patients' comedy show after 22 years](#)

NY POST – Laura Italiano

Memorial Sloan Kettering Cancer Center has axed a popular twice-monthly comedy show that for 22 years cheered up its patients. "They told me they have new management, there are new changes, and one of them is my show," said funnyman Maury Fogel, the creator of "Keeping Them in Stitches." "It's a shame, because no money was coming out of their pockets," he said of the hospital. "We just gave them a few laughs."

[Schumer calls for probe as airlines freeze out discount sites](#)

NY POST – Marisa Schultz, Sarah Trefethen

Sen. Charles Schumer Sunday called for a federal investigation into airlines withholding flight info from discount websites, like Expedia, TripAdvisor and Orbitz — a practice he alleges could cost travelers \$6 billion annually in higher airfares. The Department of Justice and Department of Transportation are already investigating airlines for alleged collusion, and Schumer is asking the probe to go further as more airlines freeze out discount booking websites from their flight info. "The ability to bargain shop on these websites ... is facing some serious turbulence," Schumer said. "If we do nothing they might be gone in a year or two."

[Elderly man mugged at gunpoint in Central Park](#)

NY POST – Ben Feuerherd

Six teens tried to rob an elderly man in Central Park at gunpoint Saturday night, police sources said. The thugs approached the 77-year-old man near 102nd Street and West Drive around 9 p.m. One of the thugs pulled his weapon and demanded that the elderly man empty his pockets, according to the sources. But the heist was foiled when a Central Park conservatory vehicle pulled up, and the boys fled empty-handed.

[Teenager T-boned in car at intersection killed in crash](#)

NY POST – Ben Feuerherd

A teenager was killed in a two-vehicle crash in Queens Sunday evening, police said. The unidentified victim was riding in the front passenger seat of a Honda sedan when it was T-boned by a Nissan SUV near the intersection of 119th Avenue and 231st Street in Cambria Heights just after 6 p.m., according to police. He was rushed to Franklin Hospital in nearby Valley Stream, LI, where he was pronounced dead.

[Neighbors say dad who was stabbed to death abused his kids](#)

NY POST – Reuven Fenton, Dana Sauchelli, Chris Perez

A Brooklyn teen accused of fatally stabbing his dad is a good kid pushed to the brink by an abusive father who had been molesting one of the boy's sister's, neighbors and prosecutors said Sunday. "The son is a good son. He was getting beat every night," a neighbor named Bobby said of 19-year-old Hassan Razzaq. "This was a tragedy waiting to happen. The neighborhood knows about it, the police officers know about it, everybody knows about it."

[Man says lawsuit over \\$27K pre-K bill like 'getting cancer'](#)

NY POST – Kathianne Boniello

A Manhattan dad likened being sued for his son's \$27,000 nursery-school bill to getting cancer, the pricey pre-K claims in a lawsuit. In February Keith and Charlene Goggin signed up their 4-year-old child for Beginnings Nursery School in Gramercy Park so he would have a spot in the fall. The couple had until May 1 to change their minds without penalty, the school says in a Manhattan Supreme Court lawsuit it filed against the parents. But the Goggins waited until mid-June to cancel, and then refused to pay, practically daring the school to sue them, Beginnings claims.

[Editorial: Scott Stringer needs to start explaining his victim-payout awards](#)

NY POST - Editorial

City Comptroller Scott Stringer has no problem demanding full transparency from pretty much every single municipal agency — except his own. This, when his office has become a virtual Bank of Stringer, cutting huge checks to settle lawsuits in high-profile cases. Over the past 15 months, Stringer has doled out \$37.8 million in taxpayer funds in seven cases even before a lawsuit was filed. The most recent was the \$5.9 million he agreed to pay the family of Eric Garner over his death in police custody. How Stringer arrived at that figure — which he even raised by nearly \$1 million after the Garner family rejected an earlier offer — the comptroller refuses to say.

[Editorial: Who needs these third parties?](#)

NY POST – Editorial

New York voters just caught an unexpected — and unintended — break that may well create a bit of breathing space on their ballots next Election Day. Turns out Gov. Cuomo's Women's Equality Party — which won a permanent ballot line last November by attracting 50,000 votes for governor — may not be legal. And that would leave the "party" subject to legal challenge if it tries to endorse other candidates in upcoming elections. Seems the WEP — ostensibly founded to push women's issues, but actually an unsuccessful effort to steal votes from the union-controlled Working Families Party — bungled the paperwork to formally constituting itself.

[Opinion: How New York's leading on criminal-justice reform](#)

NY POST – Governor Andrew Cuomo

President Obama spoke to the nation last Wednesday about a problem facing all citizens — the continued lack of confidence in our criminal-justice system. The issue is, Obama said, "a source of inequity that has ripple effects on families and on communities and ultimately on our nation." New Yorkers understand these challenges all too well, and haven't been immune to the tragedies that occur when the justice system breaks down. At its core, that breakdown fosters a lack of trust in the same individuals the system is designed to protect. That's why last week, New York took a historic step to address a very specific, yet profoundly impactful, outgrowth of this lack of trust. I issued an executive order appointing the state attorney general to investigate and prosecute cases involving police officers who in their official capacities allegedly cause the death of an unarmed person.

[Opinion: Freedom is everything — celebrating my 'Americaversary'](#)

NY POST – Karol Markowicz

Every year on July 20, my mother and I celebrate our "independence day" — our "Americaversary," the day we came to America from the Soviet Union. Today marks 37 years since we arrived in the United States. It was 1978, and though I was a young child I was raised with one mantra from the get-go: You are American, and freedom is everything. Members of my family were let out of the Soviet Union in stages. My grandmother and her sister were first. They arrived in 1976, two women over 50, starting new lives in a mysterious country they knew nearly nothing about. When my father arrived the following year, New York and the country were in turmoil. He worried about

what my mom and I would find when we got here. It was the Summer of Sam, the New York City blackout. Crime was at an all-time high; Iran was holding our hostages and mocking us.

[Mark-Viverito declares end to unrepresented minors crisis](#)

CAPITAL NY - Gloria Pazmino

A year after hundreds of unaccompanied immigrant children crossed the United States' southern border, creating docket surges at immigration courts and the need for shelter, City Council Speaker Melissa Mark-Viverito says all of the minors who ended up in New York City now have legal representation. Mark-Viverito will announce on Monday that the City Council's "Unaccompanied Minors Initiative" has successfully provided free attorneys for every child who has arrived in the city, and will continue to do so, creating what she says should become a national model for other cities and states facing the same crisis. Mark-Viverito, a native of Puerto Rico who has made immigrant rights a cornerstone of her speakership and often speaks on the topic at the national level, will also call for increased help and protections for undocumented children across the country. So far, since the height of the docket surge last summer, the program has taken on 648 cases, screened 1,600 immigrants and won 14 asylum petition cases, according to data provided by Mark-Viverito's office.

[Cuomo delays funding for stem cell research](#)

CAPITAL NY - Dan Goldberg

Just days into his second term, Governor Andrew Cuomo announced the expenditure of \$36 million in state funds for stem cell research, saying "[t]his state is proud to be a leader in the health care industry." But the money has not been spent, and last month a state health department official said contracts with three medical institutions awarded the money would be postponed for at least three more months. Weill Cornell Medical College, the Roswell Park Cancer Institute and the Icahn School of Medicine at Mount Sinai—the three institutions whose research contracts have been delayed—declined to comment for this story.

[Facing decline, Catholic schools form a charter-like network](#)

CAPITAL NY - Eliza Shapiro

Our Lady Queen of Angels, a 123-year-old Catholic school in East Harlem, is starting to look a lot like the Success Academy charter school around the corner. At Queen of Angels, an intricately decorated bulletin board—a fixture of charter school hallways—promoting the reading prowess of the school's kindergarten classes hangs next to framed photographs of Pope Francis and Cardinal Timothy Dolan. The school is replacing its dusty slateboards with new whiteboards, and its leaders are picking out new desks for next year, an attempt to be what its leaders call "intentional with branding," a phrase and philosophy borrowed from the charter sector. The nuns who taught here during the glory days of Catholic education in New York would not have recognized the term.

[Council Speaker Announces Free Attorneys for All Undocumented Migrant Children](#)

NY OBSERVER - Will Bredderman

Council Speaker Melissa Mark-Viverito declared today that an initiative launched last year to guarantee legal representation to all of the undocumented immigrant children inundating the city has been a success—and has already obtained asylum for more than a dozen youth lacking proper paperwork. Ms. Mark-Viverito proudly announced that the multi-million-dollar New York City Unaccompanied Minors Initiative, started last year to handle the cases of the thousands of underage children pouring in without their parents, has successfully gotten free lawyers for some 1,600 foreign national boys and girls and won asylum for 14 of them—meeting the speaker's goal of providing legal representation to every unaccompanied child facing deportation. The Puerto Rican-American Ms. Mark-Viverito has made granting shelter to foreign nationals, especially youth, one of her flagship issues as speaker, with the Council allocating \$2.5 million toward getting them attorneys in fiscal years 2015 and 2016.

[Will Pope Francis Motorcade through the Streets of NYC?](#)

WNYC - Lance Luckey

Pope Francis will make his first visit to New York City September 24, and the Archdiocese of New York has been busy working to finalize the details of his 36-hour itinerary. Last month, the Vatican announced plans for the Pope to visit several locations in the city — including an East Harlem Catholic School and the 9/11 Memorial — and bookend the stay with masses at a newly-renovated St. Patrick's Cathedral and Madison Square Garden. But

speaking on the Cats Round Table with John Catsimatidis on Sunday on AM 970, Cardinal Dolan acknowledged this schedule will leave out many Catholics who wish to see Pope Francis.

[Pope to stress interfaith ties during NYC visit, Cardinal Dolan says](#)

AM NY - Emily Ngo

Pope Francis will seek to emphasize the importance of interreligious relations during his September visit to New York City and will hold up the city as a prime example of harmony among faiths, Cardinal Timothy Dolan said Sunday. Dolan said the pontiff will reflect and grieve on the use of religion as a vehicle of violence during the 9/11 terrorist attacks and then meet with clerical leaders who work toward a peaceful path together. "Pope Francis has been amazed at the interreligious friendship and harmony in the United States and especially in New York," Dolan told 970/AM host John Catsimatidis during a radio interview. His busy schedule while in the city includes a Sept. 25 address to the General Assembly of the United Nations that will be "a ringing call for religious freedom, the protection of all religions around the world, particularly religious minorities," Dolan said.

[Schumer: Airlines trying to avoid Kayak, Orbitz, others](#)

AM NY - Staff

Airlines are pushing back on sharing their information with fare comparison sites like Kayak and Orbitz, Sen. Charles Schumer said Sunday as he called for a federal investigation into whether air carriers are colluding with each other. "The idea of comparison shopping is running into a lot of turbulence," Schumer said. Bargain sites like TripAdvisor save passengers over \$6 billion a year, but officials say several airlines are beginning to withhold their schedule data and price information from the smaller travel sites.

[19-year-old Brooklyn man stabbed, killed father: NYPD](#)

AM NY - Brendan Twist

Officials say a 19-year-old Brooklyn man stabbed and killed his father at their home on Saturday night. The NYPD responded to a 911 call on East Third Street just after 10 p.m. on Saturday and found 56-year-old Mohammad Razzaq unconscious and unresponsive with a stab wound to the neck. He was pronounced dead at the scene. Police arrested the victim's son, Hassan Razzaq, and charged him with murder and criminal possession of a weapon. An investigation is ongoing.

[Weapons carried by suspects on Staten Island confirmed as paintball guns: NYPD](#)

AM NY - Staff

After issuing an alert when several suspects were photographed carrying what appeared to be assault rifles in a Staten Island parking lot, the NYPD confirmed Friday that the weapons pictured were paintball guns. "Interviews conducted by NYPD and FBI investigators as part of the Joint Terrorism Task Force in New Jersey have revealed that the registered owner of one of the vehicles indicated that he was planning to go paintball shooting with friends," Deputy Commissioner John J. Miller said in a statement.

[Editorial: Special prosecutor not the answer in policing cops](#)

AM NY - Editorial

Albany's failure to reform the grand jury system, especially in cases involving lethal police encounters with unarmed civilians, is irresponsible. After state lawmakers left the Capitol last month, Gov. Andrew M. Cuomo defaulted to the only option left. Using his power to appoint a special prosecutor to override a local district attorney, he gave Attorney General Eric T. Schneiderman blanket power, for a year, to investigate all cases in the state of police-involved civilian deaths. Schneiderman, who made the request for such power in December, now may be thinking: Be careful what you wish for. For the past few days, the state district attorneys association has pushed back against Schneiderman's guidelines for cooperation. If there were a fatal police shooting of an unarmed civilian today, it's unclear how the process would work, especially early in the investigation.

[Lights out on Staten Island](#)

METRO - Staff

Big power outages Sunday afternoon affected 1,200 people, reported NY1. The outages began at midday from North to South shores between Sleight and Page Avenues. ConEdison responded to the problems, and NY1 reported power

was restored around 6:30 pm. The power outages corresponded with one of the hottest days yet of the summer. An advisory released Sunday morning by ConEdison recommended setting AC units to the highest comfortable temperature, and said that every degree lower the thermostat is set, energy bills rise by 6 percent. ConEdison also advised residents to run appliances like ovens, washing machines and dryers and dishwashers in the early morning or late at night during cooler temperatures.

[Bicyclist impaled on a fence](#)

METRO - Staff

A 41-year-old bicyclist in Ridgewood, Queens suffered a horrifying accident Sunday morning when he hit a pothole while riding in the bike lane and fell off the bike and hit his head, said police. He then stood and stumbled into a wrought-iron fence, impaling his neck on the rail. The accident happened in front of 380 Woodward Ave., near Stockholm Street. The man was taken by emergency personnel to Wyckoff Heights Medical Center in stable condition, according to a police spokesman. "He hit his head really hard," an unnamed witness told the Daily News, "Then, in a daze, he starts stumbling onto this fence. He falls onto the fence and skewers his neck. (It went) all the way through his neck. It was the most gruesome, weird thing I have ever seen." Emergency responders had to cut off a section of the fence to extricate the man, reported the Daily News.

[NY health exchange adds 1.1 million to Medicaid](#)

SI ADVANCE - Associated Press

New York has added 1.1 million people to Medicaid since the state health exchange opened last year in the national effort to connect the uninsured with low-cost coverage. More than 6.2 million New Yorkers are now enrolled, almost one-third of its 19 million people. The exchange, which was designed to connect uninsured New Yorkers with commercial policies, had the effect of bringing a larger number of low-income residents to the government-funded program.

[JFK airport building luxury animal terminal](#)

SI ADVANCE - Associated Press

Jet-setting stallions and high-flying hounds at New York's John F. Kennedy International Airport can look forward to a new luxury terminal that will handle the more than 70,000 animals flying in and out every year. The ARK at JFK, its name inspired by Noah's biblical vessel, will more than measure up to terminals for humans: Horses and cows will occupy sleek, climate-controlled stalls with showers, and doggies will lounge in hotel suites featuring flat-screen TVs. A special space for penguins will allow them mating privacy. The ARK is billed as the world's first air terminal for animals.

[New Brighton activist's letter 'perfectly expresses' harm Grimm caused, sentencing judge said](#)

SI ADVANCE - John Annese

Michael Grimm lined up 35 letters of support in a bid for leniency in his federal tax fraud case, but on Friday, his sentencing judge focused instead on a single missive, written by a New Brighton activist blasting the former congressman. Moments before sentencing the former congressman to eight months behind bars Friday, U.S. District Judge Pamela K. Chen quoted extensively from a letter penned by New Brighton activist Linda Winkler, saying it "perfectly expresses the particular harm brought by Mr. Grimm's conduct."

['Smooth sounds' of jazz, R&B transform quiet East Shore waterfront Sunday](#)

SI ADVANCE - Virginia Sherry

Cool music and pleasant cool breezes greeted hundreds of folks who arrived with lawn chairs to enjoy the 5th annual "Smooth Sounds By the Sea" concert Sunday on the stunning green waterfront lawn of historic Alice Austen House in Rosebank. The event -- held every year on the third Sunday in July -- continues to grow in popularity, according to Minnie Graham of Stapleton. "It's taken off -- every year the crowd increases," she said, explaining that the annual concert is a fundraiser to support the borough's annual, all-day Staten Island Black Heritage Family Day, set for Saturday, Sept. 19, 2015. Graham has coordinated the family day since its inception.

[For child with rare skin disease, a \\$75K gift of solar panels](#)

SI ADVANCE - Kristin Dalton

"No way, you're doing what?!" was Faye Dilgen's initial reaction when Audrey Casso presented her a \$75,000 check. The check was from Amergy Solar -- a solar panel installation company -- to cover the cost of labor, materials, tree removal and installation of solar panels for their home. Faye's 12-year-old son John Hudson Dilgen has been living with Epidermolysis Bullosa (EB) since birth. EB is rare disease that causes the skin to blister in response to injury, heat, scratching, or friction. In severe cases, blisters can occur inside the body.

[Man, 33, found shot to death in Sunnyside](#)

SI ADVANCE - Ryan Lavis

A man was found shot to death in Sunnyside Sunday morning, an NYPD spokesman said. Police discovered the 33-year-old victim with a gunshot wound to the back at around 7 a.m. outside 61 Alpine Ave., police said. EMS pronounced the victim dead at the scene, the spokesman said. A detective at the scene said police are investigating whether the victim's body may have been dumped there, adding that it's still unclear at this time exactly what happened.

[Bronx man identified as shooting victim; detectives hunt for killer](#)

SI ADVANCE - John Annese

Police have identified the man found shot to death in Sunnyside Sunday morning as James Hall, a Bronx resident who sources said had survived a 2005 shooting. Cops found Hall dead, with a gunshot wound in his back at around 7 a.m., outside 61 Alpine Ave. Detectives are still trying to determine whether he was killed at that location, or whether he was dumped there, sources said. Hall, 33, had lived in Port Richmond in the past, sources said.

[Heroin delivery in Great Kills: 'It's just everywhere'](#)

SI ADVANCE - Ryan Lavis

As a recovering addict, Brittany Salinari claims that five months ago when she was still using drugs, buying heroin on Staten Island was as simple as ordering a pizza. Salinari, 24, a new mother who is currently in a substance abuse treatment program, recalls dealers regularly delivering her bundles of heroin while she was still living at her parent's house in Great Kills. That delivery system, she says, made her feel better protected from the attention of police. "I didn't have to leave my house to ever get heroin — people would come here and sell it to me," Salinari said. "I didn't have to go anywhere. I felt safer that way."

[Police: People photographed handling paintball guns are not a threat](#)

SI ADVANCE - Vincent Barone

A police spokesman told the Advance Saturday night that there is no need to be alarmed by the individuals that were photographed brandishing assault rifle-like paintball guns in a Midland Beach parking lot on Friday. The people pictured, police said, were simply going paintball shooting.

[Editorial: Wariness about fate of St. Francis property is still warranted](#)

SI ADVANCE - Editorial

We were struck the other day by a story in the Advance about the borough's leading environmental organization, Protectors of Pine Oak Woods, marking the anniversary of one of its greatest triumphs. The event was a nature walk through the beautiful St. Francis Woodlands tract atop Todt Hill and the occasion was a commemoration of the group's success in persuading then-Gov. George Pataki to have the state purchase most of a 29-acre tract surrounding the St. Francis Friary. The Conventual Franciscans, the order that owned the property and ran a retreat house and religious center in the main building on the site for the better part of a century, was eager to shed the expense of maintaining the sprawling tract.

[Battery Park City: A mini suburb in Downtown](#)

EL DIARIO - Staff

Like the mythological phoenix, Battery Park City (BPC) has been reborn and has risen from the ashes. The 9-11 tragedy devastated this "mini village" that despite the coup, got up and went forward. Residents had to wait months, or even years, to return to their homes. In October 2012, Hurricane Sandy struck the area, including material damage and flooding again. "This was destroyed after Sandy. The companies went to Midtown but gradually returned and

today already 80 percent of firms. The area has appreciated so much and we decided to open this business," says Cristian Ferreira, while preparing a coffee to a customer.

...Looking further back, BPC also suffered with the pump in the basement of the World Trade Center in February 1993. Today, BPC has recovered and is a beautiful neighborhood in the southwestern tip of Manhattan.

[Brain drain: New wave of Puerto Rican immigration](#)

EL DIARIO - Staff

New York- The financial crisis in Puerto Rico is the trigger for a massive emigration which saw its peak last year. Experts say that the wave is the largest since the historic exodus of the 1950s and 1960s, but now are young professionals who leave the island. "Seekers of our vacancies reflect a significant increase of young migrants from Puerto Rico to New York metropolitan area," said Edwin Melendez, president of Centro for Puerto Rican Studies. "Many are enrolled in universities in the area and seek only part time job to devote to it studies. "

[Movies that do not usually travel in the city that does not usually sleep](#)

EL DIARIO - Staff

Daniela hasty walk through the streets of Mexico City. Exit the bank and is headed for a meeting and then another. Your list of 'To Dos' is very long for the few days left before leaving for New York where from July 23 will be presenting a series of Mexican black cinema at the Museum of Modern Art. "It's the first time that this kind of show our film in NY and I feel very honored that these films are not well known to reach New Yorkers," he says.

[No more homophobic attacks is the demand of Bushwick](#)

EL DIARIO - Staff

New York In 2008 the city of New York is rocked with the atrocious attack on Ecuadorian brothers Jose and Romel Sucuzhanay at the hands of Hakim Scott and Keith Phoenix, who thought they assaulted a gay couple. Seven years after the incident, the Bushwick neighborhood continues to face homophobia and transphobia. "We can not allow the shedding of innocent blood on our streets by hatred and intolerance," said Romel Sucuzhanay, who became 83 assistant police headquarters following the murder of his brother Joseph. "No matter what our preferences or color, all deserve to walk free without fear of being insulted or attacked."

[Developer of luxury condo project near the High Line secures \\$74.5M loan](#)

CRAIN'S NY - Daniel Geiger

The builder of what will be one of the city's tallest luxury condo towers has just secured the financing necessary to break ground on a high-end residential project near the High Line. Developer Michael Stern, a Crain's 40 Under 40 this year, in partnership with Largo Investments, arranged a \$74.5 million construction loan with the Spanish lender Santander Bank to build the Fitzroy, a 10-story, 14-unit condo on West 24th Street, according to sources.

[Opinion: The good news about NY's low test scores](#)

CRAIN'S NY - Erik Engquist

It's inevitable: When New York's standardized test scores are discussed, everyone focuses on the portion of students achieving proficiency. And, as Gov. Andrew Cuomo often points out, that number is under 40%. "Thirty-one percent of third to eighth graders are proficient in English, but 99% of the teachers are rated effective; 35% of third to eighth graders are proficient in math but 98% of the math teachers are rated effective," Mr. Cuomo boomed in his state of the state address in January. "Who are we kidding, my friends?" But he omitted a key fact: Proficiency thresholds are essentially arbitrary. Every state has its own tests and decides what scores connote proficiency.

National News:

[For G.O.P., Pope Francis's Visit to Congress Comes With Tensions](#)

NY TIMES – Jennifer Steinhauer

In the Reading, Ohio, neighborhood where Speaker John A. Boehner grew up, nearly every house had two things on the wall: a crucifix and a photo of the pope. "You never ever expected to meet the pope," said Jerry Vanden Eynden, a lifelong friend of Mr. Boehner's. "In all of our minds, the pope was the closest thing to meeting God in person here on earth." When Pope Francis comes to Capitol Hill in September, he will be the first pontiff to address a joint

meeting of Congress, where more than 30 percent of the members are Catholic. The visit will fulfill a long-held dream of Mr. Boehner, who says only his working-class roots as a bar owner's son are more essential to his core than his Catholic upbringing. He has extended offers to popes for the last 20 years, and Francis, after taking nearly a year to consider, was the first to accept.

[U.N. Vote on Iran Nuclear Deal Irks Congress](#)

NY TIMES – Michael Gordon, David Sanger

During the closed-door talks in Vienna on limiting Iran's nuclear program, Secretary of State John Kerry argued that the United Nations Security Council should not vote on lifting sanctions on Iran until Congress had a chance to review the deal. But he ran into a wall of opposition from Iran, Russia and even the United States' closest European allies, who argued successfully that Security Council action should come first, according to Western officials. On Sunday, as the Obama administration submitted the Iran nuclear agreement to Congress for what promises to be a raucous 60-day debate, Mr. Kerry and President Obama began grappling with the fallout of that decision, which has complicated their efforts to secure much needed support within their own party.

[Who Advises Candidate Trump? \(Hint: His Name Is Donald\)](#)

NY TIMES – Maggie Haberman, Michael Barbaro

In what passes for normal inside Donald J. Trump's unorthodox campaign for president, he flew from Arkansas to Iowa on his Trump-emblazoned jet on Friday, arrived the next morning at a candidate forum without any prepared remarks and, wearing a bright red tie that evoked his days on "The Apprentice," told the world exactly what he thought about Senator John McCain's reputation as a war hero. It was an improvised fit of pique, roundly and vigorously denounced by his rivals all weekend, that exposed the biggest vulnerability of Mr. Trump's campaign for president: It is built entirely around the instincts and grievances of its unpredictable candidate — and does not rely on a conventional political operation that protects presidential hopefuls from themselves.

[A Wizard at Prying Government Secrets From the Government](#)

NY TIMES – Ravi Somaiya

When the reporter Jason Leopold gets ready to take on the United States government, he psychs himself up by listening to the heavy metal bands Slayer and Pantera. Mr. Leopold describes himself as "a pretty rageful guy." He argued recently with staff members at his son's preschool because he objected to their references to "Indians" and they objected to his wearing family-unfriendly punk rock T-shirts to school meetings.

International News:

[Greeks Worry About Bailout's Push for an Economic Overhaul](#)

NY TIMES – Liza Alderman

For Greece, it's the economic equivalent of the Big Bang. So far, the questions about the tentative Greek bailout deal have focused on the pact's austere insistence on further cost cuts and new tax increases. But just as disruptive to Greek life could be the fundamental changes the pact is demanding in the cozy old ways that the country conducts business — changes meant to make Greece a more modern, efficient eurozone economy. The question is whether the economic overhaul, assuming that Prime Minister Alexis Tsipras can make it happen, would enable Greece to grow its way out from under the country's staggering debts.

[Merkel Calls for Swift Start of Greek Bailout Talks](#)

NY TIMES – Alison Smale

Chancellor Angela Merkel of Germany on Sunday called for the swift start of negotiations on the Greece bailout package, reiterating her insistence that there will be no reduction in Greek debt but saying that other relief measures can be discussed once Greece has been stabilized. "There are 11 million people in Greece," Ms. Merkel told the ARD public service broadcaster in an interview, and, while banks are set to reopen Monday, "there is no normal life," she said. That is why, she said, "we should start negotiating quickly."

[As Beijing Becomes a Supercity, the Rapid Growth Brings Pains](#)

NY TIMES – Ian Johnson

Every morning at 5:30, Liu Desheng joins a dozen retirees waiting for the express bus to central Beijing from this small city in Hebei Province. They stand at the front of the line but never board, instead waiting as bus after bus pulls up, each picking up 50 people from the ever-lengthening line behind the retirees. Around 6:30, their adult children arrive. The line, now snaking down the street, has become an hourlong wait. People cut in, and a shoving match breaks out. But the retirees have saved their children this ordeal. When the next bus pulls up, the young adults take their parents' places at the head of the line and board first, settling into coveted seats for a 25-mile ride that can take up to three hours.

[Israel Arrests 4 Palestinians in West Bank Shooting](#)

NY TIMES – Isabel Kershner

Israeli authorities have uncovered a network of Hamas militants suspected of involvement in a shooting that killed an Israeli man and wounded three others in the West Bank in June, Israeli security officials said Sunday. Israel's Shin Bet internal security agency said in a statement that the military and the police had arrested four Palestinians this month — three residents of the West Bank village of Silwad, and an older relative from the northern West Bank who is accused of aiding the group.

###

From: McGinn, Isaac
Sent: Tuesday, July 21, 2015 7:01 AM
Subject: Morning Press Clips — Tuesday, July 21, 2015

Morning Press Clips — Tuesday, July 21, 2015

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Mayor de Blasio in the News:

UBER

[City Hall, in a Counterattack, Casts Uber as a Corporate Behemoth](#)

NY TIMES – Matt Flegenheimer

The most aggressive, ubiquitous broadsides leveled against Mayor Bill de Blasio in recent memory have come not from Republican foes or skeptics of the mayor's housing plan, or even the Democratic governor with whom he is engaged in an open feud. They have arrived, in television ads, letters and strategically insulting app features, all courtesy of the car-hailing company Uber, which is fighting a New York City proposal to cap its growth. And over the last several days, in phone calls with supporters and strategy sessions at City Hall, the mayor's team seems to have coalesced around its response plan: Equate Uber to the most polarizing of big-box boogymen.

[Opinion: Uber Crashes the Democratic Party](#)

WSJ – William McGurn

It is an axiom of modern American life: Offer a new service that is wildly popular with the public, and sooner or later you will find yourself labeled an enemy of the people. The latest target is Uber, the app-based ride-sharing service that since its launch in San Francisco just five years ago has expanded to more than 300 cities across the globe. Here in New York, Uber is now locked in combat with the city's progressive mayor, Bill de Blasio. In a Sunday op-ed for the Daily News, Mr. de Blasio said he aims to freeze Uber's expansion until his regulators can figure out how best to block any attempts to "skirt vital protections and oversight."

[Uber's request for streamed sit-down with de Blasio denied](#)

DAILY NEWS - Erin Durkin

Uber challenged Mayor de Blasio on Monday to a live, streamed sit-down to work out their differences — only to get quickly shot down by the mayor, who slammed the e-hailing company with his strongest language yet. "I don't debate with private corporations," de Blasio said, rejecting a plea for a public, face to face conversation amid the debate over whether to sharply limit Uber's growth. "Let's be clear: Uber is a multibillion-dollar corporation, and they're acting like one. They're looking out for their corporate bottom line. They're putting their profits over all other considerations," de Blasio told reporters. "I do not debate with the heads of private corporations over their own self-interest." The fight is over a bill pushed by de Blasio that would limit for-hire services like Uber to expand by no more than 1% for a year.

[Column: How Uber saved me from cabs: Mayor de Blasio is leaving N.Y.ers stranded — like a black man trying to hail a taxi uptown](#)

DAILY NEWS – Errol Louis

The news that Mayor de Blasio and the progressive clique running the City Council want to squelch the growth of the Uber car service is a sign of bad things to come for those of us who have endured decades of outrageous and illegal mistreatment at the hands of the yellow-taxi cartel. The fancy tech-driven company and the progressives are engaging in a public war of words, with the Council and the mayor threatening to cap and essentially freeze the number of cars on the Uber platform and the company running ads slamming the cops for killing job opportunities for an estimated 10,000 people who want to become Uber drivers.

[Melissa Mark-Viverito's solution to Uber cap: share cars](#)

NY POST – Yoav Gonen, Michael Gartland

City Council Speaker Melissa Mark-Viverito suggested Monday that Uber drivers should share their personal cars so others can join an industry the city is trying to restrict. “Cars can be shared,” Mark-Viverito said when asked how the proposed 1 percent growth cap on Uber — and an up-to-15-percent cap on smaller operators — wouldn’t restrict jobs in the booming sector.

...Mark-Viverito refused to take a position on a move by Mayor de Blasio and the council to apply the brakes to e-hail services, despite echoing many of the administration’s arguments.

[Editorial: Bill de Blasio team’s subtle threats to Uber defenders](#)

NY POST – Editorial

‘Nice businesses you got there. Shame, should something happen to them.’ OK, maybe that wasn’t the precise language City Hall used to warn business groups not to side with Uber in its fight against a City Council bill that would cap its growth. But based on what sources told The Post, it might as well have been. “Their message is, ‘This isn’t your fight. Stay out of this, and we’re not going to bother you,’ ” said a political source. The unmistakable implication was that if the groups dared to speak out in defense of Uber, City Hall would “limit your business opportunities.”

[Opinion: Bill de Blasio’s anti-Uber scheme is based on misinformation](#)

NY POST – Jared Meyer

Mayor de Blasio argues that it is necessary to artificially limit the impressive growth of ridesharing while the city evaluates the industry’s effect on the city. It’s hard to take de Blasio’s many flawed claims seriously, especially when he received \$550,000 from the taxi industry for his election campaign. Instead of helping the city, limiting ridesharing’s growth would harm consumers, workers and New York’s economy.

[De Blasio declines to debate Uber](#)

CAPITAL NY – Gloria Pazmino

In an open letter to Mayor Bill de Blasio on Monday, Uber's New York City general manager Josh Mohrer asked the mayor for a face-to-face conversation with company officials to be live-streamed on the internet, “so all New Yorkers can watch.” In an email sent to users this morning, Mohrer cited de Blasio’s recently published op-ed and his administration’s promise to support mass transit and Vision Zero... De Blasio declined the request shortly thereafter, at an unrelated press conference in Brooklyn. “I don’t debate with private corporations,” he told reporters.

[\[PRO\] Mark-Viverito: App-hail bill is not a cap](#)

CAPITAL NY - Gloria Pazmino

[Taxi drivers and officials rally against Uber ads](#)

CAPITAL NY - Kelly Weill

A coalition of taxi drivers and city officials is hitting back at Uber in response to its latest ad blitz. The ride-hail app rolled out a new ad campaign last week, attacking Mayor Bill de Blasio and other members of city government who support a bill that would cap Uber growth for up to one year while the city conducts a traffic congestion study and figures out how best to regulate taxi apps. Uber’s ads, which appear online (including on Capital), on television and in targeted mailers, boast about the company’s job creation record, and accuse the mayor of doing the bidding of his supporters in the taxi industry. The ads, the taxi drivers said during a Monday press conference outside City Hall, are misrepresentative.

[\[PRO\] Source: Poll asks about de Blasio, Uber and donors](#)

CAPITAL NY - Azi Paybarah

[Uber Challenges Bill de Blasio to a Live-Streamed Debate](#)

NY OBSERVER - Jillian Jorgensen

As the battle between Uber and Mayor Bill de Blasio ramps up ahead of an expected vote on his proposal to cap e-hail apps, Uber wants to sit down and hash out it out face-to-face—live, on the internet. Uber’s latest swing at the mayor comes after Mr. de Blasio wrote in a Daily News op-ed this weekend that his desire to cap Uber’s growth was out of concern for workers, protecting riders, improving accessibility and bettering public transit. Previously, Mr. de Blasio had argued that the cap was about preventing traffic congestion—the proposed legislation calls for a study of traffic and pollution caused by e-hail services like Uber. Uber, meanwhile, has argued the mayor’s desire to cap their business is out of allegiance to taxi medallion owners who donated handsomely to his mayoral bid. “When your proposal to cap Uber was introduced, your administration said it was about congestion. The op-ed you wrote in the New York Daily News this

weekend was about everything but congestion. If you have new concerns, we want to discuss them, face-to-face, and invite you to do so in a live-streamed conversation so all New Yorkers can watch,” Josh Mohrer, the company’s general manager for New York City, wrote in a letter to Mr. de Blasio.

[De Blasio Won’t Debate Uber Execs Over Car Cap Plan](#)

NY OBSERVER - Will Bredderman

Mayor Bill de Blasio today told reporters he would not be taking leaders of the e-hail company Uber up on their offer to debate his proposal to cap their ability to add more cars while the city studies the impact of new cabs on traffic congestion. Addressing the press after an unrelated event in Brooklyn, Mr. de Blasio dismissed the challenge to a live-streamed face-off with Uber general manager Josh Mohrer as a bad faith effort to preserve the company’s lavish profits. The bill in the City Council, which could come up for a vote as early as Thursday, would only allow Uber and similar cab-apps like Lyft to bring 201 new cars onto the road in the next year—a steep drop-off from Uber’s planned addition of 10,000 new vehicles. “I do not debate with heads of private companies over their own self-interest,” Mr. de Blasio said. “Let’s be clear: Uber is a multi-billion dollar corporation, and they’re acting like one. They are looking out for their corporate bottom line. They’re putting their profits over all other considerations.”

[Radio: Against the Uber Cap](#)

WNYC - Brian Lehrer

The City Council takes up proposed legislation this week that would put a one-year cap on the growth of ride-sharing services like Uber, pending a traffic study. New York City Council member Ben Kallos argues against the bill.

[To Fight City Hall, Uber Plays to Race](#)

WNYC - Andrea Bernstein, Kate Hinds

Last year, as a brand-new mayor, Bill de Blasio opposed the expansion of charter schools. A well-financed group struck back with a television ad campaign featuring black and Latino children who said the mayor was ignoring their needs. The mayor backed down. Now, some of the same consultants from the charter schools campaign are back and working for Uber — and they’re using the same playbook. Last Tuesday morning, ads started blanketing the airwaves with the message that the temporary cap would hurt people who aren’t white, riders and driver alike. None of the people in the ads were white. The ads targeted the hundreds of thousand in contributions de Blasio has received from the yellow cab industry, making them one of his largest donors.

[Mayor Mayor Bill de Blasio balks at request for meeting with Uber to discuss cap on for-hire vehicles](#)

AM NY - Emily Ngo

Mayor Bill de Blasio rebuffed a call Monday by Uber for a public sit-down on New York City's proposal to temporarily cap for-hire vehicles -- curbing the growth of the popular, app-dispatched livery service. "I do not debate with the heads of private companies over their own self-interest," de Blasio said. An Uber official sent an open letter earlier in the day challenging the mayor's contention that the legislation -- which the City Council may vote on as early as Thursday -- was about reducing congestion.

[De Blasio hangs up on Uber](#)

METRO - Yalda Mostajeran

Mayor Bill de Blasio rejected Uber’s call for a live debate on Monday. Uber extended an offer to discuss in a live-streamed online debate de Blasio’s proposal to freeze the amount of drivers for-hire car services can hire in one year as the city investigates the effects these companies have on NYC. In an open letter to the Mayor, Josh Mohrer, Uber’s general manager for New York City, invited de Blasio to discuss any “new concerns” over the Internet “so all New Yorkers can watch.” De Blasio rejected the offer during a Monday morning press conference. “I do not debate with heads of private companies over their own self-interest,” de Blasio said. “Uber is a multi-billion dollar corporation, and they’re acting like one.” In a Daily News op-ed, de Blasio expressed concern over excess congestion caused by too many Uber drivers, consumer overcharges and lack of access to disability-friendly transportation.

[Uber continues its media attack against the Mayor](#)

EL DIARIO – Staff

The Uber taxi company is again attacking the Mayor Bill De Blasio on a television commercial, in which he calls the public to contact the mayor and ask that a rule would limit its expansion is not approved. Previously, Uber had published other trade , plus newspaper advertisements and in the same application.

[Uber Won't Be Hurt by Limit on For-Hire Car Services, Mayor Says](#)

DNA INFO - Murray Weiss

Mayor Bill de Blasio had harsh words for Uber Monday after the company challenged him to a live stream debate over a city plan to cap the growth of for-hire vehicles. "I don't debate with private corporations," de Blasio said Monday at an unrelated Brooklyn press conference. "Let's be clear — Uber is a multibillion dollar corporation, and they're acting like one. They're looking out for their corporate bottom line. They're putting their profits over all other considerations." The City Council is set to consider this week a bill that would cap the growth of for-hire vehicles such as Uber for a year while the city studies traffic congestion. "What we're talking about here is a temporary reduction in their growth," de Blasio said. "There are already many more Uber vehicles than there are yellow taxis in New York City, and that's just happened in a few years time."

[Uber challenges de Blasio to a debate, the mayor says no and a war of words ensues](#)

CRAIN'S NY - Andrew Hawkins

The demolition derby between Uber and City Hall is heating up, with the company's top executive challenging Mayor Bill de Blasio to a live-streamed debate about the city's plan to cap new for-hire vehicles. But the mayor quickly shot down the proposal. In a letter to Mr. de Blasio Monday, Uber's New York City general manager, Josh Mohrer, questioned whether the proposed cap is about reducing congestion, as claimed by city officials and members of the City Council, or other concerns, such as inequality and drivers' rights. "When your proposal to cap Uber was introduced, your administration said it was about congestion," Mr. Mohrer penned. "The op-ed you wrote in the New York Daily News this weekend was about everything but congestion. If you have new concerns, we want to discuss them, face-to-face, and invite you to do so in a live-streamed conversation so all New Yorkers can watch."

[Mayor Mayor Bill de Blasio balks at request for meeting with Uber to discuss cap on for-hire vehicles](#)

NEWSDAY - Emily Ngo

Mayor Bill de Blasio rebuffed a call Monday by Uber for a public sit-down on New York City's proposal to temporarily cap for-hire vehicles -- curbing the growth of the popular, app-dispatched livery service. "I do not debate with the heads of private companies over their own self-interest," de Blasio said. An Uber official sent an open letter earlier in the day challenging the mayor's contention that the legislation -- which the City Council may vote on as early as Thursday -- was about reducing congestion.

[De Blasio Turns Down Uber's Request to Debate Legislation Slowing App's Growth](#)

NEWSWEEK - Polly Mosendz

Uber would like a debate with New York City's mayor, Bill de Blasio, in advance of legislation that could change the way the app operates in America's largest city. De Blasio would like no part of that. The showdown is the latest turn in a fight between the city's boss and the rapidly expanding app. City officials are reviewing legislation that would cap the amount of for-hire vehicles added to the road each year, which would directly affect Uber's growth. Uber would be forced to stay within the city's limits, which would allow car bases larger than 500 vehicles to increase only by one percent each year.

[Editorial: The Uber debate](#)

WASHINGTON POST - Editorial

THE USUAL suspects — health care, immigration, welfare — are once again at the center of the 2016 presidential election. But this time around, a company barely on the map last cycle is a hot-button topic: The popular ride-sharing service Uber has become a bellwether for the positions a candidate will take on the future of the workplace and how we should regulate it. Republicans, predictably, love Uber. Sen. Rand Paul (R-Ky.), for example, likes the company because he thinks it shows how unnecessary government is to modern life. Jeb Bush, who just last week zipped around San Francisco using the service, believes that Uber encapsulates the American spirit of entrepreneurship. Democrats are warier. Party front-runner Hillary Clinton has not mentioned Uber by name, but she did reference it in a speech on the economy in which she both worried about protections for workers and praised start-up companies for “unleashing innovation.” Similarly, Martin O'Malley says Uber helps revitalize cities, yet he also calls for stricter labor laws to keep the company in check.

...Policies such as New York Mayor Bill de Blasio's (D) proposed cap on new-hire licenses for Uber drivers are too restrictive. But in states such as California, Uber is shirking even the rules the company itself proposed to state regulators. It is irresponsible for Uber not to accept the need for stricter reporting requirements and background checks to protect passengers, as well as the need for insurance to protect drivers. Politicians should recognize that, too.

[Overnight Tech: Merger reviews bring lobbying dollars](#)

THE HILL - Mario Trujillo

LEDE: A handful of telecom companies with mergers before government regulators saw their lobbying bills go up in the second quarter of the year. Charter Communications, which is pushing for regulatory approval of its proposed merger with Time Warner Cable, posted a \$1.06 million lobbying bill in the second quarter, compared to \$620,000 during the same period last year. Lobbying from Comcast, which pulled its merger plans with Time Warner Cable amid regulator concerns, decreased to \$3.8 million, from \$4.45 million this time last year.

...UBER WIRE: The showdown between New York City Mayor Bill de Blasio and Uber continues unabated. The ride hailing service asked the progressive mayor to discuss proposed caps on their service live on video chat. De Blasio declined.

[Uber NYC General Manager Speaks Out Against De Blasio](#)

HUFFINGTON POST - Emily Katz

Uber's New York general manager Josh Mohrer thinks Mayor Bill de Blasio's move to cap the car service is unrelated to a city-wide congestion problem, he told HuffPost Live on Monday. "It seems to me that the mayor's second biggest donor -- which is the taxi industry -- has contributed hundreds of thousands of dollars, and [now] he's paying them back," Mohrer told host Marc Lamont Hill. "Starting the discussion saying, 'We need to do a congestion study so we're gonna cap Uber,' but then say, 'Well, actually, it's not about congestion -- it's about all these other things' -- I would love to sit down with the mayor and talk about them," he added.

[Opinion: Sharpton's Uber Hookup](#)

HUFFINGTON POST - Josmar Trujillo

Like, probably, most New Yorkers, I hadn't thought much about Uber. That is, until Uber, the yuppie-slinging, app-based company that lets you hail a ride from your smartphone, stuck its nose into race politics. The company, worth somewhere along \$50 billion, brought in former Barack Obama campaign manager David Plouffe to help mold its political campaign as it tried strong-arming the city for less regulation. Last week Plouffe met with political opportunist-in-chief, the Reverend Al Sharpton. That might make sense for Uber, which is fighting the the New York City Council and Mayor Bill de Blasio on a temporary cap of Uber business. Sharpton, a loyal lapdog of Obama, sent a representative to an Uber press conference in Harlem where this was uttered: "If [Eric] Garner had a job, today he would be alive..."

[Mayor De Blasio To Uber: "I Don't Debate With Private Corporations"](#)

BUZZFEED – Johana Bhuiyan

This morning Uber NY General Manager Josh Mohrer sent an open letter to Mayor Bill de Blasio inviting him to a public, live-streamed conversation to discuss his proposal to cap the number of drivers of Ubers and other for-hire cars in New York City. "When your proposal to cap Uber was introduced, your administration said it was about congestion," the letter reads. "The op-ed you wrote in the New York Daily News this weekend was about everything but congestion. If you have new concerns, we want to discuss them, face-to-face, and invite you to do so in a live-streamed conversation so all New Yorkers can watch." In the New York Daily News op-ed to which Mohrer referred, de Blasio cited the company's many regulatory battles not just in New York, but in California and London as well.

[Inside the meeting that launched the war between Uber and New York's Mayor](#)

MASHABLE - Seth Fiegerman

Uber and New York City Mayor Bill De Blasio, now at war, gave up their chance at peace last week. For two hours last Monday, representatives from Uber and Mayor Bill de Blasio's office met for a conversation about City Hall's support for a controversial measure that would limit the number of ride-hailing vehicles on the street for a year. Meant to bring both sides together, the meeting instead drove them further apart. According to multiple sources present who recalled the tense meeting to Mashable, Uber and the mayor's office exchanged diametrically opposed views. The mayor's office has framed the initiative first and foremost as an effort to curb congestion and study the impact of these services, but during the meeting his camp aired additional concerns about worker rights, driver qualifications and passenger safety.

[Clinton Talks Pantsuits, Ignores Syria in Facebook Q&A](#)

THE FISCAL TIMES - Rob Garver

Earlier this year, Hillary Clinton had inspired her critics to keep a running tally of how many days she went without answering questions from journalists. Intent on controlling the message she sends to voters, Clinton is very sensitive to the

fact that her interactions with journalists always have the potential to go downhill rapidly at the first sign of embarrassing questions about missing emails from her term as Secretary of State or about the Clinton Foundation's fundraising. ...Justin Green of IJ Review asked about the war in Syria, while Andrew Stiles of the Washington Free Beacon asked about New York Mayor Bill Di Blasio's policy regarding the car service Uber.

[New York mayor calls for 'pause' in Uber's growth](#)

TELEGRAPH - Staff

New York Mayor Bill de Blasio said on Monday he wants to put brakes on Uber's growth "as quickly as possible," amid an increasingly heated feud with the online ride-booking service. The New York City Council could vote this week to impose severe restrictions on Uber, limiting its expansion to one per cent in the coming year to allow time to study the impact of the car service on traffic and pollution. "I think the legislation is appropriate," de Blasio told a news conference. "And I think it should be voted on as quickly as possible." The press conference was supposed to be about a heat wave afflicting New York, but the Democratic mayor was bombarded with questions about Uber, which in recent days has taken on de Blasio in an aggressive ad campaign on television and by email.

[Opinion: Mayor De Blasio, Don't Set Women Back By Shackling Uber](#)

THE FEDERALIST - Kelsey Harkness

Mayor Bill de Blasio is waging a war against Uber, working overtime to pass legislation that would dramatically limit the ability of ride-sharing companies to operate in New York City. He justifies this crackdown as a way to "keep people safe," but in reality, de Blasio's anti-free market Uber policy would do the exact opposite. Uber is the best thing to happen to women since the invention of birth control. It allows us to leave when we want without relying on a man to get us home. To understand how empowering this notion is, de Blasio might consider walking in our red stilettos one Saturday night. Of course, not every woman needs an app to escape a bad date, but Uber provides a safety net for those that do. With Uber, women don't need a permission slip to leave the dinner table. We don't need to stay for "one more drink," and we certainly don't need to deal with the anxiety of hailing for a cab that might never come. No. With Uber, we just click a button, and our car arrives.

[NYC Mayor De Blasio Says No To Uber's Call To Debate](#)

YESHIVA WORLD NEWS - Staff

New York City Mayor Bill de Blasio is rejecting Uber's call to have a live debate about their differences. The ride-hailing service invited de Blasio on Monday to participate in a live-streamed conversation about the company's future in New York. The de Blasio administration is trying to slow down Uber's rapid expansion.

[De Blasio Wants To Save NYC From An Uber "Flood"](#)

GOTHAMIST - Emma Whitford

The City Council could vote to put a temporary cap on Uber's expansion as soon as Thursday, and yesterday the Daily News published an op-ed by Mayor de Blasio explaining why he supports the cap: to prevent Uber from "flooding" the streets of New York. "Our goal is to ensure that our streets aren't flooded with tens of thousands more cars before we can stand up new rules to govern the marketplace," he wrote, running through a bulleted list of concerns: Unregulated Uber would mean more competition between drivers, and more surge pricing, he argued. More traffic, more carbon emissions, and more vehicles without mandatory wheelchair accessibility (50% of yellow cabs will be wheelchair accessible by 2020). Under the proposed legislation, Uber would only be allowed to add 200 additional drivers to its platform between now and August 2016. The DOT and TLC argue that the cap, which would apply to all for hire vehicles, is necessary in order to conduct an accurate study of the FHV industry's environmental impact (their ranks have jumped 66% since 2011).

[De Blasio Declines Uber's Online Debate Invite](#)

CBS 2 - Staff

Bill de Blasio said thanks but no thanks to Uber's call for a live debate to air their differences. On Monday, the ride-hailing service invited New York City's mayor to participate in a live-streamed conversation about the company's future in the Big Apple. The de Blasio administration has been trying to slow down Uber's rapid expansion. De Blasio declined the invitation, saying, "I do not debate with the heads of private companies over their own self-interest."

[IS NYC ABOUT TO PUT THE BRAKES ON UBER?](#)

ABC 7 - Staff

The hugely successful Uber car service has grown exponentially. In New York City they add about 500 drivers per week. However, the city is about to put the brakes on the popular app. "My wife takes Uber, but we can't let them become like Walmart," says Councilman Ydanis Rodriguez. Councilman Rodriguez is sponsoring two bills - the first one is to study congestion. The second bill is to put a 1% cap on Uber's growth, which would translate to only 200 more cars for all of next year. This would mean longer waits and higher surcharges for riders. "A few years ago, no one heard of Uber, now there are more of those vehicles and yellow cabs in New York City," said Mayor Bill de Blasio.

[The Democrats' Uber Problem](#)

MSNBC - Eric Levitz

The Democratic mayor of New York City is at war with a smartphone app – and his party's presidential hopefuls don't want to pick a side. Mayor Bill de Blasio's long-simmering feud with Uber boiled over this past week, as a bill to cap the number of cars the rideshare service operates within the city came before the City Council. De Blasio has argued that the rapid growth of Uber's fleet in Manhattan is creating congestion problems, and that the city needs to research the company's effect on traffic patterns and labor standards before deciding whether or not to let the fleet grow unchecked. Uber claims that de Blasio isn't concerned about congestion, but about the profits of the city's taxi industry – one of the mayor's largest campaign donors – and they're taking that argument directly to the people, with a series of aggressive attack ads.

HEAT ADVISORY

One more day of ruff weather

NY DAILY NEWS - Erin Durkin [p.11]

Spray away the heat, NYC-style

NY POST - Amber Sutherland [p.18]

[City, ConEd working to restore power to 19 K. on Staten Island](#)

CAPITAL NY - Laura Nahmias

About 19,000 Con Edison customers on Staten Island lost power this afternoon and city officials are working to restore it, first deputy mayor Anthony Shorris said late Monday. "This afternoon about 19,000 Con Edison customers in two networks on Staten Island lost power," said Shorris in a statement. "The City is working closely with Con Edison as the company restores services. All City agencies are coordinating to ensure Staten Island and its residents get the support they need. As always, in the event of an emergency, affected residents should call 911." A City Hall spokesman said that two different Con Edison networks serving the island, at Fox Hills and Fresh Kill, had been affected. The outages come as temperatures in the city have reached the 90s, and as de Blasio warned New Yorkers to take sensible measures to stay safe in what could be dangerous weather.

[PRO] [Demand for energy soars in heat wave](#)

CAPITAL NY - Scott Waldman

[New York City Health Commissioner: No Cold Beer During Heat Wave](#)

NY OBSERVER – Will Bredderman

Mary Bassett, Mayor Bill de Blasio's commissioner of the Department of Health, told New Yorkers not to crack open a frosty lager or pour themselves a crisp ale in a chilled glass as temperatures flirt with 100 degrees in the city today. Appearing beside Mr. de Blasio at the Office of Emergency Management in Brooklyn to inform New Yorkers of the dangers of the heat, Ms. Bassett said city residents should stay in air-conditioned spaces as much as possible, and keep hydrated with pure, healthful water. She warned the perils of alcohol and caffeine, both dehydrating diuretics, for those who must labor in the sun. "If you work outdoors, we've heard how important it is to stay hydrated. Avoid alcohol, caffeine. Water is the best beverage for staying hydrated. Beer is not," she said.

[NYC swelters through the hottest days of the year so far](#)

AM NY – Carla Sinclair

Mayor Bill de Blasio is urging New Yorkers to stay safe in the summer heat. He released an advisory Sunday as the city sweltered through the hottest day of the year so far. Monday's temperature is set to reach a stifling 93 degrees, according

to the National Weather Service. A heat advisory is in effect until 6 p.m. Monday. In light of temperatures over 90 degrees through Monday, Mayor de Blasio released an advisory urging New Yorkers to stay safe in the heat.

[NYC heat wave: de Blasio encourages New Yorkers to stay inside](#)

AM NY - Emily Ngo

Mayor Bill de Blasio and city commissioners urged New Yorkers on Monday to use common sense, seek out air-conditioning and check on neighbors in the extreme heat, as temperatures hovered in the 90s. "This kind of heat can be dangerous," de Blasio said at a news conference at Office of Emergency Management headquarters in downtown Brooklyn. "People have to make smart decisions. People, of course, have to stay hydrated. Don't stay out in the sun any longer than you have to." An air quality alert is in effect until 11 p.m. tonight, and people with respiratory illnesses should exercise caution, de Blasio said.

[New Yorkers take to social media to discuss the heatwave](#)

METRO - Megan Fu

The National Weather Service issued a heat advisory in New York from 11 a.m. Sunday through 6 p.m. Monday. The city has opened over 500 cooling centers, extended pool hours to 8 p.m. and released a Beat The Heat 2015 YouTube video with tips on how to stay safe from NYC Emergency Management. FDNY is providing spray caps for fire hydrants across the city to provide some relief. Any adult can pick up a spray cap from their local firehouse. If you're looking for more ways to cool off, head over to Brooklyn Bridge Park and walk among Danish artist Jeppe Hein's series of "rooms" formed out of seven-foot-tall water jet walls. NYC should expect some relief from the heatwave this evening, Mayor de Blasio said in a press conference. The mayor encouraged New Yorkers to be mindful of the electrical grid of the city and to limit use of electricity, if possible. "There should be mindfulness about not using anymore energy than we have to," De Blasio said. "Air conditioning should be set to 78 degrees."

[City pools to stay open until 8 p.m. Monday](#)

SI ADVANCE - Diane Lore

Due to the heat advisory, the city's free outdoor pools will close one hour later tonight, at 8 p.m., Mayor Bill de Blasio announced Monday morning. A list and locations of Staten Island city pools is available on the city Parks Department website. The mayor made the announcement during a City Hall press conference, in which he urged New Yorkers to use caution in the heat.

[Mayor urges energy conservation amid dangerous heat](#)

SI ADVANCE - Anna Sanders

Mayor Bill de Blasio urged New Yorkers to conserve energy as dangerous heat conditions swept across the city on Monday. "If lights don't need to be on, they shouldn't be on. If any kind of electrical appliance doesn't need to be on, it shouldn't be on," de Blasio said at the Office of Emergency Management in Brooklyn. City officials asked residents and businesses to set air conditioning to 78 degrees to ease strain on the electrical system.

[More than 18,000 Staten Island customers without power](#)

SI ADVANCE - Andrew Simontacchi

Con Edison is reporting that more than 15,000 customers are without power on Staten Island. The scattered outages, which occurred around 2 p.m. Monday, are affecting people across the entire borough, predominantly along the East Shore. The utility's outage map reports at least 44 outages across the Island, affecting some 15,467 customers.

...Earlier in the day, Mayor Bill de Blasio urged New Yorkers to conserve energy as dangerous heat conditions continue in the city.

[Power restored for some, but 13,000 on Staten Island still without it](#)

SI ADVANCE - Andrew Simontacchi

8 p.m.— More than 13,000 without power on Staten Island

There are currently 13,696 Con Edison customers without power on Staten Island, down from 19,000 earlier today, according to the Con Edison power outage map. A Con Edison spokesman said the majority of power will be restored around 11 p.m., with full restoration estimated at 5 a.m. Tuesday. The outage appears to have been due to the heat, the spokesman said. 7:20 p.m.— Staten Island power outage fact sheet from Mayor de Blasio's office. See below for a fact sheet regarding today's power outage on Staten Island provided by the Mayor's office.

[Dangerous heat contributed to Staten Island outages; thousands still without power](#)

SI ADVANCE - Ryan Lavis

Monday's sweltering heat contributed to a major power outage on Staten Island, affecting more than 19,000 Con Edison customers throughout 23 neighborhoods on the borough's East and South shores. By 10:20 p.m., there were still 7,837 customers without power, according to the Con Edison power outage map. The remaining outages were expected to be fixed by 5 a.m. Tuesday, according to the utility. Monday's dangerous heat conditions -- with temperatures reaching in excess of 90 degrees -- were most likely what caused three Con Edison feeders to stop working around 2 p.m., sparking massive power outages across the Island, a spokesman said. The high temperatures also caused power cables to overheat. ...Mayor Bill de Blasio urged New Yorkers to conserve energy during the day as Con Edison crews worked on making repairs to the affected equipment, implementing a 5 percent voltage reduction as a precaution to help prevent any further damage. "If lights don't need to be on, they shouldn't be on. If any kind of electrical appliance doesn't need to be on, it shouldn't be on," de Blasio said at the Office of Emergency Management in Brooklyn.

[500 open cooling centers to combat heat wave](#)

EL DIARIO - Staff

Caution, concern for neighbors, especially the elderly and plenty of water is what we asked Mayor Bill De Blasio Monday to New Yorkers, in time the Big Apple is cooked with temperatures over 90 degrees and lots of moisture. "It's very important that people think, first of all, in your safety and the safety of his closest, especially those with medical conditions and our seniors," de Blasio said. "This level of heat can be dangerous. People should make intelligent decisions. "For those without access to air conditioning, the city reported that 500 cooling centers will be open in the five boroughs. On Sunday had opened 150. To find your nearest center, you can call 311.

[City Officials Warn New Yorkers to Stay Cool With Heat Advisory in Effect](#)

DNA INFO - Jeff Mays

City officials warned New Yorkers to stay cool Monday as temperatures and humidity were expected to make it feel close to 100 degrees outside for the second day in a row. "This kind of heat can be dangerous," Mayor Bill de Blasio said at a press conference with emergency officials. "People have to make smart decisions," he continued. "People, of course, have to stay hydrated. Don't stay out in the sun any longer than you have to. Be aware of the challenge of this circumstance." De Blasio asked that thermostats be set to 78 degrees to keep the city's power grid running smoothly and called on businesses to do the same.

[Power Outages Hit More than 20,000 Customers on Staten Island, Con Ed Says](#)

DNA INFO - Gwynne Hogan

More than 20,000 Staten Island customers were without power on Monday afternoon on one of the hottest days of the year after two of the island's five power networks failed, a Con Edison spokesman said. Neighborhoods along the island's Eastern shore were most affected by the outages, that number 20,245 customers, extending from Fort Wadsworth in the north, passing Richmond Avenue in Eltingville to the south. Only 141 customers in the other four boroughs and Westchester suffered loss of power.

...Earlier in the day Mayor Bill de Blasio had pleaded New Yorkers to lower their air conditioning to 78 degrees in order to keep the city's power grid functioning smoothly.

[Tristate area heats up](#)

FOX 5 - Staff

Some of the hottest temperatures of the season arrived Monday throughout the Tristate area. Partly cloudy skies with hazy, hot and humid conditions can make for a dangerous combination. The high Monday was expected to reach the low to mid-90s with humidity making it feel more like 105 degrees.

...During a news conference Monday, Mayor Bill de Blasio warned New Yorkers to limit outdoor activities and remain in an air conditioned environment.

[New Yorkers search for relief from scorching weather](#)

PIX 11 - Nicole Johnson

As New Yorkers sweat through another scorching day, finding relief is first priority for many people. Whether it's grabbing an icy, water or taking a dip in a city pool, Mayor Bill de Blasio says those are all good ideas but the sweltering heat should also be taken very seriously so the city put out a warning. Mayor de Blasio said, "this heat can be dangerous,

limit your activities and if you can stay indoors.” There are many New Yorkers who have no choice but to stay out in this heat, including construction and delivery workers.

VATICAN TRIP

[Housing group opposes de Blasio's Vatican speech because of NYCHA mold problems](#)

DAILY NEWS – Greg B. Smith

Housing advocates want the Vatican to freeze out Mayor de Blasio at a climate change conference in Rome Tuesday. They say Hizzoner’s invitation to deliver the keynote address should be pulled because of his environmental record at home. De Blasio is set to fly to Italy Monday night and give a speech, titled “Modern Slavery and Climate Change,” at the Pontifical Academy of Social Sciences Tuesday. But Metro Industrial Areas Foundation says his appearance there will be an “embarrassment” to Pope Francis.

[Mayor Bill de Blasio to give climate change talk at Vatican](#)

METRO – Wendy Joan Biddlecombe

Mayor Bill de Blasio is Vatican-bound. The mayor is traveling to his self-proclaimed “ancestral homeland” to give a talk on climate change at Pope Francis’ conference, called “Modern Slavery and Climate Change: The Commitment of the Cities.” De Blasio is scheduled to give remarks at the New Synod Hall at the Pontifical Academy of Sciences on Tuesday morning. He will attend private meetings with some of the 65 world mayors set to attend the conference, and wrap up the day with an official dinner organized by the Vatican. The mayor is expected to give a 15-minute keynote address at the Symposium on Cities and Sustainable Development on Wednesday morning, and return to the Big Apple on Wednesday evening.

[NYC Mayor de Blasio to address climate change at Vatican](#)

ASSOCIATED PRESS - Staff

New York City Mayor Bill de Blasio is heading to a conference on climate change at the Vatican, where he's scheduled to speak and attend an audience with Pope Francis. De Blasio leaves New York Monday night to join 65 other mayors and elected officials from around the world at the gathering. It's titled "Modern Slavery and Climate Change: The Commitment of the Cities." De Blasio will give a speech Tuesday.

[Mayor Embarks on Trip to Italy](#)

NY1 - Staff

Mayor Bill de Blasio flies to Italy later today and will deliver a speech Tuesday morning at the Vatican. He will speak about the "OneNYC" program. He's expected to talk about how climate change disproportionately impacts the poor. De Blasio will be joined by mayors from other major cities in the U.S.

[NYC Mayor de Blasio to address climate change at Vatican](#)

PIX 11 - Associated Press

New York City Mayor Bill de Blasio is heading to a conference on climate change at the Vatican, where he’s scheduled to speak and attend an audience with Pope Francis. De Blasio leaves New York Monday night to join 65 other mayors and elected officials from around the world at the gathering. It’s titled “Modern Slavery and Climate Change: The Commitment of the Cities.” De Blasio will give a speech Tuesday.

NYPD / PUBLIC SAFETY

[As Shootings Rise in New York, Police Focus on a Small Number of Young Men](#)

NY TIMES – David Goodman

Trouble began early in the life of Alexander Williams, the son of a city correction officer from Brownsville, Brooklyn. His first arrest came at age 11. When he was 14, a close cousin was stabbed to death with a barbecue fork outside the Williams family home. Serious charges started piling up: four arrests on weapons charges, and in April, a charge of attempted murder. The next month, he was shot in the shoulder. Days later, officers arrested him outside a baby shower and charged him with possession of a .25-caliber handgun.

...The focus on young people like Mr. Williams is among a host of approaches being employed this summer to stamp out the rising gun violence, keep crime low and improve community relations. From Friday night to Sunday morning, five people were killed in gunfire across the city, a spike in weekend violence that came just days after Mayor Bill de Blasio

and Police Commissioner William J. Bratton heralded a reduction in shootings in 10 precincts that received additional officers for the summer.

[PRO] [NYPD responds to inspector general report](#)
CAPITAL NY - Azi Paybarah

[Column: Ethnic politics mars NYPD](#)

AM NY - Len Levitt

The transfer of Deputy Insp. Fausto Pichardo to head a Bronx precinct 10 months after he was assigned to the NYPD's public information office as a liaison to the city's Hispanic media underscores that ethnic politics can be tricky -- no less so than in the nation's largest police department. The transfer was significant enough to Hispanics that the Spanish-language daily El Diario noted it, as did the city's highest-elected Hispanic official, City Council Speaker Melissa Mark-Viverito. A member of her staff called Commissioner Bill Bratton, but Mark-Viverito's spokesman said she and Bratton did not speak about the matter.

...In the first of Mayor Bill de Blasio's police-related missteps, he called Royster to arrange the release of a political supporter, Bishop Orlando Findlayter. The clergyman had been arrested on two outstanding warrants in 2014. Asked whether she precipitated the transfer, Royster wrote in an email: "I have no idea what you are talking about. Executive transfers and promotions happen all the time in this department."

[De Blasio confident in NYPD after weekend violence](#)

SI ADVANCE – Anna Sanders

Mayor Bill de Blasio on Monday said he was confident in the NYPD after a rash of violence over the weekend. There were 13 shootings across the city from Friday to Sunday, according to the NYPD. Five people died from gunshot wounds, including a Bronx man who was found dead in Sunnyside on Sunday morning. So far this year there have been 622 shootings citywide, with 27 of them on Staten Island. Of 186 murders this year, 9 were logged on the borough. "We're going to continue to aggressively approach the problem," de Blasio said at an unrelated press conference in Brooklyn.

[De Blasio praises emergency response after paintball gun panic](#)

SI ADVANCE - Anna Sanders

Mayor Bill de Blasio praised the emergency response after photos of gun-wielding suspects caused panic and a traffic nightmare on Staten Island last week. A retired police officer on Friday snapped photos of a group in the Midland Beach parking lot brandishing what authorities said might have been assault rifles. The NYPD later confirmed the weapons were paintball guns. But before that determination, Fort Wadsworth was put under lockdown and the borough was on high alert. Police checkpoints caused delays on the West Shore and Staten Island expressways.

[Spike in New York City homicides, shootings despite summer anti-crime push, NYPD data show](#)

NEWSDAY - Anthony Destefano

A week after Mayor Bill de Blasio trumpeted the success of the NYPD's summer anti-crime initiative, new police data released Monday showed that a burst of shootings and homicides has reversed weeks of improvements. Police chalked up some of the killings and gunfire to a weekend with some of the year's hottest weather, continuing gang violence and chance confrontations such as a Bronx post-Ramadan party Sunday where six people were shot and wounded. For the year through Sunday, NYPD data showed the city recorded 186 homicides compared with 169 in the same period a year ago, or an increase of just over 10 percent. Shooting incidents totaled 622 compared with 610 in 2014 or an increase of 2 percent. Those numbers were the first time the percentages significantly increased since the summer began.

[Hold the Moans: Crime Didn't Really Skyrocket](#)

THE CHIEF LEADER - Mark Toor

"Rapes are skyrocketing in New York City," the New York Post headlined July 14. "In the week ending Sunday, rapes skyrocketed a staggering 105.9 percent compared to the same period last year, and are up 22 percent over the past 28 days, the statistics show," according to the story. At a press conference the following day, Deputy Police Commissioner for Operations Dermot Shea gave a more-measured picture.

...Police Commissioner William J. Bratton expressed agreement. Ironically, he and Mr. Shea were speaking at a press conference at which Mayor de Blasio trumpeted the effect of Summer All Out, which puts 330 normally desk-bound police officers on patrol during the season, in reducing shootings 30 percent in the 15 participating precincts.

[Mayor Takes Pains To Be Evenhanded After Garner Deal](#)

THE CHIEF LEADER - Mark Toor

Mayor de Blasio's remarks on the Eric Garner settlement appeared carefully calculated to avoid rekindling the war with police unions that followed his comments on a grand jury decision not to indict one of the officers involved.

"I want to use a phrase that we did not hear as much in all the discourse," Mr. de Blasio said July 14 at a memorial service on Staten Island, where Mr. Garner died of a heart attack after a police officer wrestled him to the ground when he resisted arrest for allegedly selling loose cigarettes. "But we should say it because it's evident tonight: All lives matter."

[New York City Has Deadly Weekend Following Violent Crime Drop](#)

JP UPDATES - Staff

New York saw a spate of killings over the weekend, days after Mayor Bill de Blasio announced a drop in fatal shootings and stabbings since the start of summer in some of the city's high-crime neighborhoods. Six men between the ages of 20 and 56 were shot or stabbed to death in the boroughs of Brooklyn, Staten Island and the Bronx between late on Friday and early Sunday, the New York City Police Department said. The weekend crime follows de Blasio's announcement on Wednesday that murders and shootings had dropped by about a third in areas of each of the boroughs under a police patrol program aimed at preventing a seasonal spike in crime.

[Mayor de Blasio heads to Rome despite concerns of summer violence in NYC](#)

PIX 11 - Narmeen Choudhury

A powerful message for Mayor Bill de Blasio was delivered to his home, Gracie Mansion. Community advocate, Tony Herbert, walking over to small, children-sized coffins because he says it symbolizes the many lives lost due to a recent rash of violence across New York City. Herbert said over the course of a month there have been nearly 40 shootings. On Sunday alone, nearly a dozen and over the weekend six murders in total, in the Bronx, Brooklyn and Staten Island. The victims ranging in age with the youngest only 20 years old. "This is the end result of the violence that's going on, so I need to touch the father within him to say to him I'm a father and I'm afraid that our kids are dying out here and we need to talk and sit down," explained Herbert.

MISCELLANEOUS MENTIONS

[New Disclosure Rules for Shell Companies in New York Luxury Real Estate Sales](#)

NY TIMES – Stephanie Saul

Seeking to increase transparency in the luxury real estate market, the de Blasio administration has imposed new disclosure requirements on shell companies buying or selling property in New York City. The changes will help remove a "veil of secrecy" surrounding high-end real estate sales by requiring that the names of all members of a shell company buying or selling property be disclosed to the city, according to the finance commissioner, Jacques Jiha. Mr. Jiha said he was spurred to make the changes partly by a series of articles in February in The New York Times that examined the growing use of limited liability companies in real estate transactions, particularly in high-end real estate in New York, a market that has become less and less transparent and increasingly alluring for foreign buyers. A number of the apartments examined by The Times were purchased, using shell companies, by international buyers who have been the subject of government inquiries around the world, either personally or as heads of companies.

[New York Mayor Bill de Blasio: No More Business Deals Between City and Trump](#)

WSJ – Mara Gay

As far as Mayor Bill de Blasio is concerned, New York City won't be inking any new business deals with Donald Trump. "We're certainly not looking to do any business with him going forward," Mr. de Blasio, a Democrat, said Monday in reference to Mr. Trump, a Republican presidential candidate whose real estate empire holds a sizable portfolio in New York. The mayor's remarks came amid a so-called Dump Trump campaign launched by Councilman Mark Levine, a Manhattan Democrat who has urged the de Blasio administration to cut city contracts with Mr. Trump in response to controversial remarks he has made during his presidential campaign.

[NYC likely can't scrap contracts with Donald Trump, but won't do further business with him, de Blasio says](#)

DAILY NEWS – Erin Durkin

The city probably can't yank Donald Trump's contracts over his offensive comments about Mexican immigrants — but will avoid doing business with him in the future, Mayor de Blasio said Monday. "Unless there has been some breaking of a contract or something that gives us a legal opportunity to act, I'm not sure we have a specific course of action," said de

Blasio, who had pledged to review the city contracts. “But we’re certainly not looking to do any business with him going forward,” he told reporters.

[Truck driver in fatal Brooklyn accident involving Daily Newser’s mother arrested under Vision Zero law](#)

DAILY NEWS – Joseph Stepansky

The driver in a Brooklyn collision that killed Jeri Pearson, the mother of Daily News reporter Erica Pearson, was arrested Monday under a Vision Zero law, the newspaper has learned. Johnson Hernandez, 39, of North Bergen, N.J., was driving a truck for Cardella Trucking Company when he turned right from Bedford Ave. onto Putnam Ave. in Bedford-Stuyvesant and fatally hit Pearson, 62, of Cozy Corner, Wis., on June 19, police sources said.

...The law Hernandez was charged under took effect last August as part of Mayor de Blasio’s Vision Zero initiative to eliminate traffic deaths in the city.

[Small businesses want Bill de Blasio to ax styrofoam ban](#)

DAILY NEWS – Jennifer Fermino

New York small businesses are still sold on styrofoam. A thousand businesses — mostly mom-and-pop eateries and bodegas — have signed a petition calling on Mayor de Blasio to end the city’s new ban on styrofoam. The Restaurant Action Alliance claims the ban on the cheapest material for takeout containers will hurt their bottom line. The ban went into effect July 1, but enforcement doesn’t start until January. Ishanee Parikh, a city spokeswoman, said the ban is “a critical step toward a more sustainable New York.” She said there is a waiver for small businesses who make less than \$500,000 a year and can’t afford styrofoam alternatives.

[Editorial: Time to end a huge tax break for wealthy property owners](#)

DAILY NEWS – Editorial

Tiny property taxes for the most luxurious of luxury condominiums. A bigger tax bill for rental buildings where the have-nots live. It’s a tale of two cities — told most offensively though the towering bauble for the ultrawealthy known as One57, where a top-floor residence recently sold for a record \$100 million. Outrage properly greeted the Daily News’ revelation in 2013 that One57’s developer had secured from the state Legislature clearance to claim a property tax break known as 421-a. Savings to the wealthy residents: \$9.4 million a year.

...Instead of trying for a nonstarter mansion tax, Mayor de Blasio would do well to push in Albany to tax luxury condos and co-ops based on their actual sales value — not excluding the stratosphere.

[Half the city’s parents didn’t care enough to fill out a school survey](#)

NY POST – Carl Campanile

Half of New York City parents didn’t bother to respond to the city’s latest annual satisfaction survey of public schools, according to results released Monday. The 50 percent response rate is the lowest since 2010, and down from 53 percent last year. It’s the first full year the survey was conducted by the de Blasio administration. The response rate was even lower at the poorest-performing schools that participated.

[De Blasio slams Trump, but is powerless over his city contracts](#)

NY POST – Yoav Gonen

The city isn’t going to do any more business with Donald Trump — but there’s not much officials can do about his current contracts unless he breaches them, Mayor de Blasio said Monday. “My impression is that unless there has been some breaking of a contract or something that gives us a legal opportunity to act, I’m not sure we have a specific course of action,” de Blasio said at an unrelated press conference in Brooklyn. Trump has contracts with the city covering two ice skating rinks and the carousel in Central Park and a golf course in The Bronx.

[People are asking de Blasio the weirdest questions on his online portal](#)

NY POST – Michael Gartland

Critics have slammed Mayor de Blasio as a know-it-all, but he can’t help you catch a cheating spouse and he hasn’t developed plans to deal with volcanic eruptions. Misguided folk who think the city has files on just about everything have requested just such data through the mayor’s Freedom of Information Law online portal. One desperate husband asked for help to get records that would prove his wife was having an affair. “I think my wife is cheating on me. I need an I-phone FOIL (to catch her)” he wrote. Better hire a private detective. The city couldn’t help.

[Opinion: How Republicans can win urban voters](#)

NY POST – Jill Homan

Mayor de Blasio might have an ego the size of the Empire State building, but give him this: He understands the political importance of cities. That much was made clear when The Post broke the news that de Blasio's looking to hire a Director of Mayors Organizing, who will be tasked with recruiting other mayors around the country to promote his progressive agenda. And it came on the heels of President Obama's address to the US Conference of Mayors last month, in which he praised the city leaders for their pragmatism — meaning they're the only political class interested in enacting the lame-duck president's second-term agenda, including minimum-wage increases and paid leave.

[Opinion: 'The Americans' is TV at its subversive best — and its Emmy snub is inexcusable](#)

NY POST – Sonny Bunch

I can't help but feel that my lack of faith in the common man has been confirmed by the ever-increasing quality of FX's "The Americans" being met with ever-decreasing ratings. More Americans (over 3 million of them) watched the show's series premiere than any other episode. Last year "The Americans" ducked just under and just over the 1-million-viewer mark all season.

...There have been other tidbits throughout the three seasons, such as the infiltration of the civil-rights movement by Communist agents and a willingness to show the wickedness of Mayor de Blasio's old pals, the Sandinistas.

[De Blasio: Trump is a Republican problem](#)

CAPITAL NY – Dana Rubenstein

Mayor Bill de Blasio is no fan of Donald Trump, but he's not sure the city can do anything about its existing contracts with the Republican presidential candidate, who on Saturday derided Senator John McCain's service during the Vietnam War. "My impression is that unless there has been some breaking of a contract or something that gives us a legal opportunity to act, I'm not sure we have a specific course of action," said de Blasio during an unrelated press conference about the extreme heat. After he referred to Mexican immigrants as criminal and "rapists" at his campaign kick-off, several companies, including NBC and Macy's, canceled their business dealings with Trump.

[City FiOS audit shows cable system flaws](#)

CAPITAL NY - Bill Sanderson

For decades, there was the phone company. AT&T sold and serviced the phones and connected our calls. Ma Bell got the job done, but was not known for customer service. "We don't care. We don't have to. We're the phone company!" snorted Ernestine, comedian Lily Tomlin's telephone operator character. Government trust busters went to work in the 1970s. Finally, in 1984, AT&T broke up into several companies, a new order meant to encourage innovation and competition. Innovation, we got. The wireless devices in our pockets aren't just phones, but several things we used to buy separately: cameras, toys, TV sets, music players, newspapers, books. They let us communicate by text, voice or video instantly with anyone. Old-fashioned landlines seem quaint. Once upon a time, we measured text communication by the number of words a Teletype machine could move over phone lines in a minute. That's not a relevant calculation in the age of Twitter. But the competition part hasn't worked out.

...New York Mayor Bill de Blasio has griped for years about Verizon's slow FiOS rollout, and he also raised the issue when he was public advocate. Give him points for pushing the audit and seeking a better deal for consumers.

[PRO] [Council committee passes telecom resiliency bill](#)

CAPITAL NY - Miranda Neubauer

[PRO] [City says C.W.A. negotiations hurting FiOS buildout goals](#)

CAPITAL NY - Miranda Neubauer

[PRO] [Cuomo promises he'll 'keep pushing' on wage hike](#)

CAPITAL NY - Jimmy Vielkind

[Queens Assembly Candidate Praises Convicted Predecessor, Critiques Mayoral Control](#)

NY OBSERVER – Will Bredderman

The front-runner to replace scandal-tarred ex-Assemblyman William Scarborough praised the tarnished pol in an interview with the Observer, and said she would only back Mayor Bill de Blasio's call to make his control of city schools permanent only if the program removes much of his office's influence. Alicia Hyndman, a 15-year-employee of the state Department of Education and former president of her local Community Education Council, said she always viewed Mr.

Scarborough as an advocate for the southeast Queens district and its perennial problems with flooding and underfunded schools. Mr. Scarborough pleaded guilty to mail and wire fraud charges in May, which Ms. Hyndman called “unfortunate.”

... Mayor Bill de Blasio has made no endorsement in the race, and Ms. Hyndman said she would only support making mayoral control permanent—one of the biggest pieces of his Albany agenda—if it ceases to be mayoral control as we know it. Ever since the State Legislature agreed to remand control of public education to former Mayor Michael Bloomberg in 2002, the city Department of Education’s Panel for Educational Policy has consisted of 13 members, five appointed by the borough presidents and eight serving at the pleasure of the mayor. Ms. Hyndman, though she praised Mr. de Blasio, asserted this gives too much power to the mayor, and argued he should have just five votes on the board—with an undecided number of others given to the City Council.

[De Blasio: City won't seek future project funding from Trump](#)

AM NY / NEWSDAY - Emily Ngo

New York City may be bound by contracts with Donald Trump, but it won't be seeking his financing for projects in the future, Mayor Bill de Blasio said Monday. The Republican presidential candidate and billionaire businessman has helped several struggling city projects get off the ground, including the \$260 million golf course that opened April on the site of a former dump in the Bronx. De Blasio officials said they are reviewing contracts in light of comments Trump made in his campaign launch speech last month disparaging Mexicans, but they have not detailed what the assessment may entail.

City to allow foam waivers

AM NY - Sheila Feeney [p.2]

Mayor Bill de Blasio’s administration has made waivers available for small-business owners who claim the city’s ban on polystyrene is a hardship, but many proprietors are still foaming mad.

[Mayor de Blasio: From 'Forkgate' to 'Top Jerk' status](#)

SI ADVANCE - Pamela Silvestri

Mayor Bill de Blasio whipped up a winning recipe for the Grace Jamaican Jerk Festival Cook-Off. For better or worse, the "Jerk" made the sandwich — jerk referring to the zesty Caribbean seasoning that can include over a dozen spices. Dubbed the "New York Swagga Sandwich," a spokeswoman from City Hall shared the formula which uses product from the event's sponsor, Grace Foods based in Kingston, Jamaica.

[Recipes for Latinos to overcome inequalities NYC](#)

EL DIARIO – Staff

Blacks and Latinos are 52% of the population of New York but most of them are on the wrong side of the tale of two cities that as mayor, Bill de Blasio says is this great city. 66% of them live below the poverty line with little chance of making a transition to a better economic position. The Hispanic Federation, along with other grassroots, is fighting to change this by putting an emphasis on improving opportunities for education, training and work. The Federation has developed a series of initiatives for mayor and city council to pass through centralized coordination of all labor resources and programs available to Latinos in a single figure and create a Board of Consultants for Workers den support for better management of existing programs.

[Skeptical of Bail System—and of Plans to Reform It](#)

CITY LIMITS – Wendy Davis

In a move heralded as a reform to the city's criminal justice system, Mayor de Blasio recently unveiled a \$17.8 million plan to replace bail with "supervised release" for some defendants accused of misdemeanors or nonviolent felonies. Once the program rolls out next year, officials anticipate that judges will be able to order community supervision in lieu of bail for 3,400 people awaiting trial, which could reduce the average daily population of Riker's Island by 200 people. The initiative aims to improve the current, much-criticized system, which results in the incarceration of thousands of defendants accused of minor crimes who lack the money to post even relatively low amounts of bail—often less than \$1,000. The vast majority of those people end up pleading guilty in exchange for their release, even in cases where the district attorney would be unlikely to prove the charges if the case went to trial.

[Teacher satisfaction with schools chancellor jumps, survey shows](#)

CHALKBEAT - Sarah Darville, Sabrina Rodriguez

After the first full school year of leadership for Chancellor Carmen Fariña, New York City teachers are happier with the city's education leadership, according to survey data released Monday by the Department of Education. Sixty percent of teachers said they were satisfied with the chancellor, up from 31 percent on 2014, while dissatisfaction dropped from 43 to 18 percent. The Panel for Educational Policy, which approves rule changes and decisions about school co-locations, also saw its popularity rise, with its approval rating jumping from 28 percent to 49 percent. (This year's surveys allowed for the new middle-ground responses of "somewhat" satisfied and dissatisfied.) The results also follow an eventful year for Fariña and Mayor Bill de Blasio, who kicked off a pre-kindergarten expansion and a new effort to improve the city's lowest-performing schools. The Panel for Educational Policy, which has a majority of members appointed by the mayor, displayed some independence, with members speaking out against co-location proposals they disagreed with and occasionally delaying or voting down plans.

[DOE Tries Turnaround As State Starts Clock For School Takeovers](#)

THE CHIEF LEADER - Dan Rosenblum

Speaking at Automotive High School in Brooklyn in March, Mayor de Blasio defended his "renewal school" turnaround program and asked for more time to tinker under the hoods of the city's worst schools while lobbying for an extension of mayoral control. Last week, the Department of Education announced that a little more than one-third of the staffers there and at Boys and Girls High School—both designated by the state as "out of time" because of their poor performance—will return in the fall. But as the de Blasio administration released the tally, the State Education Department cited 62 city schools that could be taken over under a recently-passed receivership law.

[Ex-De Blasio Aide's Got Unions, WFP In Bid for Weprin Seat](#)

THE CHIEF LEADER - Dan Rosenblum

Labor unions and the Working Families Party have backed Rebecca Lynch, a former City Hall staffer, against several emerging candidates vying to fill a recently vacated City Council seat, including a former Assemblyman backed by the Queens Democratic establishment. The 23rd Council District—which encompasses neighborhoods on the borough's eastern border including Queens Village, Bellerose, Glen Oaks and Jamaica Estates—has been without representation since last month, when Mark Weprin departed to serve as Governor Cuomo's Deputy Secretary of Legislative Affairs.

[Column: For The Record](#)

THE CHIEF LEADER - Staff

The Governor's approval ratings may be continuing to slide, but statewide voters appear to believe a man with Cuomovellian tendencies is better at getting things done than a Mayor who says he is driven by the will of the city's voters. And so while Governor Cuomo and Mayor de Blasio move through July shunning direct dialogue with each other since the Mayor's June 30 blasts at his old boss's style of leadership, their constituents seem to be sending them a clear message to change their ways, if a Siena College poll released July 15 is any indication.

[Photo: Beauty and the mayor](#)

JAMAICA OBSERVER - Staff

New York Mayor Bill de Blasio in competition with Miss Universe Jamaica 2014 Kaci Fennell during a cook-off at the Grace Jamaican Jerk Festival held at Roy Wilkins Park in Queens, New York on Sunday. Mayor de Blasio successfully defended the Celebrity Quick-Fire Challenge title he won in the 2013 staging of the festival.

[Why New York City Is Experimenting With New Ways to Desegregate Public Schools](#)

SLATE - Matt Collette

Yani Lopez, of Harlem, wanted her daughter Miami to go to a good kindergarten—one with art classes, foreign languages, and a diverse student body. Instead, Miami was assigned last year to a neighborhood school with limited resources, no art classes, and a student body that was almost exclusively black and Hispanic. This assignment was all but destiny: A study published last year by UCLA researchers spotlighted the state of New York's schools as the most segregated in the nation, largely due to race and class separation within New York City's public schools. Advocates of school integration say the tide is starting to change in the country's largest school district—a reflection of growing demand across the country from families eager for more heterogeneous schools and city leaders, including Mayor Bill de Blasio and School Chancellor Carmen Fariña, more open to a new desegregation policy. But in New York and elsewhere, most of the recent momentum has come from grassroots groups seeking small-scale changes to the school assignment process that allow districts to create more diverse schools one by one.

[Both New York State and Federal \\$15 Minimum Wage Bills May Be Introduced Soon](#)

THE DAILY MEAL - Joana Fantozzi

As the fight for 15 picks up momentum across the country, New York City could be next. After Los Angeles passed a law that would raise the minimum wage to \$15 per hour by 2020, New York City mayor Bill de Blasio hinted that New York may follow suit. Now it looks like New York State might be taking steps to make the dramatically increased minimum wage a reality. The New York State legislative panel on fast food wages is expected to propose a new \$15 minimum wage recommendation by Wednesday, according to The Wall Street Journal.

[Mayor de Blasio: No more Trump deals in NYC future](#)

CNN - Nicholas Yeap

New York City's mayor has had enough Trump, thank you. During a press conference on Monday (July 20), Mayor Bill de Blasio said that while he's uncertain whether the city can break several existing contracts with the Republican presidential hopeful, one thing is clear: There will be no future deals between the Big Apple and Trump. "My impression is that unless there has been some breaking of a contract or something that gives us a legal opportunity to act, I'm not sure we have a specific course of action," de Blasio told reporters. "But we're certainly not looking to do any business with him going forward," the mayor added.

Agency Mentions:

[Shooting Suspect Who Escaped From Police Custody in Harlem Is Captured](#)

NY TIMES – Patrick McGeehan

An attempted-murder suspect who escaped from the police in handcuffs last month in Harlem was captured on Monday, the police said. The man, Tareek Arnold, was seen on videotape running from police officers outside the 32nd Precinct in Harlem on June 23. Mr. Arnold, 23, a Manhattan resident who the police said had tattoos on his arms that read “Troll” and “Militant Soldiers,” was suspected of having been involved in a shooting on June 8, according to the police at the time of his escape.

[Suspect Who Escaped In Handcuffs Is Caught](#)

WSJ - Staff

Authorities have captured an attempted-murder suspect who escaped in handcuffs from police custody last month, the New York Police Department said Monday night. Tareek Arnold, 23 years old, was being led out of the 32nd Precinct station on West 135th Street in Harlem with his hands cuffed behind his back on June 23 when he knocked down an officer and fled, police said. Mr. Arnold, who police described as a gang member, was under arrest on attempted murder and weapons charges for allegedly shooting Jamel McCaskill, 38, four times on June 8. Mr. Arnold was being taken to Manhattan Central Booking when he escaped, police said.

[New York's Struggling 'Low-Income' Co-ops](#)

WSJ – Josh Barbanel

With a growing family, Anita Cheng and her husband Ronaldo Kiel jumped at the chance eight years ago to leave their dark railroad flat in Brooklyn for a dream apartment: a sunlit space on the top floor of a limited-income co-op in Hamilton Heights. The century-old building had been turned over in 1990 to its low-income tenants for a payment of \$250 each, as part of an effort to encourage Homeownership among the poor.

...Of all taxes, interest payments and other fees billed during the fiscal year ending in June 2014, 37% were unpaid by the end of the year, far more than other types of building. In 2014 the city's finance department put the property-tax delinquency rate on co-ops at 0.5%, and for condominiums at 2.5%.

[95% of parents satisfied with NYC schools, but few take survey](#)

DAILY NEWS – Lisa Colangelo

An impressive 95% of parents with kids in city schools said they are satisfied with their children's education, according to the results of the annual NYC School Survey released Monday. But only 951,424 — or 62% — of the eligible parents, teachers and students took the survey earlier this year. That's down from 65% in 2014 and 66% in 2013. The survey, started in 2007, measures satisfaction with academics, educators and school environment.

[Man claims cops who ran stop sign, hit his vehicle tried to frame him on DUI charge](#)

DAILY NEWS – John Marzulli

A Brooklyn man claims NYPD cops in a SUV passed through a stop sign and broadsided his vehicle — then allegedly fabricated charges that he was driving under the influence of alcohol. “I think the whole thing was insane,” Oliver Wiggins, 31, told the Daily News. “They ran a stop sign and I think they were trying to hide that they caused the accident.” Wiggins’ lawyer has sent a letter to Brooklyn District Attorney Kenneth Thompson requesting an investigation of the questionable arrest.

[Police arrest man who escaped from NYPD custody in June](#)

DAILY NEWS – Joseph Stepansky

Now he's cuffed and collared. A prisoner who bolted from police custody in Harlem nearly a month ago was nabbed Monday, a police source said. Tareek Arnold, 23, was being transferred from the 32nd Precinct stationhouse in Harlem to Manhattan Central Booking when he shoved one of the officers escorting him and escaped on June 23. Despite a massive police hunt and top brass assuring that Arnold, who had been arrested on attempted murder charges, would soon be caught, he remained on the lam for nearly a month.

[NYPD cop's spraying of Occupy Wall Street protesters costs NYC additional \\$50K](#)

DAILY NEWS – Stephen Rex Brown

NYPD Deputy Inspector Anthony Bologna's notorious pepper-spraying of Occupy Wall Street protesters in 2011 has cost the city an additional \$50,001. Kelly Schomburg, who was 18 at the time of the incident, scored the sum as part of a settlement revealed in filings in Manhattan Federal Court. She was one of a group of mostly female protesters who were caught on video being corralled behind orange netting by cops near Union Square on Sept. 24, 2011.

[Second woman sues ex-cop over claims of forced sex at Bronx hospital](#)

DAILY NEWS – ben Kochman

A second former social worker at a Bronx hospital has gone public with charges that her ex-cop boss repeatedly forced her into having sex with him in his office. “Don't fight me. You know better!” said a laughing Michael Reingold — then the head of the Highbridge Woodycrest Center — before repeatedly violating a 33-year-old nurse's aide, a suit filed Wednesday in Bronx Civil Court alleges. The retired police officer threatened to use his power to jeopardize the mother-of-two's relationship with her family, the Bronx woman told the Daily News.

[Retired NYCHA worker admits to inappropriately touching girls at Brooklyn after-school program](#)

DAILY NEWS – Christina Carrega-Woodby

A retired NYCHA worker admitted he inappropriately touched three girls he cared for at an after-school program in Brooklyn. Nicholas Rodriguez, 66, pleaded guilty to first-degree criminal sex act and other charges for molesting girls under the age of 17 between September 2007 and May 2011 in Williamsburg. He agreed to serve 3 1/2 years in prison pay \$1,425 in surcharges. The former housing worker has a pending federal court lawsuit in which he's named as a defendant. Brooklyn Supreme Court Justice Miriam Cyrulnik warned Rodriguez that lawyers in the civil case could use his admission against him.

[Two brothers, 8 and 9, injured in Bronx park after tree branch falls on them, with one brother's 'head caving in'](#)

DAILY NEWS – Chauncey Alcron, Rocco Parascandola, Joseph Stepansky

Two young brothers playfully filling water balloons in Bronx River Park on Monday were suddenly clobbered by a falling tree branch — one so hard his “head caved in” cops and family said. Justin and Edward Reyes, ages 9 and 8, were hanging out near a park playground in the park at E. 180th St. and Boston Road in West Farms when there was a resounding crack and the boys were walloped by the plummeting limb around 3:30 p.m., police and witnesses said. The brothers were dazed and bloody as emergency workers arrived.

...The FDNY and Parks Department were on scene removing the branch late Monday in a closed-off portion of the park.

[Queens man can't repay the \\$25K he owes for collecting dead dad's pension, social security](#)

DAILY NEWS – Eli Rosenberg

A Queens man who left his ex-NYPD father's body at the morgue so he could continue to collect the old man's benefits is having problems repaying the swindled money. Christopher Bunn, 49, still owes \$25,000 in restitution after pleading guilty to grand larceny charges in Queens Supreme Court in October. He promised Justice Barry Kron in June that the funds were on their way over from a business connection in South Korea.

[Paramedic jumps in Hudson River to save woman: officials](#)

DAILY NEWS - Aliza Chasan

A paramedic leaped into the Hudson River Monday morning to rescue a woman who apparently jumped in, authorities said. The drama unfolded in the water off Pier 25 in Tribeca. First, members of the Parks Department threw the woman a life ring. Then an Emergency Medical Service crew pulled up around 7:30 a.m. and paramedic Niall O'Shaughnessy, 38, saw that the woman looked fatigued. She let go of the life ring and started to drift away, O'Shaughnessy said. He pulled off his boots and belt, jumped in, swam to her and pulled her back to the life ring.

[Opinion: NYC vs. true transit innovation: The city's for-hire vehicle cap is a terrible idea, and not just because of how it will hamstring Uber](#)

DAILY NEWS – Julie Samuels

As early as Thursday, the New York City Council could vote on legislation threatening the future of transportation innovation in the city. This legislation would essentially freeze the number of for-hire vehicles (or FHV's) currently on the streets for up to a year, pending the outcome of a traffic study. This would put at least a temporary halt on the expansion of tech-based companies like Uber and Lyft, as well as more traditional livery companies like Dial 7 or Carmel. If you read the headlines, you might think that Uber — the fastest growing and most powerful player affected — is the only company set to be impacted by this proposal. But the truth is, the vehicle cap would have an even more damaging effect on smaller companies, and make it all but impossible for new startups to enter the nation's largest and most lucrative market.

[Bratton surprises precinct accused of fixing crime stats](#)

NY POST – Larry Celona, Jamie Schram, Bruce Golding

Police Commissioner Bill Bratton made a surprise visit Monday to a Bronx station house where cops were caught cooking the books — telling officers the NYPD won't tolerate anyone fiddling with crime stats. Bratton showed up during morning roll call at the 40th Precinct station, where the commanding officer was reassigned and disciplinary charges were lodged against 19 supervisors for underreporting crime. "Remember: If you see a crime, report it as it is," the commissioner warned the cops, according to a law-enforcement source.

[Subway sex crimes on the rise](#)

NY POST – Rich Calder, Dana Sauchelli

Sex crimes have surged in the city subways this year, the NYPD's transit chief said Monday. There were 343 sex crimes reported during the first half of 2015, a 7.5 percent increase from the same period last year, according to Transit Chief Joseph Fox. The bulk of the crimes involved sexual abuse and forcible touching, Fox said. He told an MTA board meeting the NYPD is working to battle the upswing by training more female officers to work undercover.

[Visitor from Africa sent to Bellevue in Ebola scare](#)

NY POST – Joe Tacopino

A visitor from Africa was transported with a fever to Bellevue Hospital Monday to be evaluated for Ebola, officials said. The person, who recently returned from Guinea, was taken by ambulance to Bellevue at about 6 p.m., according to the city's Department of Health. Although Guinea is one of the three main countries affected by the virus outbreak, the patient had no known exposure, the DOH said. Last year, the city saw its first- ever confirmed case of the often fatal disease when Dr. Craig Spencer came down with it after returning from treating victims overseas. He, too, was treated at Bellevue.

[Suspect who escaped police custody has been recaptured](#)

NY POST – Melkorka Licea

A suspected thug who escaped from police custody while handcuffed a month ago was found hiding in a basement in Harlem Monday evening, sources said. Tareek Arnold, 23, was picked up by members of the US Marshals Regional Fugitive Task Force and the NYPD in a building on Fifth Avenue and 139th Street, and returned to the 32nd Precinct station house on West 135th Street, where he was also taken before bolting on June 23.

[Life-saving paramedic at it again with jump into Hudson to save woman](#)

NY POST - Margo Levy, Chris Perez

A gutsy paramedic jumped into the grimy Hudson River on Monday morning to save a woman from drowning. "This was my first time I jumped in the water [for a rescue]," said Niall O'Shaughnessy, 38. "I have no idea why she jumped in, my concern was to just get her out." The Long Island resident, who is originally from Ireland, had been stationed with his

partner, Moses Nelson, near West and Murray Streets when they received a call at around 7:23 a.m. about a woman in her late 20s or early 30s who had jumped into the Hudson near Pier 25. Within minutes, the FDNY paramedics arrived on the scene and spotted the unidentified female bobbing in the water as she dangled onto a life ring that had been thrown to her by authorities from the Parks Department.

[PRO] [NYPD officer pleads guilty to auto fraud](#)

CAPITAL NY - Colby Hamilton

[PRO] [Appeals court blocks suit against corrections officer](#)

CAPITAL NY - Luca Marzorati

[PRO] [D.O.E., 15 universities will contract for special ed courses](#)

CAPITAL NY - Conor Skelding

[Radio: Presumption of Innocence For Sale: The Story of Kenny Fomby, J.R.](#)

WNYC - John Hockenberry

"Excessive bail shall not be required." Those six words begin the 8th Amendment, and they help us begin our new series that looks at the complicated, highly politicized—and often abused—practice of bail. What is bail? What is a fair bail? And how can the system of bail strip you of your freedom before you ever get to trial? Last month, Kalief Browder, the young man who was held at Rikers Island for three years without trial because he couldn't pay his \$3,000 bail, committed suicide. Kenneth Fomby, J.R. was very close to ending up like Kalief. In March 2006, Kenny was arrested for sodomy, kidnapping, false use of credit card, and robbery. Each charge had a bail set at \$250,000, making for a total bail of \$2 million.

[NYC Parents, Teachers and Students Give Their Schools High Marks](#)

WNYC - Yasmeen Khan

Satisfaction with individual schools remains high in New York City, according to results from the city's ninth annual school survey administered to parents, teachers and students in sixth to 12th grades. Consistent with last year's survey results, 95 percent of parents who responded to the survey were at least "somewhat satisfied" with their child's education and with the school's response to their questions. Students reported an uptick in their feeling of safety at school, with 92 percent reporting that they felt safe in their classes, compared to 87 percent the previous year. Eighty-five percent of students said they felt safe in hallways, bathrooms and locker rooms, compared to 79 percent in 2014.

...The city added new questions to this year's survey meant to collect information on what the Department of Education calls its "framework for great schools," a set of six more qualitative measures, such as the level of rigor in instruction and how supportive the school environment is.

[Radio: Rikers 'Needs To Be Permanently Closed'](#)

WNYC - Brian Lehrer

Neil Barsky, chairman and founder of The Marshall Project, argues that despite recent reforms at Rikers, the only way to fix what he calls "New York's cesspool of a jail complex" is to "destroy" it. He offers an outline for how this could be funded and where the jail's 10,000 inhabitants could go.

[Quiz: Test Your Knowledge of NYC's Composer Statues](#)

WNYC - Brian Wise

New York City's parks and squares are home to a remarkably diverse array of statues commemorating historic composers. These, along with many others, recently drew attention when a group began a campaign to advocate for statues of women in Central Park. Currently, of the 22 historical figures commemorated in the park, all are men. Time will tell how the group's efforts pan out. For now, test your knowledge of New York's bronze and marble creations in the quiz below. And tune in on Tuesday night to hear WQXR's broadcast of the Orpheus Chamber Orchestra at Central Park's Naumburg Bandshell where (hint) you might see a famous composer statue lurking nearby.

[Undercover female cops fighting rise in transit sex crimes: NYPD](#)

AM NY - Rebecca Harshbarger

Undercover female subway cops are fighting an uptick in transit sex crimes this year, the NYPD said Monday. As of April, two female officers are now on each transit plainclothes team that targets subway assailants. The officers will

approach victims when they see a sex crime occur, and even take their statement on the platform to save them time. "These crimes take a serious emotional and physical toll on victims -- the majority of whom are women," said Chief Joseph Fox, who heads the department's transit bureau, during an MTA committee meeting. "We know they're more comfortable with female police officers," he added. There have been 343 sex offenses in subways this year -- a 7.5% increase from 319 at this point in 2014. The crimes against subway riders range from sex assaults and gropings to public lewdness.

[NYC scorching heat leads to air quality warning](#)

METRO - Yalda Mostajeran

The New York state environmental department issued an air quality warning to New York and the surrounding suburbs on Monday. The warning was in place until 10 p.m. Individuals were advised to avoid extended periods of time outside if they are sensitive to air conditions, such as those who have asthma. "Since it's really hot, that sun is blazing," said Kim Knowlton, a senior scientist and environmental expert with the National Resource Defense Council. "That sun can accelerate the march to rather high ozone concentrations."

[Thousands of power outages in NYC heat](#)

METRO - Staff

More than 20,000 homes and businesses around New York City lost power Monday, according to Consolidated Edison. The company faced issues during one of New York's hottest summer days. Over 19,000 outages were recorded on Staten Island with others scattered nearby. The outage left more than 5,000 customers in mainly Nassau County without electricity, said PSEG Long Island. Crews for both utilities continued to work on the issue. The continuous NYC heat has also led to an air quality index warning.

[Survey: More parents satisfied with city schools](#)

SI ADVANCE - Diane Lore

More parents are satisfied with the city's public school system and the education their children are receiving, and more believe the school system is getting better at preparing students for college and the workforce, according to Schools Chancellor Carmen Fariña, who on Monday announced the results of the ninth annual New York City Schools Survey. With a record number of nearly a million public school parents, students and teachers participating in the survey for the 2014-15 school year, Fariña said the responses "indicate high levels of satisfaction" with the school system, and that efforts to raise the bar for students, to better prepare them for college and careers, are taking root.

...The survey also contained some good news for the chancellor; parent and teacher satisfaction with the chancellor, as well as the Department of Education's Panel for Educational Policy (PEP), both increased significantly this year.

[Unique food service program aimed at Department of Probation clients](#)

SI ADVANCE - Kristin Dalton

The Department of Probation, in partnership with Food Bank for New York City and the Mayor's Fund to Advance New York City, is launching NeON Nutrition Kitchens in a unique initiative that goes beyond a typical food pantry. The second of five citywide NeON Nutrition Kitchens opened Monday at the Staten Island Neighborhood Opportunity Network Office (NeON), located at 304 Bay St., Tompkinsville. Department of Probation clients can come Monday through Friday, from 8 a.m. to 5 p.m. to pick up food from the pantry. The pantry will be open to members of the community on Wednesdays, from 9 a.m. to 12 p.m. "Everything about this is brilliant," said Barbara Turk, Food Policy director for New York City, adding, "This type of program is groundbreaking. It speaks to the departments view of the clients and ability to see people and not the crime."

[Director of school in the Bronx is accused of hiring friends](#)

EL DIARIO - Staff

He had already received prior reprimands for allowing two grandchildren entered their school, but now he did it again: hired two members of the sauce of your son and brother of these men to work in school. According to the New York Post, the director of PS 207 in Kingsbridge, Maria Rosado, hired friends of his son Eddie, singer in the Conjunto Imagen, band created in 1989. In 2006, the director hired the pianist of the group Luis Pereira, who already had worked six years as a substitute. In 2004, he hired Alexander Rodriguez, singer of the band, subject who had no previous experience in city schools. After two years he became a community coordinator at another school in the Bronx, and in 2009 returned to work for Maria Rosado, as parent coordinator.

[NYC Parents Are Satisfied With Their Kids' Public Schools... as Usual?](#)

DNA INFO - Amy Zimmer

New York City parents are overwhelmingly "satisfied" with their children's public and charter schools, according to survey results of more than 1,800 schools released Monday by the Department of Education. "The results suggest high overall satisfaction with the city's schools, as 95 percent of parents report satisfaction with their child's education," boasted the press release, highlighting the positive responses of the more than 950,000 parents, teachers and students filled out on the ninth annual NYC School Survey during what was Chancellor Carmen Fariña's first full year at the helm.

[Health Dept. Creates Unit to Probe Illegal Day Care Centers After Baby Dies](#)

DNA INFO - Amy Zimmer, Murray Weiss, Danielle Tcholakian

The Department of Health has created a unit to investigate child safety issues after a 3-month-old boy died at an unlicensed day care, the agency told to ABC 7 Eyewitness News. Karl Towndrow died last week at SoHo Child Care, an unlicensed day care center run by Maryellen Strautmanis out of her loft at 69 Greene St. for 14 years. The Department of Health received a complaint about the center in November 2014, but an investigator failed to find the center and closed the case. "There are concerns about how rigorous the inspection process is, and what kind of oversight the Department of Health has over its own personnel," a law enforcement source said. "What this tragedy signals is that you can operate off the radar without any authority going to come in and find you, even after a specific allegation is made."

[Moca Asian Bistro Reopens After Being Closed Down for Cockroach Infestation](#)

DNA INFO - Ewa Kern-Jedrychowska

Popular Forest Hills restaurant Moca Asian Bistro, which was closed by the Health Department last week after inspectors found roaches in its kitchen, was allowed to reopen under a "grade pending" status, the agency said. Inspectors who visited the eatery on Forest Hills' "Restaurant Row," at 107-18 70th Road, on July 16 authorized the eatery to reopen despite describing the conditions as not "vermin-proof," records show. The eatery also had to post a "grade pending" sign on its window.

[Nutrition Kitchen Teaches Staten Islanders on Probation Good Eating Habits](#)

DNA INFO - Nicholas Rizzi

The city launched its second food pantry on Monday that aims to get residents on probation eating healthier. The Department of Probation opened the city's second Neighborhood Opportunity Network (NeON) Nutrition Kitchen at 340 Bay St. which distributes food to clients once a week and will host cooking demonstrations, give out nutritional information and healthy recipes. "Our goal is to assist our clients with overcoming barriers like hunger in an effort to create a successful and productive life for those transitioning from the justice system," DOP Commissioner Ana Bermúdez said in a statement.

[Crashes Down at Deadly UWS Intersections After Redesign, Data Shows](#)

DNA INFO - Emily Frost

Crashes have declined significantly at two deadly intersections on West End Avenue following a redesign by the city and an increase in police presence along the busy stretch, according to NYPD collision data. Vehicle crashes have decreased since the addition of pedestrian islands at West 95th and 97th streets and West End Avenue. The two intersections each saw pedestrian fatalities last year that led to emergency action by the Department of Transportation.

...Following emergency meetings with the city, the DOT installed islands at both intersections, among other changes, completed in mid-November of last year. In the nearly eight months since, there have only been six total collisions counted at the two sites, compared to 17 over the nearly 11 months prior to that, NYPD data shows.

[Safety Upgrades Planned for Site Where Dump Truck Fatally Hit Elderly Man](#)

DNA INFO - Lisha Arino

The site of a fatal pedestrian collision last week was considered a "high crash corridor" by the city, which had planned to introduce traffic calming measures to the area near the Manhattan Bridge this summer. Canal Street between Bowery and Chrystie Street saw one fatality and 157 pedestrian, bicyclist and motor vehicle passenger injuries — 16 of which were considered "severe" — between 2009 and 2013, according to a Department of Transportation presentation to Community Board 3 in May. Residents had also expressed concerns about safety, calling the area a "death trap."

[SoHo Teen Wins Award From City For Invention to Help Deaf People](#)

DNA INFO - Danielle Tcholakian

A rising high school junior from SoHo won an award from the city for creating a gadget to help deaf people follow day-to-day conversations. Daniil Frants, 16, created with two of his peers the "Live-Time Closed Captioning System," a contraption that goes over a person's head and enables people with hearing disabilities to see closed-captioning of conversations happening in real-time.

...Daniil, who attends the Dwight School on the Upper West Side, was one of 10 New Yorkers under the age of 20 to be named a "young innovator to watch" this spring by the city's Economic Development Corporation and an organization that puts on CE Week, a consumer electronics event meant to show the city's commitment to local tech sector growth.

[Williamsburg NYPD Commander Takes Over 42nd Precinct](#)

DNA INFO - Eddie Small, Serena Dai

The Commanding Officer of the 42nd Precinct is headed to a new position at One Police Plaza and will be replaced by the top officer for Williamsburg and Greenpoint. Deputy Inspector Steven Ortiz, who has headed up the South Bronx squad since May 2013, is going to the Chief of Department's office, where he will oversee the community partnership program citywide and a program aimed at reducing gang violence called the Ceasefire Initiative in Brooklyn. July 21 will be his last day in the South Bronx.

[Memorial in Gantry Plaza State Park Honors Late Community Leader](#)

DNA INFO - Jeanmarie Evelly

A memorial was installed this weekend in Gantry Plaza State Park honoring late advocate Bill Bylewski, a longtime Hunters Point resident who spent years bettering his neighborhood's waterfront. Hunters Point Parks Conservancy, an advocacy group that Bylewski helped found, dedicated a plaque on a wall in the garden of the park on Saturday, which was also the late community leader's birthday. He died from cancer earlier this year at the age of 53, friends said.

[LGBT Homeless Shelter Named After Bea Arthur Breaks Ground](#)

DNA INFO - Lisha Arino

The Ali Forney Center, a nonprofit that works with homeless LGBT youth, thanked actress Bea Arthur for being a friend as it broke ground on a new 18-bed shelter named after the "Golden Girls" star Monday afternoon. The \$3.3 million city-funded project, which has been named the Bea Arthur Residence, will provide services for homeless gay and transgender youth when it opens at 222 E. 13th St. next year, said Carl Siciliano, executive director of the Ali Forney Center. The project would not have been possible without Arthur's help, he explained.

[Driver Seriously Injured in Parking Garage Elevator Fall, FDNY Says](#)

DNA INFO - Aidan Gardiner

A man was seriously injured early Monday when a Midtown parking garage elevator he was in plummeted several stories, FDNY officials said. The man, whose name and age were not immediately released, was sitting in a car in an elevator of the Central Parking Systems garage at 154 E. 53rd St., near Lexington Avenue, about 12:50 a.m. when it fell, an FDNY spokesman said. The FDNY responded to the scene and pulled the man from the elevator, a spokesman said.

...The Department of Buildings is investigating the incident, a spokesman said. The building has no open complaints, the DOB spokesman added.

[Heat Advisory in Effect Citywide Today](#)

NY1 - Staff

As the temperature stays hot for another day Mayor Bill de Blasio is urging New Yorkers to stay cool. The National Weather Service has issued a heat advisory in effect until 6 p.m.

...The Department of Homeless Services is also opening all shelters for those trying to get out of the heat. New Yorkers are also being encouraged to limit strenuous activity and to check on neighbors and relatives while paying extra attention to the young, elderly, and people with medical conditions.

Local News:

[New Statewide Guidelines Aim to Accommodate and Protect Transgender Students](#)

NY TIMES – Elizabeth Harris

The New York State Education Department on Monday released guidelines on how school districts should accommodate transgender students. Schools should use the pronouns students prefer, for example, and encourage administrators to be receptive of the gender identities of the young people in their charge. The guidance, which was developed in concert with

groups like the New York Civil Liberties Union and the Empire State Pride Agenda, is essentially the department's reading of existing state and federal laws. And while these standards do not mark new formal regulations, advocates say they will help protect a vulnerable group.

[New York Attorney General Accuses Brooklyn Children's Charity of Fraud](#)

NY TIMES – James Barron

Over the years, donors gave millions of dollars to the National Children's Leukemia Foundation, perhaps motivated by brochures or telemarketing pitches describing the charity's bone marrow registry or its cancer research building. Neither of those things existed, the New York State attorney general's office said in a petition filed in State Supreme Court in Brooklyn on Monday. The petition seeks to shut down the Brooklyn-based foundation and recover money that the attorney general's office said had been raised fraudulently.

[Progress for a Museum on Climate Change](#)

NY TIMES – Associated Press

The plan for a museum in New York City that would focus on climate and climate change, with exhibits that could relate to health, social justice and rain-delayed baseball games, moved a step forward Monday, officials said. The state's Board of Regents, meeting in Albany, approved a five-year provisional charter for the museum, Tom Dunn, a spokesman for the board, said. Miranda Massie, executive director of the Climate Museum Launch Project, said the museum was now "empowered to hold collections in trust for the public."

[Taking Stock \(for Once\), Self-Styled Hoarder Makes Lucrative Deal to Close Bookstore](#)

NY TIMES – Matt Chaban

John Scioli never met a book he did not like. They loom over the doorway of the Community Bookstore in Cobble Hill, Brooklyn, his home of 30 years, cataracts of white, brown and yellow pages tumbling from the 10-foot ceilings and spilling out onto the corner of Court and Warren Streets. To the regulars, neighbors, dinner dates, bookworms, French transplants, Spanish tourists, Italian grandmothers and authors acclaimed or otherwise, the Community Bookstore is a beloved local fixture, even to those who recoil at the cluttered and musty shelves that endear the place to everyone else.

[Harlem Archive Collects Past Stories of Those Who Wrestled With Their Sexuality](#)

NY TIMES – Winnie Hu

By the time Nora-Ann Thompson fell in love with a woman, she was 45 years old and had three failed marriages behind her. The daughter of a black pastor in the Bronx, she had grown up in a family and a church that did not talk openly about sexuality, let alone homosexuality. When she finally told her father, all he could say was "that cannot be; you need a man to take care of you and protect you," she recalled. They never spoke of it again.

[New York Prisoner's Keys to Escape: Lapsed Rules, Tools and Luck](#)

NY TIMES – William Rashbaum

Night after night for months, David Sweat slipped through a hole he had sawed at the back of his cell in the Clinton Correctional Facility in northern New York. He would plumb the catacomb-like tunnels beneath the prison, where he was serving a life sentence for murder, searching for an escape route, confident that the guards would have no idea he was gone because they were asleep. Then he would return to his empty bunk. His explorations began this past winter and continued through the spring. They took him underground almost every night for hours until he finally stumbled on what would become, through trial and error and countless hours of grueling work, his subterranean route out.

[Editorial: New York's Big Money Loophole](#)

NY TIMES – Editorial

Nearly two decades ago, New York's Board of Elections quietly created a gigantic loophole in the state's campaign finance laws when it decided that limited liability companies were no different from people when it came to donations to candidates. Under state law, corporations are limited to political donations of \$5,000 a year. But limited liability companies are allowed to donate \$60,800 a year to any statewide candidate, just like individuals. The loophole has been an invitation to abuse. The most recent campaign filings in New York revealed that in the last six months, Gov. Andrew Cuomo received \$1.4 million from L.L.C.s while Attorney General Eric Schneiderman got about \$220,000. Both politicians have called for closing the loophole, which allows donors to set up numerous small, secretive companies often identified only by an address. For instance, 56th Realty, 80th Realty and 92nd Realty are three L.L.C.s listed at the same address, which is also the address of Glenwood Management, a powerful real estate company.

[Power Outages Affect Thousands in Area](#)

WSJ – Associated Press

Utilities say over 20,000 homes and businesses in and around New York City lost power as the electric network grappled with one of the summer's hottest days. Consolidated Edison was reporting 19,000 outages on Staten Island Monday evening and scattered ones elsewhere. PSEG Long Island said over 5,000 customers are without electricity, mainly in Nassau County. Spokeswomen for both utilities said crews were working on the problems. Earlier Monday, Con Ed reduced power to 138,000 homes and businesses in Queens and Brooklyn and asked residents to conserve electricity.

[State Issues Guidance on Transgender Students](#)

WSJ – Leslie Brody

New York public schools received state guidance Monday on how to help transgender students, with advice on using pronouns, ensuring privacy and providing access to restrooms. The 12-page memo recommends that schools accept a student's assertion of his or her own gender identity. It also underscores that the U.S. Education and Justice departments have stated that barring a student from restrooms or locker rooms that match his or her gender identity is prohibited sex discrimination.

[Six Shot During Party at Bronx Park](#)

WSJ – Pervaiz Shallwani

Gunfire during a late-night cookout in a Bronx park injured six people Sunday, capping a week in which homicides and shootings across the city increased dramatically compared with the same period last year, authorities said. A man, four teenage boys and a woman were injured during the shooting inside Franz Sigel Park when a dispute at a cookout led at least one person to pull a gun and begin firing, police said. None of the injuries was considered life-threatening. No arrests had been made, but police said they were questioning a person of interest in connection with the incident.

[Column: On Brooklyn's Side Streets, Beauty Blooms](#)

WSJ – Ralph Gardner Jr

If one wants to see income inequality in action, one need go no further than Park Avenue. Or to be more precise, however many steps off Park Avenue it takes for a person to travel from the planting beds surrounding the trees under the auspices of the building on Park and those that are the responsibility of the oftentimes more humble brownstones, tenements (though I use the term loosely) and mid-block apartment houses that line the side streets. Those on Park are typically a fantasia of seasonal plantings with festive flowers, ground cover and perhaps a sprig or two of white birch, together with matching planters on either side of the front-door entrance.

[With luck, 7 train hits 11th Ave. in September](#)

DAILY NEWS – Dan Rivoli

A new 7 train station in Manhattan is weeks away from its long-awaited debut, an MTA official said Monday. The delayed 7 train extension that brings the line to 34th St. and 11th Ave. is expected to open by Sept. 13, said Michael Horodniceanu, the president of MTA Capital Construction. "The work is basically, pretty much complete, and we are actually running the last tests and in compliance of inspections," he said.

[Bronx woman rewarded \\$20K after she was fired from hotel over jury duty selection](#)

DAILY NEWS – Ginger Adams Otis

A Manhattan hotel that fired a worker because she was selected for jury duty got a verdict of its own Monday: guilty. State Attorney General Eric Schneiderman secured a \$20,000 payout for the Bronx woman from Wyndham Midtown 45, the hotel where she had worked for four months. The woman was fired in March 2014 after being picked to serve on a murder trial in Bronx Supreme Court, the attorney general said.

[Disgraced Brooklyn politician William Boyland Jr. can't get character reference](#)

DAILY NEWS – John Marzulli

He's gone from political scion to disgraced outcast. Facing 19 years in prison for his corruption conviction, ex-Brooklyn Assemblyman William Boyland Jr. can't muster a single character letter from a current or former politician. Boyland submitted to Federal Judge Sandra Townes over the weekend a pack of letters from mostly acquaintances and clergyman from the Brownsville district he betrayed.

[Brooklyn thugs attack Hispanic man, deride him as immigrant](#)

DAILY NEWS – Kerry Burke, Tima Moore, Jennifer Fermino, Rocco Parascandola

A 25-year-old man from Guatemala was knocked off his bicycle in Brooklyn and his face was smashed in by two men who derided him as an immigrant who doesn't belong in America, police and the victim said. Felix Valenzuela was riding west in the bike lane on Jackson St. when he nearly bumped into two skateboarders — white men between 20 and 30 — at Leonard St. in Greenpoint at 5:15 a.m. on Sunday, he said. “I said something, like be careful, watch the light,” Valenzuela said. “They didn't like it.”

[Queens woman, 35, douses herself with lighter fluid, sets herself on fire: police sources](#)

DAILY NEWS – Kerry Burke, Andy Mai, Joseph Stepansky

A woman lit herself on fire — suffering severe burns — during a family dispute in Queens on Monday, police sources said. The 35-year-old woman argued with family before dousing herself with lighter fluid and setting herself afire in her 65th Place home in Maspeth at 1 p.m., cop sources said. A neighbor and a relative tried to snuff the blaze after the woman ran outside. “She was pleading with me, ‘Please put water on me!’ ” the neighbor told family. A fire extinguisher and matches were visible on the front porch of the home afterward. One relative called the incident an accident.

[Woman, 30, jumps to her death from Flatiron rooftop bar: cops](#)

DAILY NEWS – Andy Mai, Joseph Stepansky

A 30-year-old woman jumped 20 stories to her death from a Flatiron rooftop bar Monday, cops said, as oblivious patrons kept drinking. Faigy Mayer went to 230 Fifth Rooftop Bar on Fifth Ave. and 27th St., climbed onto the ledge of a terrace with outdoor seating and leaped to the sidewalk around 6:45 p.m., police said. She died at the scene, according to cops.

[Ex-teacher convicted of wife's murder in Staten Island home after confrontation over prostitutes](#)

DAILY NEWS – Leonard Greene

A former teacher was convicted Monday of murdering his wife in their Staten Island home after she confronted him about philandering with prostitutes. Jurors needed only 2 ½ hours to find Jonathan Crupi guilty of stabbing his wife, Simeonette Mapes-Crupi, to death in 2012, hours before he met up with another hooker. Prosecutors had no witnesses or a murder weapon to produce as evidence. Instead, they laid out a successful circumstantial case that highlighted Crupi's Internet searches on such subjects as “how to throat slash” and “what destroys DNA.”

[Queens man tries to overturn conviction for 2005 murder, claims he never knew of right to testify](#)

DAILY NEWS – Eli Rosenberg

A Queens man doing time for a 2005 murder is trying to overturn his conviction, saying he was never informed of his right to testify. Lawyer Wilson LaFaurie, who represented Corey Whitlock, 38, in the 2008 trial over Carl Meek's shooting death, admitted in Queens Supreme Court on Wednesday that it's possible he didn't offer his former client the option of testifying.

[Driver strikes Queens man with car after argument: police sources](#)

DAILY NEWS – Rocco Parascandola

A 40-year-old man was critically wounded in Queens when he was struck by a car after he argued with the driver, police sources said Monday. The victim was walking on 71st St. near 110th St. about 11:10 p.m. Sunday when the incident occurred. The driver fled. The victim was taken to Jamaica Hospital in critical condition.

[5 young people wounded as gunfire erupts at barbecue in Bronx park](#)

DAILY NEWS – Rocco Parascandola

Five young men and a woman were shot and wounded at a barbecue at a Bronx park, police sources said Monday. The gunfire erupted at the Franz Sigel Park at E. 153rd St. and the Grand Concourse early Monday, sources said. The oldest victim, a 20-year-old man, was shot in the left calf. The lone female victim, 19, was hit in the right thigh. The other male victims were a 17-year-old shot in the right knee, two 16-year-olds, one shot in the right leg and the other in the right forearm, and a 14-year-old struck in the left foot. They are being treated at Lincoln and Bronx Lebanon hospitals for injuries that are not considered life-threatening.

[Brooklyn thugs attack Hispanic man, deride him as immigrant](#)

DAILY NEWS – Tina Moore and Rocco Parascandola

A 25-year-old Hispanic man riding his bike to work was assaulted in Brooklyn by two men who derided him as an immigrant who doesn't belong in America, the Daily News has learned. The victim was knocked off his bike when one of the attackers hit him with a skateboard. The pair then punched and kicked him, sources said. "You f----- immigrant," they yelled. "You don't belong in this country."

[Accused truck driver in limousine crash that killed 4 admits to drinking beers: Suffolk County DA](#)

DAILY NEWS - Keldy Ortiz, Reuven Blau

The driver of the red pickup truck that T-boned a limousine and killed four passengers admitted he drank a few beers before the collision — and attempted to flee afterwards, Suffolk County District Attorney Thomas Spota said Monday. Steven Romeo, 58, stayed at the crash site in Cutchogue for about 15 minutes on Saturday and talked to officers before he walked about 1,000 feet away, climbed over a 6-foot black fence and shimmied down a steep embankment, Spota told reporters.

[Editorial: Cuomo steps up to crack down on exploitation of low-wage workers](#)

DAILY NEWS – Editorial

The rampant mistreatment of workers at the bottom of New York's economic ladder is drawing a much-needed crackdown from Gov. Cuomo. Acknowledging that labor laws are being flouted by bottom-feeding employers, Cuomo formed a 10-agency task force charged with both punishing violators and fixing a broken enforcement system. The need for comprehensive action is obvious from studies documenting widespread breaches of wage, hour and job-classification rules, from successful lawsuits for back pay against high-end restaurants for chiseling their workers' pay, and from fines levied against offenders who view them as a cost of doing business.

[Silver spent \\$1.5M on lawyers as Bharara probed](#)

NY POST - Kirstan Conley

Former Assembly Speaker Sheldon Silver spent \$1.5 million from his campaign account on lawyers as U.S. Attorney Preet Bharara bore down on him, campaign filings show. The records, which became public this week, show that Silver paid Mololamken LLP \$1 million on Feb. 12, about a month after he cut a check to the same legal firm \$25,000. He also shelled out \$500,000 for Stroock, Stroock and Lavin on Jan. 29, a week after he was arrested on corruption charges.

[Teachers told to refer to students by pronoun of their choice](#)

NY POST – Kirstan Conley

The state Education Department is schooling teachers and administrators on the use of pronouns, restrooms and locker rooms for transgender students. The department released new guidelines Monday, including the use of the term "cisgender," to mean those who identify as the sex to which they were born. "Children cannot be expected to learn unless they feel welcome, safe, and comfortable," said Regents Chancellor Meryl Tisch. The guide instructs school staff to use the gender pronoun of each student's or parent's choice.

[Woman leaps to death off rooftop bar, patrons keep drinking](#)

NY POST – Kenneth Garger

A woman jumped 20 stories to her death from a swanky rooftop bar in the Flatiron District Monday night. As onlookers sipped pricey drinks at the 230 Fifth Rooftop Bar during a corporate party at 7:30 p.m., 30-year-old Faigy Mayer suddenly sprinted toward a row of bushes that lined the edge of the establishment, cops and onlookers said. She went through the shrubbery, over a wall and plummeted to the sidewalk on West 27th Street, shocking pedestrians.

[Six shot during party at NYC park](#)

NY POST - Natasha Velez

Six people were shot during a party at a Bronx park early Monday, police said. Two crowds were gathered at Franz Sigel Park near East 153rd Street and the Grand Concourse when a fight broke out about midnight, according to cops. Police believe a party-goer from one group started shooting at the other. The youngest victim, 14, suffered a gunshot wound to the foot, authorities said. He went to Lincoln Hospital, along with four others who suffered leg wounds, authorities said.

[Driver rammed man with car after argument: cops](#)

NY POST – Natasha Velez

A man rammed into a foe with his car, leaving the victim in critical condition, police said early Monday. The suspect and the victim, 40, were in a heated argument at 71st Avenue and 110th Street, outside of the Majestic apartment building complex in Forest Hills, Queens, about 11:20 p.m., according to police.

[Driver who hit limo drank 'some beer' before fatal crash](#)

NY POST - Danika Fears, Sophia Rosenbaum

The Long Island man who slammed into a limo full of young women celebrating the summer in wine country got boozed up at his Southold home before getting behind the wheel, officials said Monday. Steven Romeo told cops he had drank "some beer" prior to getting in his red pickup truck and driving down Route 48. His drunken decision ended in tragedy after he crashed into the limo carrying eight girls who had paid \$100 each to have a safe ride for their wine tour.

[Editorial: Hey, Sen. Schumer: Where do you stand on the Iran deal?](#)

NY POST – Editorial

The Post on Tuesday presents New York Sen. Charles Schumer with 10 questions about President Obama's Iran deal. We believe the senator has a moral duty to answer rapidly, and in detail — to clearly state his position on the agreement, and whether he'll support it or work to defeat it. His constituents and his oath of office demand no less. Schumer is key as Congress debates whether to approve the deal. If he backs the president, it will be virtually impossible to override Obama's promised veto — and the bargain will become US law.

[Speaker on city's handling of unaccompanied minors](#)

CAPITAL NY - Gloria Pazmino

Council Speaker Melissa Mark-Viverito said Monday that cities dealing with an influx of unaccompanied minors who crossed the United States' southern border last year should follow New York's model for handling the crisis. Flanked by undocumented minors who were recently granted asylum and their pro-bono lawyers, the speaker said during a City Hall press conference that last year's flood of migration at the border that overwhelmed the city's court docket and sent unaccompanied minors to different facilities in the state is now under control.

...The speaker said the City Council has earmarked \$1.5 million for services and partnered with the Robin Hood Foundation and the New York Community Trust to create the "Unaccompanied Minors Initiative" which has provided free legal assistance and guidance for every child who has arrived in the city. The effort, she said could be should become a national model for other cities.

[Broader trends forced Sophie Davis med-school evolution](#)

CAPITAL NY - Dan Goldberg

Governor Andrew Cuomo's announcement last week that the Sophie Davis School of Biomedical Education would expand into the CUNY School of Medicine was a move years in the making, and the result of economic and educational forces both close to home and abroad that have changed how medicine must be taught. Cuomo's press release said the new four-year medical school, which will be affiliated with St. Barnabas Health System in the Bronx, will train physicians for underserved communities across the state. That has always been a primary justification for the Sophie Davis school's existence, and a campaign is already underway to raise more than \$20 million in interest-free loans for the 70 students who will make up the inaugural class. For more than four decades, the Sophie Davis school has provided an attractive (and less costly) option for students wishing to practice medicine. Over the past five years, more than 40 percent of the graduating students have been black or Latino, about four times the national average, according to the Association of American Medical Colleges.

[Manhattan's office market picks up steam](#)

CAPITAL NY - Sally Goldenberg

Manhattan's office market has been more active in recent months, with space-sharing venture WeWork signing two major leases, new data shows. WeWork, which occupies about 1.8 million square feet of office space in the city, ranked twice in the top 10 list of major transactions from April through June of this year, according to a Savills Studley Research report released Monday. WeWork leased 178,441 square feet at 1460 Broadway and 136,118 square feet on West 36th Street. The biggest transaction of the quarter was a 544,009 square-foot lease law firm Skadden Arps signed for 1 Manhattan West. In all, the volume of deals rose to 7.7 million square feet for the quarter but due to a lag in Downtown Manhattan activity, it fell short of the 8.3 million square foot long-term quarterly average.

[PRO] [Regents board plans effort to boost male minority students](#)

CAPITAL NY – Jessica Bakeman

[PRO] [Regents frustrated with lack of progress in East Ramapo](#)

CAPITAL NY - Jessica Bakeman

[PRO] [Regents approve guidelines for transgender students](#)

CAPITAL NY - Jessica Bakeman

[Cuomo delays funding for stem cell research](#)

CAPITAL NY - Dan Goldberg

Just days into his second term, Governor Andrew Cuomo announced the expenditure of \$36 million in state funds for stem cell research, saying "[t]his state is proud to be a leader in the health care industry." But the money has not been spent, and last month a state health department official said contracts with three medical institutions awarded the money would be postponed for at least three more months. Weill Cornell Medical College, the Roswell Park Cancer Institute and the Icahn School of Medicine at Mount Sinai—the three institutions whose research contracts have been delayed—declined to comment for this story.

[Cuomo receives federal approval for first 19 weather stations](#)

CAPITAL NY - Will Brunelle

Governor Andrew Cuomo's 125-station weather monitoring system on Monday received construction approval from the Federal Emergency Management Agency for its first 19 sites, with the other 106 expected to be sited and constructed by 2016. Six of the 19 sites will be on SUNY campuses, with the others sprinkled around community colleges, private farms and even a Warren County Starbucks property. Cuomo said in the release that the new system will help the state actively prepare for "whatever Mother Nature brings," despite skepticism from some critics. The Mesonet Early Warning Weather Detection System was created in response to both the major snowstorm that buried Buffalo last year, and the prediction of a major snowstorm that led to New York City taking extreme precautions to prepare for what turned out to be a mild storm.

[PRO] [Quarter of Medicare-certified agencies rated below average](#)

CAPITAL NY - Josefa Velasquez

[PRO] [Schneiderman and Gillibrand renew anti-microbead bills](#)

CAPITAL NY - Scott Waldman

[PRO] [Heastie to travel to Syracuse Tuesday](#)

CAPITAL NY - Josefa Velasquez

[PRO] [DiNapoli: Tighter tax cap could mean more override attempts](#)

CAPITAL NY - Jimmy Vielkind

[State Senate G.O.P. retains fund-raising edge](#)

CAPITAL NY - Bill Mahoney

Senate Republicans, who have controlled their chamber for all but three years since World War II, reported a fund-raising advantage for the first half of 2015 consistent with that from two years ago. However, several changes in the makeup of each conference's campaign fund balance indicate Democrats have improved in this area over the same period of time. As of Monday morning, 120 campaign committees controlled by incumbent senators or registered as Senate campaign accounts had submitted disclosure reports to the New York State Board of Elections covering their activity between Jan. 12 and July 11. Democrats reported raising nearly \$2 million in contributions and housekeeping receipts and having \$4.8 million in their campaign accounts; Republicans raised \$5.3 million and had \$15.2 million.

[PRO] [Kerri O'Brien to lead State Liquor Authority](#)

CAPITAL NY - Jimmy Vielkind

[Silver committee spends \\$1.5 million on attorneys](#)

CAPITAL NY - Bill Mahoney

Former Assembly speaker Sheldon Silver has spent over \$1.5 million in campaign funds on attorneys since January, according to a disclosure report submitted to the New York State Board of Elections. Silver's campaign committee made a \$25,000 payment to MoloLamken LLP on Jan. 15, and a \$1 million payment to that firm on Feb. 12. He also paid Stroock, Stroock & Lavan \$500,000 on Jan. 29. Silver was arrested on Jan. 22 on charges involving his alleged work at a tax certiorari law firm, where he was accused of taking “kickbacks” from individuals with business before the state.

[Mark-Viverito: 'We Have to Humanize' Immigration Debate](#)

NY OBSERVER - Jillian Jorgensen

Despite oft-heated rhetoric surrounding immigration issues in the United States, Council Speaker Melissa Mark-Viverito said today she was still hoping other cities around the nation might follow New York's lead in providing lawyers to undocumented children arriving in the country without their parents. “We have to humanize this issue,” Ms. Mark-Viverito said today at a City Hall press conference. “You look at the faces of these children, these are the stories you have to hear. These are the individuals you have to hear from—you have to hear the horrors and the tragedies and the violence they're trying to evade.” Ms. Mark-Viverito was standing with attorneys, advocates, and young children who had fled from violence in nations like El Salvador to New York. Thanks to a program she rolled out a year ago, those children—and all unaccompanied minors arriving in New York—are receiving legal help to allow them to fight deportation and apply for asylum based on the violence they ran from.

[Going Underground: As Land Prices Rise, New York Institutions Seek Subterranean Space](#)

NY OBSERVER - Kim Velsey

Last Wednesday, the famed F.A.O. Schwarz toy store shut its Fifth Avenue doors, which have, along with the bright red awning and soaring windows, beckoned passing children for the last 29 years. (The store, in a series of other locations, has been inducing high-pitched pleading since 1862). The cause of the closure—a substantial rent increase—was common enough, and so increasingly, was F.A.O. Schwarz's solution: moving the store to a cheaper, subterranean space. In a city where space is ever at a premium, but perhaps no more so than this current moment—Manhattan land prices now average \$1,200 per square foot—F.A.O. Schwarz's decision to sacrifice its prime street-level retail space for two sub-grade stories at 1633 Broadway makes perfect sense. The cost of retail space in the city's premiere shopping districts has reached levels that make it hard for even the busiest or priciest of stores to break even; indeed, it has long been assumed that many international brands don't expect to, and that they write off the astronomical expense of a Fifth Avenue address as an marketing expense. And it's far from the only beloved local institution to go underground.

[NYC Council Speaker Melissa Mark-Viverito to laud aid for unaccompanied minors](#)

AM NY - Emily Ngo

A City Council program providing free legal aid to children who fled Central America and arrived in New York City illegally as unaccompanied minors has screened more than 1,600 immigrants, taken on nearly 650 cases and won 14 asylum petitions in the past year, Council Speaker Melissa Mark-Viverito will announce at a news conference Monday. Mark-Viverito will declare the \$1.9 million initiative to provide legal representation and social services a success and call on other cities to follow suit in protecting unaccompanied minors from deportation.

[Open fire hydrant complaints on the rise in NYC](#)

AM NY - Ivan Pereira

Opening up a fire hydrant to cool off is a longstanding New York tradition, but it's one with a high and rising cost. There have been 4,458 complaints to 311 for open hydrants running in full as of July 6, according to public records, a jump from 3,845 calls during the same period last year and 4,020 in 2013.

[19,000 Staten Island customers lose power; extreme heat likely to blame](#)

AM NY - Alison Fox

About 19,000 customers in Staten Island were without power on Monday, while many more had reduced voltage, authorities said. The power outage was due to equipment failure at about 2 p.m. that was most likely caused by the extreme heat. The areas where customers were without power included St. George, New Brighton, Tompkinsville, Stapleton, Mariners Harbor, and Travis, said Philip O'Brien, a spokesman for Con Edison. A heat advisory was in effect until 6 p.m. Monday, with the high for the day expected to be well into the 90s. It's the hottest day of the year so far.

[7 train extension to open in September 2015](#)

AM NY - Rebecca Harshbarger

The No. 7 train will finally begin running on the far West Side in September, the MTA said Monday. A new, \$2.4 billion subway stop on 34th Street and 11th Avenue will open by Sept. 13, officials said. It could open earlier that month, but is unlikely to open in August. The city-funded extension from the Times Square station was set originally to open in December 2013. Former Mayor Bloomberg took a ceremonial subway run to 11th Avenue that month, but the station's opening has been snagged for years. Its delays ranged from problems installing the station's elevators, which will run at an incline, to snags in testing its safety systems.

[Muslim Funny Fest to bridge cultural divides](#)

AM NY - John Ambrosio

Two Muslim standup comedians say they're on a mission to shatter stereotypes. To make their point, Maysoun Zayid and Dean Obeidallah are throwing a Muslim Funny Fest downtown this week. "Our goal is to tell [Muslims'] story, to tell people that we are funny," Obeidallah said. "That's really the best way to show who we are." Zayid and Obeidallah have organized three days of standup comedy, which will feature more than 15 Muslim comics from around the world.

[Long Island man killed in Cambria Heights crash, NYPD says](#)

AM NY – Gary Dymski

An Elmont man was killed Sunday when a car he in which he was a passenger ran a stop sign and was struck by another vehicle in Cambria Heights, the NYPD said. Garth Jackson, 50, was pronounced dead at Franklin Hospital in Valley Stream after the accident at about 6 p.m. near 119th Avenue and 231 Street, police said Monday morning. A Nissan and a Honda collided, with Jackson a passenger in the Honda, which was being driven by a man, 19, police said.

[Man struck and killed by A train during Monday rush hour](#)

AM NY – Rebecca Harshbarger

A man was struck and killed by the A train in Queens on Monday during the morning rush-hour, snarling service for more than two hours, the MTA and police said. He was hit by a Manhattan-bound A train about 8:20 a.m. at the Howard Beach-JFK Airport stop, authorities said.

[Limo crash victims were starting adult lives, seeking careers, travel, adventure](#)

AM NY - Staff

The bright sunshine and warm temperatures set an ideal start for a friends' day out in Long Island's wine regions. But the adventure ended violently Saturday evening when an alleged drunken driver broadsided the limo hired by the eight women in their early and mid-20s. Four of the women starting careers and adult lives died. The other four, plus the limo driver, were rushed to hospitals.

[New World Trade Center Transportation Hub's skylight will open every 9/11](#)

METRO - Matthew Lee

Every September 11, the roof of the new World Trade Center transportation hub (the giant white building downtown that looks like a bird) will open to the elements for a symbolic 102 minutes. "That is how long the 2001 terrorist attack lasted, from the time the first jetliner hit the trade center at 8:46 a.m. until the collapse of the second tower at 10:28 a.m.," The New York Times reports. The still-incomplete hub's 355 long skylight, which measures 12 feet at its narrowest and 22 feet at its widest, is designed to retract open and allow the elements to penetrate the space.

[JFK to open luxurious animal terminal next year](#)

METRO - Megan Fu

Next year, a new JFK luxury animal terminal will have you wishing you were your dog, cat or horse. The ARK at JFK will be the first terminal of its kind; the world's only privately-owned integrated air freight center with in-transit animal handling modules, USDA-approved import quarantine, veterinary hospital, diagnostic laboratory and companion animal boarding and grooming spa, the ARK boasts a model that aims to transform the air transport of animals worldwide. "With demand for pets and animals of all kinds transported by air escalating year on year, we recognized the need for a more humane and efficient model for this significant segment of the air travel industry," said Dr. Aaron S. Perl, Managing Director of The ARK at JFK and General Counsel of The Racebrook Portfolio Companies, in a press release.

[NYC touts progress on helping unaccompanied immigrant minors](#)

SI ADVANCE - Associated Press

All unaccompanied immigrant minors who have reached New York City illegally have access to free legal representation as part of a program that local officials hope will serve as a model throughout the United States. City Council Speaker Melissa Mark-Viverito, a Democrat who has made immigrant rights one of her signature causes, said Monday that the New York City Council Unaccompanied Minors Initiative has screened over 1,600 immigrants, taken on 648 cases directly and won 14 asylum cases. "No child in New York City is facing immigration court alone," she said at a City Hall news conference.

['Dumpster diver' gives trashed Staten Island streets a makeover](#)

SI ADVANCE - Lauren Steussy

There's a little more color on the corner of Bay and Edgewater streets now, thanks to renegade neighborhood cleaner-upper Anthony Colucci. The Tompkinsville resident transformed the previously blighted median by removing trash, mowing the lawn and installing two bright, plexiglass trees on the corner. He did it voluntarily — out of love for the community he grew up in, said the father of three. "I want my town to be the one I knew as a kid."

[Pedestrian, 24, struck and killed by vehicle in Charleston](#)

SI ADVANCE - Ryan Lavis

A man was killed Monday evening when he was struck by a vehicle in Charleston, police said. A driver in a black Audi struck the 24-year-old pedestrian near Drumgoole Road West and Veterans Road East at around 6:35 p.m., police said. The victim was transported to Staten Island University Hospital, Prince's Bay, where he was pronounced dead.

[No arrest yet in shooting of Bronx man left on Staten Island street](#)

SI ADVANCE – Diane Lore

Police this morning said they have made no arrest yet in the shooting death of a Bronx man who was found on a Sunnyside Street. Police have identified the man found shot to death in Sunnyside Sunday morning as James Hall, a Bronx resident who sources said had survived a 2005 shooting. Cops found Hall dead, with a gunshot wound in his back at around 7 a.m. Sunday, outside 61 Alpine Ave. Detectives are still trying to determine whether he was killed at that location, or whether he was dumped there, sources said.

[Jonathan Crupi guilty of murder in wife's slaying](#)

SI ADVANCE - Zak Koeske

Jonathan Crupi has been found guilty of second-degree murder in connection with his wife's slaying approximately three years ago. A jury reached a verdict after deliberating for about two hours Monday. Crupi, 33, was accused of killing his 29-year-old wife, Simeonette Mapes-Crupi, on July 5, 2012, inside their New Springville home after she confronted him about his lies and frequent philandering with prostitutes.

[Feds sue to put jailed tax preparer out of business for good](#)

SI ADVANCE - John Annese

A Stapleton tax preparer imprisoned for inventing deductions out of whole cloth is slated to be released in less than two months -- and U.S. Justice Department wants to make sure he never prepares another person's federal tax return. The Justice Department on Monday filed a civil lawsuit seeking to permanently bar Ranti Azeez-Taiwo and his business, Lot Associates Inc., from preparing federal tax returns for others. A Brooklyn federal court jury found Azeez-Taiwo guilty in October 2013 of 16 counts advising and preparing false individual tax returns for clients.

[Judge tells Bay Terrace 'gamer' accused of threats to stay offline](#)

SI ADVANCE - John Annese

His online gaming days are over for the foreseeable future. A federal judge has ordered a Bay Terrace man to stay off the Internet as he awaits prosecution on charges he called several Arizona schools and threatened to "kill children" to score points with his Xbox buddies.

['They just weren't thinking,' lawyer says of paintball attack suspects](#)

SI ADVANCE - John Annese

The lawyer for one of the teens arrested in a wave of paintball gun attacks on Staten Island said his client caved to peer pressure and was acting out of character when he took part in the spree.

...The spree had initially been investigated by the NYPD's Hate Crime Task Force, but none of the teens face hate crime charges.

[Editorial: Make illegal gun trafficking a federal crime](#)

SI ADVANCE - Staten Island Advance Editorial

It's nothing short of insane that the State of New York has tough gun-control laws, but firearms keep flowing into our city from other states anyway. That's why it's high time for Washington to make interstate gun trafficking a federal crime. According to the Police Department, 90 percent of the weapons used in New York City gun crimes come from out of state, including those used this year in the murders of Detectives Wenjian Liu, Rafael Ramos and Brian Moore. Currently, there is no federal law that makes trafficking in guns a crime, which leaves our five boroughs awash in weapons that are brought in from elsewhere. "It doesn't make any sense that ... there is no federal law to stop someone from loading his truck with guns in Georgia, driving up I-95 and selling them in a parking lot in the Bronx," New York Sen. Kirsten Gillibrand has declared.

[Opinion: 'Terror' and traffic: Staten Island on edge](#)

SI ADVANCE - Tom Wroblewski

Some paintball guns turned Staten Island into a vehicular frozen zone on Friday. What if we'd had a real emergency on our hands? We would have been trapped. It all started on Friday morning, when a retired police officer photographed some people with what looked like assault rifles in a parking lot at Midland Beach. We knew from the beginning that the "weapons" might have actually been paintball guns, but police were taking nothing for granted. And how could you, given that it was the day after a Kuwaiti-born gunman shot up a military recruiting station in Chattanooga, Tenn., killing five Marines in what is being investigated as an act of domestic terrorism?

[Workers hopeful \\$ 15](#)

EL DIARIO - Juan Garnham

Tomorrow could be a great day for Mariano Diaz. After five years in the United States, sometimes working 10-hour days and getting minimum, their pay could see an improvement if the Wages Board for Fast Food recommends that the salaries of workers in this sector will rise. "Here I am delivery, but they pay me \$ 370 a week and still work 60 hours. Get some tips, which came to \$ 400 and something, but still the conditions of existence makes me uncertain," he told Diaz, a Dominican who works in the kitchen of a fast food restaurant and having his wife and children on the island. "I send \$ 250 to them and pay \$ 110 here where I live weekly. Every week I stared far what I won. " The board will hold its last meeting tomorrow, after which it could recommend to Governor Andrew Cuomo to rise to \$ 15 the minimum wage for workers in fast food. "Complied this will be important, because we live with hope, but time usually take it," Diaz said. "I would like to weekend I stayed some money to one day be able volverme also quieter to my country."

[Barbecue in the Bronx ends with gunfire and six injured](#)

EL DIARIO – Staff

New York Police sources New York reported that five young men and a woman were wounded when gunfire erupted at a barbecue in a park in the Bronx . The incident happened in the Franz Sigel Park, at 153 East and Grand Concourse, on Monday morning. The only female victim, 19, was shot in his right thigh. A 20 year old man was wounded in the left calf; two 16 received bullets in his right leg and right forearm respectively; another 17 were wounded in the right knee; and a 14-year-old was shot in the left foot.

[Seeking teens who attempted to rob an old man in Central Park](#)

EL DIARIO - Staff

Six teenagers attempted to rob an old man in Central Park , along the same trail where a woman was assaulted last week. The man (77) was near the west side of 102 Street and West Drive around 9 pm on Saturday, when the adolescent group 1 and ordered to empty their pockets, the Daily News reported. The victim told police that one of the vandals had a gun, but he did not carry money with them and teenagers fled empty-handed. Police said the old man did not suffer any injuries.

[Loose he suspected of fondling girl in Manhattan](#)

EL DIARIO - Staff

The Police Department (NYPD) is asking the public's help to identify and locate the suspect of molesting a girl (11) in Manhattan , whose image was captured by a video surveillance camera. The incident occurred last Thursday, about 6 pm, when the girl, who was inside a residential building, was approached by the suspect , who grabbed the back and then fled down the stairs. The victim was not injured, police said.

[Six prisoners hospitalized for drug overdose](#)

EL DIARIO - Staff

Six inmates at the Westchester County Jail suffered an apparent drug overdose on Sunday afternoon, and police are investigating what kind of drug it is and how they could introduce it in prison. The six prisoners, whose names have not been disclosed, are in stable condition at two hospitals near the complex of 1,600 inmates in the city of Valhalla, New York, about 15 miles north of the Bronx, said Kieran O'Leary, police spokesman Westchester County.

[Bed-Stuy Leads Brooklyn Home Sales as Prices Jump 21 Percent, Report Says](#)

DNA INFO - Camille Bautista

Home sales are heating up in Bedford-Stuyvesant, according to a report from the Real Estate Board of New York. The neighborhood topped the list of Brooklyn home sales in the second quarter of this year with 183, the report said. The Bay Ridge/Fort Hamilton area followed closely at 137 sales and Park Slope came in third at 129. Bed-Stuy's average home sales price — including condos, co-ops, and one-to-three family dwellings — jumped 21 percent to \$874,000 compared to the second quarter of 2014, according to REBNY.

[Diaz Budgets \\$1.5M for Affordable Housing Complex With Skate Park](#)

DNA INFO - Eddie Small

A major South Bronx development that includes a rooftop telescope, affordable housing and a public skate park will get a \$1.5 million boost from the borough. Bronx Borough President Ruben Diaz Jr. is including the money for La Central, a mixed-use project coming to 430 Westchester Ave., in his upcoming capital budget, which will come out later in July. The budget will include a total of \$34,450,000 for more than 100 projects, and La Central is one of the bigger developments it will focus on, according to Diaz's office.

[Church of the Redeemer to Be Demolished This Fall, Report Says](#)

DNA INFO - Nikhita Venugopal

Boerum Hill's shuttered Church of the Redeemer appears to have reached its end. The Gothic Revival building at Fourth Avenue and Pacific Street will be demolished this fall, according to The Wall Street Journal. The church has been closed since 2010 and last September it was sold for \$20 million to the Jackson Group. Plans to raze the building were first announced in 2012. There are no development plans for the site as yet, the newspaper reports.

[Cobble Hill's Community Bookstore Is Closing, Report Says](#)

DNA INFO - Nikhita Venugopal

The loss of a bookstore is never easy to swallow. Fortunately the Community Bookstore at Court and Warren streets isn't being pushed out of the neighborhood like so many other small businesses that couldn't survive steep rent hikes. According to The New York Times, John Scioli's store, known for its seemingly messy piles of books that often spill out onto the sidewalk, will close next year.

['Broad City' Illustrator to Lead Mural Project at Atlantic Yards Site](#)

DNA INFO - Rachel Holliday Smith

The Great Wall of Dean Street is about to get a mural makeover. Broad City illustrator Mike Perry is overseeing a group of of Brooklyn-based artists who will paint a 16-foot-high construction wall surrounding the Atlantic Yards/Pacific Park development in Prospect Heights, the developers announced Monday. The group of ten artists will each paint a mural on the 820-foot-long wall along the north side of Dean Street between Carlton and Vanderbilt avenues during a free "block party-style" street fair on Aug. 15, according to a press release.

[Cadillac Nearly Ready to Park in Hudson Square Offices](#)

DNA INFO - Danielle Tcholokian

Construction on Cadillac's new offices at 330 Hudson St. is will be finished in a few months, a spokesman said. Cadillac spokesman David Caldwell said the office portion of the car company's new headquarters west of SoHo is expected to be ready for move-in "sometime in September." "Construction and prep is taking place now at 330 Hudson," Caldwell said via email. "In fact, the office phase is nearing completion."

[Financial District's Dead Rabbit Wins 'World's Best Bar' Title](#)

DNA INFO - Irene Plagianos

If you've sipped a rum drink called the Raggle Taggle Gypsy, or a shaken scotch whiskey concoction called the Hit and Run, congrats — you can now tell your friends that old-timey (somewhat inappropriate) sounding \$15 drink is from the best place to drink alcohol on earth. How do we know? Because Water Street's Dead Rabbit, the bar that serves up those cocktails, as well as others inspired by New York's Irish pub culture of the 1800s, was just given a Spirited Award for world's best bar. It also won the world's best cocktail menu.

[Domino Effect of FAO Schwarz Closure Hits Russian Doll Vendor](#)

DNA INFO - Emilie Ruscoe

The recent closure of FAO Schwarz' Fifth Avenue store is affecting more than kids. Sergei Rounovski, a sidewalk vendor who's been selling Russian nesting dolls outside the 767 Fifth Ave. toy shop for the past decade, will have to relocate because of the loss of foot traffic, he said. Rounovski, a St. Petersburg native and a resident of Brooklyn, has run a small operation selling hand painted matryoshka dolls on city streets since the nineties. This coming December will be the twentieth anniversary of the winter holiday season in which he first set up shop.

[Prospect Park Wants You to Take a Seat](#)

DNA INFO - Leslie Albrecht

Prospect Park wants you to take a seat. On Monday the Prospect Park Alliance unveiled Adirondack chairs where the public can take a load off and take in the scenery at locations throughout the park. Five chairs were available for use as of Monday and another six will be installed in the coming weeks, an Alliance spokeswoman said.

[Fight Your Parking Ticket with an App](#)

DNA INFO - Nicole Levy

Too busy to contest that parking ticket when you definitely paid the muni-meter? There's an app for you — and every other recipient of the 9.4 million tickets issued in the last fiscal year. (New York City fines each New York state resident an average of \$28.77 in parking tickets per year, according to the blog I Quant NY.) WinIt, a service that the New York Times profiled last week, fights parking tickets on your behalf. It employs a team of lawyers, retired police officers and former judges who scan summonses for the kinds of technicalities that get them dismissed. We're talking about license plate numbers or car models that were filled out incorrectly, tickets that were mis-dated, and alternate-side parking rules that changed due to the weather.

[Youth Group Creates 'Street Marketing' Cooperative in Red Hook](#)

DNA INFO - Nikhita Venugopal

Young entrepreneurs are taking charge of their careers with a grassroots marketing cooperative they own and run. Kaluk officially launched last week but its team of 18- to 25-year-olds has been developing and growing the business, which they run as a cooperative, since earlier this year. The members, most of whom are from Red Hook, have been working with nonprofits, local businesses, politicians and other worker cooperatives on guerilla or street marketing campaigns, said Reginald Flowers, the cooperative's mentor who also serves as its customer service rep.

[Explore the World of Internet Cat GIFs at Museum of Moving Image](#)

DNA INFO - Jeanmarie Evelly

Can't get enough lolcats or Lil Bub? The Museum of the Moving Image is paying homage to the Internet feline, with an exhibit set to open next month that explores the phenomenon of cats online — and why web users are so enthralled with them. "How Cats Took Over the Internet" will open in August and will feature a collection of cat GIFs, photos and viral cat videos that will be broadcast on loop, according to a statement from the museum.

[Marine Corps Veteran Raises Money for Dog's Surgery After UES Park Injury](#)

DNA INFO - Shaye Weaver

An image of a rottweiler lying in a wheelbarrow has been the subject of fliers popping up all over the neighborhood in the last few weeks. The picture is of Leopold, who is almost 7 and in need of orthopedic surgery to walk properly again, after the pup's owner — John Michaels, a disabled Marine Corps veteran battling PTSD — left the dog's torn leg ligament untreated for nearly a year, Michaels said. Last summer, Michaels took Leopold to Carl Schurz's dog park, on East 86th Street and the East River. While playing, the dog suddenly let out a yelp and could not get up to walk, said Michaels, 42, who lives on East 87th Street.

[VIDEO: Young Fox Spotted by 11th Hole at Queens Golf Course](#)

DNA INFO - Katie Honan

A young fox was spotted on the fairway at the Kissena Park Golf Course in Flushing Saturday by a group of golfers, and he wasn't too shy. The fox came out from a grassy area surrounding the course near the 11th hole at about 1 p.m., the golfers said. It spent a little time sniffing around a player's club before scurrying away, according to video.

[Food, Music and Art coming to East Harlem's Museum Mile With Uptown Bounce](#)

DNA INFO - Gustavo Solis

Summer block parties are coming back to Museum Mile in leaps and bounds. "Uptown Bounce," a series of outdoor parties thrown by the City Museum of New York and El Museo del Barrio, will bring free live music, art workshops, special exhibits, food trucks and a bar every Wednesday for the next four weeks to the blocks between 103rd and 105th streets, from 6 to 9 p.m. "Uptown Bounce was a tremendous success last summer," said Susan Henshaw Jones, the director of the City Museum. "It was a real New York City block party."

[Children's Princess Parties Turn to Iconic Women of Power in History](#)

DNA INFO - Nikhita Venugopal

For Brooklyn mom Erin Kelly, her then 4-year-old daughter's infatuation with Cinderella was getting a bit tiresome. Playing the role of "Cinderella," her daughter Lydia would get on the floor and pretend to clean while Kelly took on the part of the "Evil Step-Mother." Fed up with this game, Kelly decided to introduce a new princess into Lydia's life. Enter Cleopatra.

... "Powerful Princess" is the answer to moms and dads who want their kids to learn about princesses in history and for those in need of a change from Disney's lineup of monarchy.

[Bronx Man Found Shot to Death in Staten Island, Police Say](#)

DNA INFO - Nicholas Rizzi

A Bronx man was found shot to death outside a Staten Island home on Sunday, police said. Police found James Hall, 33, unconscious with a gunshot wound to the torso in front of 61 Alpine Ave. at 7:41 a.m. on Sunday. Hall was pronounced dead at the scene by EMS, police said.

[6 People Shot at Park Party in The Bronx, Police Say](#)

DNA INFO - Aidan Gardiner

Six people, one as young as 14, were shot at a party in Franz Sigel Park shortly after midnight Monday morning, police said. The revelers were part of a late-night party in the park near Grand Concourse and East 153rd Street when someone opened fire about midnight, an NYPD spokesman said. Two people — a 19-year-old girl who was hit in the right thigh and a 17-year-old boy who was hit in the right knee — were taken to Lincoln Medical Center, police said. Three others brought themselves to the same hospital, including the 14-year-old who was hit in his left foot, a 16-year-old boy who was hit in his right leg and a 20-year-old man who was shot in his left calf, police said.

[Hit-and-Run Driver Deliberately Strikes Pedestrian in Forest Hills: Police](#)

DNA INFO - Ewa Kern-Jedrychowska

A hit-and-run driver intentionally struck a pedestrian in Forest Hills Sunday, leaving the man critically injured, police said. The incident took place about 11 p.m. in front of 110-20 71st Ave., between 110th and 112th streets, according to the NYPD. Police said that two independent witnesses saw the victim, 41, involved in a verbal dispute with the driver of a passing car. The car then stopped, reversed and sped forward, striking the man, police said. The driver then fled on 71st Avenue towards 112th Street, police said.

[VIDEO: Bronx Livery Cab Driver Attacked and Robbed, Police Say](#)

DNA INFO - Eddie Small

A pair of muggers attacked and robbed a Bronx livery cab driver while he was dropping off a passenger, according to the NYPD. The 55-year-old driver was letting out his passenger at 1408 Webster Ave. in the 42nd Precinct around 2 a.m. on July 12, when a man who was supposedly her friend came up to the car to pay for her fare, police said. He got into a fight with the driver over how much the ride cost and punched him in the face, and another man then hit the driver on the head with an unknown object and snatched his wallet, which contained \$100, according to police.

[Gun-Toting Men Break Into Woman's Apartment to Steal Cash, Police Say](#)

DNA INFO - Katie Honan

A group of men used a gun to force their way into a 60-year-old woman's apartment, tossing her to the ground and stealing cash, police said. Five men, all approximately 25 years old, entered the victim's apartment July 7 at 4:50 p.m., according to the NYPD. The suspects showed a gun and threw her to the ground, which caused minor injuries to her arm, officials said.

[Dollar Van Driver Hit 2 People in Crown Heights and Fled, Officials Say](#)

DNA INFO - Rachel Holliday Smith

A dollar van driver plowed into a pedestrian and pinned another between two cars in Crown Heights last week before trying to flee the crash scene on foot, police and prosecutors said. Angeal Minott, 20, of Jersey City was driving a 1997 Ford E350 van at Utica Avenue and Union Street at 6:30 p.m. last Monday when nearby police officers saw her drive "at a high rate of speed with tires screeching," and crash into a woman crossing Utica Avenue, according to court documents. Minott then plowed into two parked cars, which in turn crushed the knee of a man standing between them, according to the court documents.

[3 Teens Arrested for Staten Island Paintball Attacks, Police Say](#)

DNA INFO - Nicholas Rizzi

Police arrested three teenagers they say shot six people with paintball guns on Staten Island. Nicholas Barranco, 18, and Andrew Larstanna, 17, were arrested Saturday for the attacks, and Christopher Motola, 17, turned himself in to the 121st Precinct on Monday, police said. On July 10 and July 11, Barranco drove a car with three other friends who randomly targeted six people around Westerleigh and shot them with paintballs in the shoulder, thighs, ear, hip and legs, prosecutors said.

[Man Breaks Into Bistro Le Steak On Third Avenue, Police Say](#)

DNA INFO - Shaye Weaver

The NYPD is looking for a man who broke into Parisian steakhouse Bistro Le Steak earlier this month. The suspect was caught on a surveillance footage entering the 1309 Third Ave. restaurant's office, in the basement of the building, between 3:30 and 4:30 a.m. on July 5, according to a Twitter post from the 19th Precinct that included a picture of the suspect, who had a ponytail and was wearing a red shirt. Police said the door to the office had been locked, but they could not immediately say whether the suspect took anything.

[Man Wearing 'Jesus Freak' Shirt Breaks Into Dry Bar Salon on UES](#)

DNA INFO - Shaye Weaver

The NYPD is looking for a man who broke into a salon on July 4 and left with a bag. At roughly 3 a.m., a man wearing a T-shirt with the words "Jesus Freak" on it entered the Dry Bar at 209 East 76th St. and walked out with a bag belonging to the salon, according to the 19th Precinct's Twitter post.

[Fraudster Steals Nearly \\$2K from Upper West Side Dry Cleaner in Phone Scam](#)

DNA INFO - Emily Frost

A local family-run dry-cleaning business fell victim to a phone scam and forked over nearly \$2,000 to a fraudster who called up threatening to shut off the power, police said. On June 17, just before 5 p.m., a man dialed up Spotmaster Cleaners on West 82nd Street and told the employee who answered that if the business didn't pay an outstanding Con Edison bill of \$1,897, the utility would shut off its power, police said. Spotmaster Cleaners is also known as Fang Cleaners because it still bears the sign of the former owner.

[Thousands lose power in NYC amid heat wave](#)

CRAIN'S NY - Associated Press

Utilities say says over 16,000 homes and businesses in and around New York City have lost power as the electric network grapples with one of the summer's hottest days. Consolidated Edison was reporting over 11,000 outages on Staten Island Monday afternoon and scattered ones elsewhere. PSEG Long Island says over 5,000 customers are without electricity, mainly in Nassau County. Spokeswomen for both utilities say crews are working on the problems. Earlier Monday, Con Ed reduced power to 138,000 homes and businesses in Queens and Brooklyn and asked residents to conserve electricity. The utility said it reduced voltage in those areas by 8% to protect equipment while fixing it. PSEG Long Island activated a voluntary plan that lets it control air-conditioning use from afar at some homes and businesses.

[Fast-food workers' 'fight for \\$15' could pay off in New York](#)

CRAIN'S NY - Bloomberg News

A panel formed at New York Gov. Andrew Cuomo's behest is expected to vote this week to raise the minimum wage for fast-food workers to \$15 an hour, said a person familiar with the plan. The three-member wage board will probably make the decision at its July 22 meeting in New York City, said the person, who spoke on the condition of anonymity because the decision isn't final. Mr. Cuomo has indicated that the labor commissioner, who has final say, will follow the board's advice. The board was created in May to sidestep the legislature, where Mr. Cuomo's effort to raise the \$8.75 minimum wage for all workers has been stymied by Republicans who control the Senate. The higher wage for fast-food employees probably will be phased in over years, said the person.

[Fast-food franchisees tap ex-deputy mayor to fight wage hike](#)

CRAIN'S NY - Andrew Hawkins

A coalition of fast-food franchisees has hired bare-knuckles lawyer Randy Mastro to stop a statewide wage hike for their workers. A three-member wage board convened by Gov. Andrew Cuomo is expected to recommend Wednesday raising the fast-food minimum wage to \$15 an hour. The state's acting labor commissioner, Mario Musolino, is expected to accept the recommendation, triggering a schedule of incremental raises for fast-food workers over several years. The current statewide minimum wage for all workers is \$8.75 and will rise to \$9 at the end of the year. Mr. Mastro, who served as a deputy mayor under Rudy Giuliani and has since built a reputation taking on cases challenging government action, said the wage hike would negatively affect the owners of fast-food restaurants.

[Medical marijuana in New York yields sweet opportunities for business](#)

CRAIN'S NY - Josh Tenzer

The winners of the five golden tickets are about to be announced. No, not for a chocolate factory tour, but entry into the Wild West of New York's emerging cannabis industry. But even if you don't have a winning ticket, you don't have to be left out in the cold. Business opportunities abound. To be sure, many questions remain about how successful the state's medical-marijuana program and its entrepreneurs will be. Will the winners go the way of Augustus Gloop and Veruca Salt or of Charlie Bucket? Certainly, as made clear by the lower-than-anticipated volume of applications, there is significant risk, given New York's uniquely restrictive—and not so Wild West—marijuana program.

[Statewide property-tax increase of under 1% may be bad news for local governments](#)

CRAIN'S NY - Associated Press

Property tax increases may be limited to less than 1% next year for more than 1,800 jurisdictions around the state, which could be problematic for local governments, New York's comptroller reported Monday. That includes all counties, towns and fire districts, as well as 44 cities and 10 villages whose fiscal year starts Jan. 1, according to the comptroller's office. "Local government officials need to brace for the lowest growth in their property tax revenue in the tax cap era," Comptroller Thomas DiNapoli said. "Even tougher budget choices may be required on staffing levels, delivery of services, fund balance reductions, and deferral of capital and infrastructure projects."

[Vroom, the Zappos of used cars, revs up with \\$54M cash infusion](#)

CRAIN'S NY - Matthew Flamm

Vroom has a used car it wants to sell you (actually, it has about 1,400 of them). And it just got \$54 million to make it easier to persuade you to say yes. The Flatiron-district-based startup, which hopes to do for used-auto sales what Zappos did for online shoe shopping, will use the Series B round to set up reconditioning facilities around the country. The new centers will allow Vroom to deliver a refurbished car to a customer's door within 24 hours.

[Demolition slated for Episcopal church close by the Barclays Center](#)

CRAIN'S NY - Amanda Fung

An Episcopal church near the Barclays Center will be razed. The Church of the Redeemer will be demolished some time this fall, according to The Wall Street Journal. Last year, Crain's reported that the Jackson Group acquired the church in Boerum Hill for almost \$20 million. The developer has not revealed plans for the site, located at 561 Pacific St., on Fourth Avenue, but this summer Demolition Depot was commissioned to sell the contents of the church, including stained-glass windows and doorways of hand-cut stone.

[Founded in NY, bankrupt in NY: Grocer A&P files for Chapter 11](#)

CRAIN'S NY - Bloomberg News

Great Atlantic & Pacific Tea Co. filed for bankruptcy for the second time in five years as upstart supermarket chains ate into the 156-year-old company's market share. A&P, as it's known, said it will enter into an agreement to get \$100 million in debtor-in-possession financing, according to a Chapter 11 filing late Sunday in New York. The company operates Waldbaum's, Food Emporium, Super Fresh, Pathmark and Food Basics, as well as its namesake stores. It has more than 300 stores, according to its website. In New York City, the company operates 38 stores. Below is a chart outlining how many stores for each of its brands can be found in the five boroughs.

[Opinion: The good news about New York students' low test scores](#)

CRAIN'S NY - Erik Engquist

It's inevitable: When New York's standardized test scores are discussed, everyone focuses on the portion of students achieving proficiency. And, as Gov. Andrew Cuomo often points out, that number is under 40%. "Thirty-one percent of third to eighth graders are proficient in English, but 99% of the teachers are rated effective; 35% of third to eighth graders are proficient in math but 98% of the math teachers are rated effective," Mr. Cuomo boomed in his state of the state address in January. "Who are we kidding, my friends?" But he omitted a key fact: Proficiency thresholds are essentially arbitrary. Every state has its own tests and decides what scores connote proficiency. And one reason for the apparently low scores turns out to be good news: The proficiency levels here are the toughest in the country to attain. By far.

National News:

[Hillary Clinton Draws Scrapy Determination From a Tough, Combative Father](#)

NY TIMES – Amy Chozick

As a little girl, if Hillary Rodham forgot to screw the cap back on the toothpaste, her father would toss the tube out the bathroom window. She'd scurry around in the snow-covered evergreen bushes outside their suburban Chicago home to find it and return inside to brush her teeth, reminded, once again, of one of Hugh E. Rodham's many rules. When she lagged behind in Miss Metzger's fourth-grade math class, Mr. Rodham would wake his daughter at dawn to grill her on multiplication tables. When she brought home an A, he would sneer: "You must go to a pretty easy school."

[Jeb Bush Vows to Curb Lobbying and Trim Government](#)

NY TIMES – Michael Barbaro

Jeb Bush, who entered the 2016 presidential campaign vowing to wage war on a bloated and self-serving Washington establishment, outlined a wide-ranging plan on Monday to rein in the size of the federal government and curb the influence of lobbyists who live off it. Portraying himself as a political outsider — despite his family's 12 years in the White House — Mr. Bush called for a 10 percent reduction in the federal work force, an immediate hiring freeze, a constitutional amendment requiring a balanced budget and a six-year waiting period before members of Congress can lobby on Capitol Hill.

[Confederate Flag Down, but Black South Carolinians See Bigger Fights](#)

NY TIMES – Alan Blinder, Richard Fausset

The victory — the removal of the Confederate battle flag from South Carolina's State House grounds — was less than a week old. But as the Rev. M. Keith McDaniel Sr. sat at his desk last Tuesday morning, he had already moved on to the more substantive challenges facing African-Americans here. "That flag is simply a start; that's all it is," said Mr. McDaniel, the pastor of the Macedonia Missionary Baptist Church, a predominantly black congregation of about 1,300 people. He recited problems of poverty, inadequate housing and joblessness — "people who are living not check to check but hand to hand." He added: "That flag coming down in Columbia, what is it doing for them?"

[In Chattanooga, a Young Man in a Downward Spiral](#)

NY TIMES – Manny Fernandez, Alan Blinder, Eric Schmitt, Richard Perez-Pena

The last time family members here saw Mohammod Abdulazeez was last Tuesday, but they did not worry about his absence because they thought he was heading back to the Nashville suburb where he had found steady work. He had even talked about a coming business trip. They dared to hope that he was putting his troubles behind him. They heard little more from him for two days, a family representative said, until much of the nation learned his name on Thursday when news broke that Mr. Abdulazeez, 24, had taken an assault rifle and opened fire on servicemen at two locations here. The rampage by Mr. Abdulazeez killed four people, fatally wounded a fifth and injured two others before he was killed in a gun battle with the police.

[Editorial: A Senate Bill That Makes Roads and Railroads Less Safe](#)

NY TIMES - Editorial

Last month the House passed an appropriations bill that would put bigger trucks with overworked drivers behind the wheel on the nation's highways. If that weren't irresponsible enough, the Senate is now considering legislation that would allow trucking companies to hire 18-year-old drivers for interstate routes and undermine safety on roads and railroads in numerous other ways. Even by the low standards of the current Congress, these bills are egregious examples of faithfully saying yes to everything industry wants, in this case the transportation companies. The Senate is expected to take up its disingenuously named Comprehensive Transportation and Consumer Protection Act of 2015 this week as part of a larger transportation package that reauthorizes federal agencies and programs.

International News:

[U.S. and Cuba Reopen Long-Closed Embassies](#)

NY TIMES – Azam Ahmed, Julie Hirschfeld Davis

After more than a half-century of Cold War estrangement, the United States reopened its six-story embassy in Havana on Monday, and Cuba raised a flag outside its own stately embassy in Washington. The resumption of diplomatic relations between the two nations — a historic milestone in the official thaw that President Obama set in motion last year — was the culmination of months of negotiations to overcome decades of enmity.

[As Banks in Greece Reopen, New Sales Taxes Add to Confusion](#)

NY TIMES – Liz Alderman, Anemona Hartocollis

Greek banks opened their doors on Monday for the first time in three weeks. But with strict limits still in place on the flow of money, the battered economy was far from returning to normal. As Athens scrambles to meet creditors' demands in exchange for continuing to negotiate a proposed bailout package worth up to 86 billion euros, or about \$93 billion, Monday was shaping up as the beginning of what could be a long economic slog. Even though Chancellor Angela Merkel of Germany called over the weekend for a swift resumption of the bailout negotiations, the talks could take months.

[U.N. Moves to Lift Iran Sanctions After Nuclear Deal, Setting Up a Clash in Congress](#)

NY TIMES – Somini Sengupta

The United Nations Security Council on Monday unanimously approved a resolution that creates the basis for international economic sanctions against Iran to be lifted, a move that incited a furious reaction in Israel and potentially sets up an angry showdown in Congress. The 15-to-0 vote for approval of the resolution — 104 pages long including annexes and lists — was written in Vienna by diplomats who negotiated a landmark pact last week that limits Iran's nuclear capabilities in exchange for ending the sanctions.

[ISIS Leader Takes Steps to Ensure Group's Survival](#)

NY TIMES – Eric Schmitt, Ben Hubbard

The Islamic State's reclusive leader has empowered his inner circle of deputies as well as regional commanders in Syria and Iraq with wide-ranging authority, a plan to ensure that if he or other top figures are killed, the organization will quickly adapt and continue fighting, American and Iraqi intelligence officials say. The officials say the leader, Abu Bakr al-Baghdadi, delegates authority to his cabinet, or shura council, which includes ministers of war, finance, religious affairs and others.

###

From: Watkins, Ellen
Sent: Wednesday, July 22, 2015 6:56 PM
Subject: Evening TV News – Wednesday, July 22, 2015

Evening TV News – Wednesday, July 22, 2015

Leading Stories:

5:00 pm –

CBS 2 - De Blasio vs. Uber; Airport Strike Averted; Brooklyn Basketball Coach
NBC 4 - De Blasio vs. Uber; NJ Fire (Team Coverage)
FOX 5 - De Blasio vs. Uber; NJ Fire; Newark Lasers
ABC 7 - De Blasio vs. Uber; NJ Fire; NJ Transit

6:00 pm –

CBS 2 - De Blasio vs. Uber; Times Square Rally; NJ Fire
NBC 4 - NJ Fire; De Blasio vs. Uber; MTA Surplus
ABC 7 - NJ Fire; De Blasio vs. Uber; Newark Lasers

Mayor de Blasio in Broadcast:

NYC and Uber Strike Deal: No Cap on Company During 4-Month Study

[CBS 2 - Marcia Kramer - 4:58 pm](#)

After weeks of controversy there has been a thaw between the mayor and Uber -- at least for now. The de Blasio administration must have decided that they were losing the Uber war because, suddenly, late this afternoon both sides agreed to a deal that would drop plans for capping the growth of the e-hail car company service. Sources tell CBS-2 that restrictive City Council legislation will be dropped, and that Uber and city officials will jointly conduct a four-month study into whether Uber and other app-hailed taxis contribute to city congestion on streets. Uber has also agreed to engage in extended conversations with the city on a host of other issues including wheelchair accessibility, collecting surcharges to help the MTA, and driver rights.

[NBC 4 - Ray Villeda - 4:58 pm](#)

The plan to cap Uber is off the table. New York City and Uber have finally struck a deal after weeks of controversy. Mayor Bill de Blasio wanted to cap Uber's growing fleet of cars, citing traffic concerns in the city. Uber fought back, spending millions of dollars on anti-mayor ads. A City Council vote on the cap was expected tomorrow. Speaker Melissa Mark-Viverito wants to look more closely at the issue. The city will conduct a four-month study on for-hire vehicles. Governor Cuomo spoke a short time before the deal was announced. "I think a rush to judgement here is not the way to go and I look forward to speaking to him more about it," said the governor. When asked if he was in favor of Uber, he said "I don't think you stop Uber. I don't think you want to stop the jobs that Uber is creating." The city wants more information on Uber's environmental impact, it's traffic impact on the city, where it's picking people up, and how much the drivers are making. It hopes to learn much more about that in the coming months once those negotiations start in August. Uber released a statement

saying it is pleased that the city and the company have reached a deal and that it looks forward to continuing to service New York City customers.

[ABC 7 - Lauren Glassberg - 4:59 pm](#)

The war between Uber and New York City has ended – at least for now. Just a short time ago, ABC-7 learned about a deal with the ride-hailing company. The vote by the City Council, previously set for tomorrow, is now on hold. No cap will be put in place while a four-month study is conducted on the impact of Uber cars on traffic and the environment in New York City. Once that study is complete, there may still be a push for a cap, but this allows some time for analysis. The agreement comes just a day before the City Council was expected to vote on whether to cap the number of Uber cars on city streets while it studies congestion. Uber says while it is growing leaps and bounds, it is not the cause of the city’s traffic woes and it’s being unfairly targeted. The mayor had been a proponent of the cap, but yesterday, the city’s comptroller came out against the idea. And today, the governor followed suit. Governor Cuomo: “We’re not even sure that Uber is the cause of the congestion, but then study congestion and come up with ways to address congestion, and that’s a bigger question than dealing with this company.” As part of today’s agreement, Uber is committed to making more of its vehicles handicap-accessible and to turn over data to the city on location and duration of its rides. City officials say a cap could still be imposed if Uber reneges on this deal.

[FOX 5 - Antwan Lewis- 4:58 pm](#)

The Mayor’s Office says a deal has been reached that will allow Uber to continue to operate without a cap on the number of cars. Uber has agreed to a four-month study on the impact of cars on traffic and the environment in the city. Under the agreement, the city will not cap Uber’s growth during that four month period. The deal came one day before the City Council was set to vote on a one percent cap for Uber’s growth during a year-long study. As a response, the frustrated company created a number of anti-mayor ads for radio and television. The city fired back at the company, as well. Uber has released a statement saying that they are “pleased new drivers will continue to be free to join the for-hire industry and partner with Uber. Together, we can build an even better, more reliable transportation system. This is great news for all of New Yorkers including Uber riders and it’s drivers.” According to City Hall, Uber can still face that cap from the city if they in any way renegotiate this decision.

[CBS 2 - Marcia Kramer - 5:59 pm](#)

The mayor, the City Council, and Uber reached a last-minute deal. The plan to place a cap on the number of cars Uber could operate in New York City is now on hold. The gloves are off -- and even though the mayor is in Rome giving a speech he brought peace on the streets of the city today. He could claim victory for averting another crisis for his administration -- Uber can claim victory too. Maybe it was the jobs issue that changed Mayor de Blasio’s mind about Uber. With hundreds showing up at an Uber job fair yesterday it made it difficult for Mayor ‘I want to create more jobs de Blasio’ to say no to car service jobs. Maybe it was Governor Cuomo’s decision to weigh in on the issue by supporting Uber. The de Blasio administration has dropped its plan to cap the number of cars the e-hail app company Uber can have on the streets of New York City. The deal will include a four-month congestion study, and extended conversations with the city on a host of issues raised by the mayor including wheelchair accessibility.

[NBC 4 - Sibila Vargas - 6:02 pm](#)

The de Blasio administration’s plan to cap Uber’s growth in the city is now off the table -- for now. New York City and the ride-hailing service have struck a deal. Uber has agreed to a four-month study of the impact of the cars on the environment and traffic. During that time, the city will not limit the company’s growing fleets of cars in the roads. In a statement tonight, the de Blasio administration says the agreement represents “...a smart and fair way to address the issues posed by the FHV industry in New York. The city’s goals and obligations are clear – protect the public, encourage growth and innovation...”

[ABC 7 - Liz Cho - 6:03 pm](#)

The city's deputy mayor released a statement saying, in part, "It sets in motion a plan to guide a comprehensive and fair public response, driven by data, to the increase in for-hire vehicles."

[The links are unavailable for the following reports:]

UNIVISION 41 - Jorge Viera - 6:07 pm

TELEMUNDO 47 - Jorge Ramos - 6:09 pm

Mayor de Blasio Considers Bridge Tolls to Help Fund MTA

[CBS 2 - Marcia Kramer - 5:33 pm](#)

If you thought a plan to put tolls on the East River Bridges had left the station -- well it just rode the rails back from oblivion. First Deputy Mayor Anthony Shorris says Mayor de Blasio wants urgent action. Shorris was discussing subways and buses, and told the MTA the mayor is considering supporting a range of initiatives including East River tolls to help fund the MTA. All of those initiatives require approval from Albany, which has not looked too kindly on de Blasio proposals. Shorris: "It's time to act. It's time to get serious. It's time to pull together with the governor to create a solution." The move comes as the city and state have been engaged in a tug-of-war over how much the city should contribute to the MTA. Although the city has upped its contribution, the MTA didn't sound impressed with the latest proposal. MTA: "The paltry amount the city has provided for decades -- especially given the city's recent historic surplus -- can't continue if we are to maintain a safe and reliable transit network, let alone improve and expand rider services." Drivers have mixed reactions to the tolls. The city's proposal to toll the free bridges is part of a congestion-pricing plan, and comes as the city struck a deal with Uber.

Agency Mentions:

NYPD and ASPCA Team Up to Fight Animal Cruelty

FOX 5 - Antwan Lewis - 5:22 pm

The NYPD and the ASPCA are teaming up to fight animal cruelty. Police Commissioner Bill Bratton explained that the issue of animal cruelty is something that everyone should be concerned with. Bratton joined others at the ASPCA Wednesday to announce that the public is now able to anonymously report suspected animal cruelty cases in any of the five boroughs through the Crime Stoppers program. This is a first in the city's history. Police and the ASPCA began a partnership last year to get tougher on people abusing animals. Since January of this year, there's been a 28 percent increase in arrests and more than a 100 percent increase in animals treated and/or rescued. Officials say Crime Stoppers will be crucial in making sure the public helps authorities find animal abusers quicker than before. Rewards for information leading to arrests in animal cruelty cases can get as high as \$2,500.

NBC 4 - Chuck Scarborough - 6:10 pm

NYPD Officers Under Investigation Following Brooklyn Bodega Incident

NBC 4 - Roseanne Colletti - 5:29 pm

Surveillance video is raising questions about the way in which an NYPD officer took down a suspect inside a Brooklyn bodega. An NYPD internal investigation is now underway. A store camera caught the moment NYPD Officer Lenny Lutchman confronts 24-year-old Thomas Jennings inside a Bed-Stuy grocery. With a baton in his right hand, the officer holds the suspect at arm's length. The suspect puts his hands in the air, apparently offering no resistance. Then, NYPD Officer Pearce Martinez enters and immediately punches the suspect to the counter, striking the suspect in the back of the head at least three times. Lutchman then jabs the suspect on the back with his baton, as the two officers cuff him. Jennings' attorney says this was an unnecessary use of force. The takedown followed an incident at New York Fried Chicken and Pizza, just a few blocks away. According to the complaint, an unidentified man with Jennings brandished a switchblade, and the two ran off with two boxes of pizza without paying. The clerk reported a robbery to police. When asked about this most recent and disturbing video, Police Commissioner Bill Bratton ad not yet seen it. Commissioner Bratton: "I'm

scheduled to see it this afternoon. I look at all the videos, when we have videos, for initial review, along with Internal Affairs.” Not only is Internal Affairs reviewing the actions of the two officers, but so is the Brooklyn District Attorney’s office. The robbery charges against Jennings were never presented to a grand jury, and the case against him may be dismissed.

UNIVISION 41 - Jorge Viera - 6:04 pm

TELEMUNDO 47 - Ricardo Villarini - 6:02 pm

Shut the Front Door: New DCA Campaign Encourages Businesses to Save Energy, Money

ABC 7 - Amy Freeze - 5:55 pm

Shut the front door – how many times have you heard someone say that during the summer close the door in order to keep the AC inside? Well, for some businesses in New York City, it’s the law. And tonight a new campaign called “Shut The Front Door” is kicking off to make sure they comply. The Department of Consumer Affairs wants to see businesses shutting their doors in the summer, rather than keeping them in to lure in customers – which is actually punishable by a fine. A law since 2008 requires stores to close the door when the air conditioning is on, but there is a loophole – the law currently doesn’t apply to stores that have less than 4,000 square feet. DCA Commissioner Julie Menin: “We have also stepped up our enforcement efforts this year, so just since June, we have inspected close to 900 businesses.” At risk are electrical overloads in heatwaves, financial loss, and environmental harm. Large stores in major business districts tend to have the most violations. Commissioner Menin: “Let me be clear – we’re going to every borough. We’re going throughout New York City. We’re encouraging every single business to shut the front door.” Today, 200 volunteers are passing out stickers to raise awareness – even with consumers using the hashtag #BeCoolSaveFuel. Plus, the city is vowing to turn up the heat – not just finding violators, but trying to change the law so it applies to all businesses no matter what their size. If just one large business closes its doors during the summer time, it prevents the release of more than 2.5 tons of carbon monoxide, saves five barrels of oil, and reduces an electrical bill as much as \$1,000. Imagine if everyone complied.

NBC 4 - David Ushery - 6:16 pm

Conserving energy is the fashionable thing to do these days. NBC-4’s I-team, however, reported last night that some big name retail stores may be unnecessarily wasting energy. Today, the city’s Department of Consumer Affairs announced that they are cracking down on stores that break the law. Yesterday, NBC-4’s I-team reported that dozens of New York City retailers are breaking the law by opening their doors in the summer heat and letting the cold air blow out. The I-team found that the city has issued many warnings to the business over the years, but very few fines. Today, the Department of Consumer Affairs held a press conference encouraging businesses to act responsibly. City officials say they plan to propose legislation on Thursday to broaden the law to ban businesses from blowing A.C. out their doors. They also hope to increase fines for waste. Of the businesses that NBC-4 caught with their doors open, Abercrombie & Fitch declined to comment. NBC-4 has not heard back yet from Victoria’s Secret or American Apparel. The city says just one store keeping its doors closed this summer can save four barrels of oil and 2.5 tons of carbon dioxide.

Pesticide Spraying Begins Tomorrow on Staten Island

NBC 4 - David Ushery - 5:53 pm

The Department of Health plans to spray large parts of Staten Island with pesticides to cut down on the growing mosquito population. The spraying will start tomorrow night at 8:30 pm, and will go until 6 am on Friday morning. The spraying will cover large parts of the borough, from Annadale to Eltingville to New Springfield. The Health Department says their pesticide doesn’t pose any significant health risks, but does advise residents to minimize their exposure.

Dozens of Public Health Violations Issued at NYC Public Pools Each Year

NBC 4 - Gus Rosendale - 6:17 pm

Warm weather means, to a lot of us, hitting the pool. But just how safe are we when taking a dip? It turns out that safety goes beyond having a lifeguard on duty. State law requires pools to be inspected at least once a year - but NBC-4 found that some pools are no stranger to violations. NBC-4 I-team looked at inspection and violation data for all NYC Parks and Rec pools for 2013 and 2014, and found dozens of public health violations. The Astoria Pool in Queens had ten violations in recent years, five of them critical, along with being cited for being a public health hazard. Other top offenders included Saint Mary's in the Bronx, with 22 violations; St. John's Recreation Center in Brooklyn, with 28; and Hamilton Fish on the Lower East Side, with 12. Past violations included a lack of supervisory staff and lifesaving equipment, overcrowding, and filtration and disinfection equipment not continuously operated. Officials from the New York City Department of Parks and Recreation say violations are corrected after they are flagged and staffing is not an issue. Liam Kavanagh, first deputy commissioner for the parks department, said parks officials are working with the Department of Health to address concerns. "We've worked out procedures through which we are able to meet the water quality standards even though some of our mechanical systems don't support the modern technology," says Kavanagh. But the violations are telling, says Mary O'Donoghue, senior director of aquatics at the YMCA of Greater New York. "It can give you a good guideline as to how safely that pool has operated. If they are getting violations and they are getting them again in the next month, it can be a sign that it's not run properly," O'Donoghue said. The available data only runs until 2014. Most of the pools reviewed by the I-Team investigation are due for their annual inspections this week. In the meantime, swimmers like Latifah Lawal say they feel better knowing inspections are a part of what's keeping the public pools safe and sanitary on these hot summer days. Under the health code, staff at pools need to make immediate changes to fix the problem. If not, the pool or a section of it can be shut down. NBC-4 has asked Department of Health officials repeatedly if the multiple violations found at city pools have been corrected. They have not yet responded for comment.

Local News:

Rally in Times Square to Protest Against Iran Deal

CBS 2 - Jessica Schneider - 5:01 pm

There is a Stop the Iran Deal rally in Times Square. Thousands of people are descending right here in Times Square. Blocks of people are lending their voice to the debate. Their message to lawmakers is that this is a bad deal that must be stopped. The barricades are up and ready -- organizers expect thousands to rally in solidarity. Their announcement of the 5:30 pm protest claims, "Washington is prepared to give Iran virtually all that it needs to get the bomb. To release \$150 billion to Iran will result in the expansion of worldwide terror." The people in charge of the rally who say they are bi-partisan, are calling out Senator Schumer. They say, "he has the votes as presumptive leader to override this deal [...] If this deal is not stopped, New York voters will know whom to blame." Senator Schumer: "I've read the agreement and I'm seeking answers to many questions I have. Before I make a decision, I'm going to speak at length with experts on both sides." In Washington, Secretary of State John Kerry, led back-to-back closed door briefings trying to sway lawmakers to approve the deal to curb Iran's nuclear program.

FOX 5 - Arthur Chien - 5:31 pm

ABC 7 - Sandra Bookman - 6:07 pm

TELEMUNDO 47 - Yaima Crespo - 6:00 pm

Strikes at LaGuardia and JFK Averted After Last Minute Deal

CBS 2 - Kristine Johnson - 4:59 pm

An 11th-hour deal has averted a strike at JFK and LaGuardia Airports. More than 1,000 subcontractors for Delta have been threatening a walkoff from the job at 10 pm tonight. Now, their employer, Command Security Company, is agreeing to negotiate wages through a union. The workers are seeking a \$15 minimum wage. Their jobs include security guards, baggage handlers, and wheelchair attendants.

FOX 5 - Dari Alexander - 5:03 pm

ABC 7 - Diana Williams - 5:17 pm

NBC 4 - Sibila Vargas - 5:07 pm

UNIVISION 41 - Adriana Vargas - 6:07 pm

State Labor Board Approves \$15 Minimum Wage Boost for Fast Food Workers

ABC 7 - Marcus Solis - 5:15 pm

Fast food workers in New York State are getting a raise. The state labor board gave the greenlight today to increase the minimum wage for thousands of workers. For months, fast food workers have staged rallies and protests, and now they're on the verge of a significant pay increase. The words were music to their ears – and ultimately money in their pockets. Today, workers gathered to watch a state panel recommend raising the wage for fast food workers to \$15 an hour. Raising the minimum wage has become a national concern. This year, the state legislature blocked Governor Cuomo's proposal that would've increased pay for all workers. In response, he formed a panel to specifically address pay for those working at fast food restaurants, many of whom live below the poverty line. The \$15 minimum would be limited to companies or franchise-owners with 30 or more locations. The increase would be phased in by the end of 2018 in New York City, and by 2021 in the rest of the state – a life-changing adjustment, say some workers. Not so fast, says a lawyer hired by restaurant owners, who questions the legality of the governor's wage board and argues the proposed increase burdens franchise owners. And so the matter now goes to the state labor commissioner, who must approve it. The raises would be implemented over time – plenty of time, opponents say, to mount a legal challenge.

FOX 5 - Linda Schmidt - 5:08 pm

NBC 4 - Sibila Vargas - 5:13 pm

CBS 2 - Dana Tyler - 6:10 pm

UNIVISION 41 - Alex Roland - 6:04 pm

TELEMUNDO 47 - Luis Alejandro Medina - 6:00 pm

“Hogs & Heifers” Put Out to Pasture: Bar Closing on August 23 Due to Major Rent Increase

ABC 7 - Diana Williams - 5:40 pm

“Hogs & Heifers” is being put out to pasture. After 23 years, the iconic Meatpacking District honky-tonk will close its doors for good on August 23 – all because of increasing rent costs. When Hogs' lease expired last year, the bar's owner learned her rent would go from \$14,000 per month to \$60,000 per month. She says to cover the cost she'd have to charge \$17 for a can of Pabst Blue Ribbon. Hogs opened in 1992 and inspired the 2000 film “Coyote Ugly.” [*Anchor Sade Baderinwa: “I'm not sure people want to pay that much money for a PBR.”*]

NBC 4 - Sibila Vargas - 6:10 pm

NYS Teachers Fight to Get Paid

FOX 5 - Stacey Delikat - 5:35 pm

A group of teachers who worked for months with special-education infants and toddlers in the state's Early Intervention Program in 2013 still have not been paid. The women all worked for Dynamic Center of Florida in Orange County, New York. They are part of a group of more than 20 educators that say they're owed a total of \$156,000 from Dynamic. The women blame Dynamic's owner Robin Seccafico for not paying them, but they're also faulting the state. Documents show that Seccafico and Dynamic collected almost \$1.4 million in state and county Early Intervention funds during 2013 and 2014, administered by the State Department of Health. Meanwhile, a state comptroller's audit of special ed preschool programs for children 3 to 5 found Dynamic was among almost 30 providers that mismanaged and misspent a combined \$42 million over the last 10 years. This year, the State Department of Education removed Dynamic from its list of approved preschool programs and now it's shut down. The Early Intervention contracts were also terminated.

Coney Island Swimmer Attempts First-Ever Swim Across Ocean Mouth of New York Harbor

NBC 4 - David Ushery - 5:48 pm

At about this hour, a swimmer from Coney Island should be approaching Atlantic Beach in Long Island in what will be the first-ever swim across the ocean mouth of New York Harbor. Patricia Sener, an open water swimmer, took the plunge just before noon today from Sandy Hook's North Beach in support of a federal clean ocean zone off our coast. This zone would create a so-called "pollution free zone," and prohibit plans for an offshore liquefied natural gas dock, which is known as Port Ambrose. Sener is being accompanied by a boat, and thinks she can finish the 17-mile swim by 7 pm tonight.

MTA Announces Plans To Use Surplus for Service Improvements

NBC 4 - Andrew Siff - 6:03 pm

Today, the MTA announced its plans for its \$400 million dollar surplus. The surplus comes from unexpected real estate revenue coming in from taxes. The MTA plans to hire platform conductors to get people onto trains. They will also run some additional subway trains on certain lines, especially during off-peak hours. The MTA's Chairman says the difference will be noticed immediately on both the subway and commuter rails. \$183 million of the surplus will be spent on service improvements, like additional subways and select bus services. There is still a lot of money unaccounted for; the MTA asked Albany for \$32 billion dollars to fund mega-projects, like future phases of the Second Avenue Subway. The MTA is still waiting to account for about \$14 billion of that. Albany has yet to respond.

NY Peace Institute

UNIVISION 41 - Jorge Viera - 6:11 pm

Incidents & Accidents:

Brooklyn Basketball Coach Accused of Stealing Money Raised for Competition

CBS 2 - Steve Langford - 5:00 pm

In Brooklyn, a promising young basketball team's travel money was stolen. Some of the talented young basketball players should be in Las Vegas right now competing in a national playoff. Instead, they are hanging out on the courts at Linden Park in Brooklyn because their coach took their money and ran. Coach Kareem Seabrook is gone, and so is the \$30,000 that was in a bank account set up for the team of 14-year-old basketball players. Assistant coach Demetria Jones says he discovered over the weekend that the coach had moved – they realized then that there was no trip to Vegas. The coach's apartment, located just a few blocks away from the park, was empty.

Police Hunt Suspects in Stun-Gun Robbery of a Bronx Bodega

ABC 7 - Diana Williams - 5:25 pm

Police have released shocking video from the Bronx that shows two robbers storming a bodega and attacking the clerk. The incident occurred on Saturday night on Anthony Avenue in the Mount Hope section of the Bronx. One man jumped the counter and used a stun gun on the clerk. A second man also jumped the counter and stole cash from the register. The clerk was not seriously hurt. Police are still looking for the suspects.

CBS 2 - Kristine Johnson - 6:06 pm

UNIVISION 41 - Adriana Vargas - 6:04 pm

TELEMUNDO 47 - Alfredo Acosta - 6:02 pm

Tuna Used in Sushi Recalled over Salmonella Risk

NBC 4 - Sibila Vargas - 5:17 pm

Tuna used to make sushi sold at stores around the country is being recalled over Salmonella concerns. The contaminated tuna was sold at AFC, a sushi-making company in California, that distributes products to grocery stores and restaurants. The retailers that sell AFC sushi in the tri-state area include Wegman's, A&P, ShopRite, and several universities.

Thieves Target Brooklyn Sneaker Stores

CBS 2 - Cindy Tsu - 5:56 pm

Employees at Sneaker Spot in Bushwick are on the lookout for thieves going for pricey kicks. The store owner says that thieves have been trying something new -- stealing one shoe at a time. Sneaker Spot displays only left-foot shoes. The thieves will then find another store that displays a right-foot shoe, and grab the match. Many stores in the neighborhood are now only allowing customers to try on one shoe at a time.

Senior Citizen Abused in the Bronx

UNIVISION 41 - Rolman Vergara - 6:01 pm

###

From: Malegiannakis, Michael
Sent: Thursday, July 23, 2015 7:11 AM
Subject: Morning Press Clips –Thursday, July 23, 2015

Morning Press Clips –Thursday, July 23, 2015

Today's Front Pages:





Today's Headlines:

THE NEW YORK TIMES

[De Blasio Administration Dropping Plan for Uber Cap, for Now](#) - Matt Flegenheimer

[Taxi Mogul, Filing Bankruptcy, Sees Uber-Citibank Plot](#) – Josh Barro

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[New York Panel Recommends \\$15 Minimum Wage for Fast-Food Workers](#) - Patrick McGeehan

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TECH TIMES - Christian de Looper

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VENTURE BEAT - Ruth Reader

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EDUCATION WEEK – Denisa Superville

[De Blasio ‘destroying innovation,’ Kutcher says of NYC mayor’s anti-Uber campaign](#)

WASHINGTON TIMES - Douglas Ernst

[Bill De Blasio blinks in NYC standoff with Uber](#)

WASHINGTON TIMES - Brennan Weiss

[NY Comptroller Disagrees With De Blasio’s ‘Political’ Move to Cap Number of Uber Drivers](#)

WASHINGTON FREE BEACON - Daniel Bassali

[Ashton Kutcher Skewers Bill De Blasio In Scathing Facebook Post](#)

DAILY CALLER - Kaitlin Collins

[‘Morning Joe’ Dings HuffPost For Treating Trump Like Celebrity](#)

DAILY CALLER - Betsy Rothstein

[Mayor Bill de Blasio to Uber: Drop Dead](#)

THE BLAZE - Reed Galen

[England women reach top five](#)

TV NEWSROOM - Staff

[Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn](#)

GOTHAMIST – Emma Whitford

[City Flirts With Congestion Pricing As Way To Rescue MTA](#)

GOTHAMIST - Lauren Evans

[Colin Quinn On Political Correctness, Old New York, And "Bland" De Blasio](#)

GOTHAMIST - Rebecca Fishbein

[De Blasio Administration Loses in Fight to Impose Cap on Uber](#)

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[New York City Mayor Bill de Blasio surrenders to Uber](#)

MSNBC - Eric Levitz

[Uber blasts NYC mayor's 'artificial cap' on drivers](#)

CNBC - Matthew Belvedere

[NY Mayor de Blasio and Uber reach deal](#)

CNBC - Kate Rogers

[War Between de Blasio, Uber Heats Up on Eve of New York City Council Vote](#)

NBC 4 - Associated Press

[BATTLE BETWEEN NEW YORK CITY MAYOR BILL DE BLASIO, UBER HEATS UP ON EVE OF CITY COUNCIL VOTE](#)

ABC 7 - Associated Press

[Uber, De Blasio Administration Strike Deal On For-Hire Vehicle Cap](#)

CBS 2 - Staff

[City Pledges Support As MTA Grapples To Fill Gaping Hole In Capital Plan](#)

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[De Blasio Considers Once-Dead East River Bridges Toll Plan](#)

CBS 2 - Staff

[Word on the Street: Mayor de Blasio's travels](#)

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Mayor de Blasio in the News:

UBER

[De Blasio Administration Dropping Plan for Uber Cap, for Now](#)

NY TIMES - Matt Flegenheimer

The de Blasio administration has backed away from its fight with the app company Uber, agreeing on Wednesday to drop for now its plan to place a cap on the number of vehicles operated by Uber in New York City. The agreement brings a temporary end to a fractious struggle that had consumed City Hall for several days, and inundated parts of the city with mailers, phone calls, advertisements and even celebrity endorsements. Under the agreement, according to three people familiar with the agreement, the city will conduct a four-month study on the effect of Uber and other for-hire vehicle operators on the city's traffic and environment. A City Council bill, which was to come to a vote as early as Thursday, had called for a cap on the company's growth during the study. City officials said that a cap remained a possibility down the line.

[Taxi Mogul, Filing Bankruptcy, Sees Uber-Citibank Plot](#)

NY TIMES – Josh Barro

Evgeny Freidman, the taxi mogul, warned New York officials this spring that he was too big to fail and asked for a bailout of the taxi industry. He didn't get one. So, on Wednesday, he filed a petition to put many of his taxi medallion-owning companies into bankruptcy.

...Despite the handful of transactions near a million dollars per medallion, it's not clear that a portfolio of 46 medallions could command a price sufficient to repay the Citibank loans today or at any time in the future. The future value of taxi medallions will be heavily dependent on future policy choices, including whether New York City imposes new restrictions on Uber such as the cap on new nontaxi livery vehicle licenses supported by Mayor Bill de Blasio and opposed by Gov. Andrew Cuomo.

[New York City Won't Seek Uber Cap](#)

WSJ - Mara Gay

A proposed New York City Council bill to curb the expansion of Uber and other car-services was scrapped Wednesday under a deal between the company and Mayor Bill de Blasio, according to a person familiar with the negotiations. The de Blasio administration won't seek the a cap in exchange for an agreement by Uber to participate in a four-month study on the impact of its cars on the environment and traffic congestion, this person said. The company also agreed to release certain information about their ridership and the number of miles they drive in the city, according to the person.

[Cuomo praises Uber, takes stand against NYC bill to cap growth](#)

DAILY NEWS - Glenn Blain

Gov. Cuomo is siding with Uber in its battle with Mayor de Blasio. In the latest eruption of bad blood between Cuomo and his one-time frenemy, the governor hailed the ride-sharing company as a job producer and scoffed at a City Council bill — backed by the mayor — that would cap Uber’s growth.

“Uber is one of these great inventions,” Cuomo said during an interview on public radio’s “The Capitol Pressroom” Wednesday. “It is taking off like fire through dry grass and it’s offering a great service for people and it’s giving people jobs,” Cuomo said. “I don’t think government should be in the business of trying to restrict job growth.” Cuomo said he hopes to set up a meeting shortly with City Council Speaker Melissa Mark-Viverito to discuss the issue, which he said has statewide ramifications.

[Kate Upton, Neil Patrick Harris, Ashton Kutcher lead Twitter war on Mayor de Blasio over controversial bill that would cap Uber’s growth](#)

DAILY NEWS - Adam Edelman

Kate Upton led an uber passionate, celebrity-fueled social media charge Wednesday when she blasted Mayor de Blasio for his efforts to cap the growth of New York’s most controversial ride-sharing service.

“@BilldeBlasio Why do you want to return to days when only those in Midtown & Lower Manhattan could get a ride? #UberMovesNYC,” the uber hot model and actress tweeted at the Mayor, as the City Council weighed a bill that would limit the company’s growth for one year. De Blasio, who is backed by the yellow cab industry, has said he supports the bill, arguing that it is necessary for the city to accurately study the company’s impact on traffic congestion. Neil Patrick Harris and Ashton Kutcher also took the Mayor to task for his position. “@BilldeBlasio: 25K new residents use @Uber_NYC each week. How is a fixed # of cars supposed to serve this demand for rides? #UberMovesNYC,” Harris wrote. Kutcher, for his part, was engaged in a multi-day Twitter rant beginning Sunday that included more than 20 posts that also lambasted de Blasio.

[Uber rides on in New York, reaches deal with city to study traffic impact over 4 months](#)

DAILY NEWS – Dan Rivoli, Erin Durkin, Jennifer Fermino

The Uber juggernaut rolled right over Mayor de Blasio. In a stunning turnaround less than 24 hours before an expected City Council vote, the de Blasio administration backed down Wednesday on its controversial plan to cap Uber’s growth while it studied the app’s impact on congestion. Instead, Uber can continue to expand during a four-month city study. The abrupt reversal came right after Gov. Cuomo announced his opposition to the bill and personally lobbied mayoral ally Melissa Mark-Viverito, the Council speaker.

[De Blasio spent \\$1,642 on Uber rides during his 2013 mayoral campaign: records](#)

DAILY NEWS – Jennifer Fermino

Mayor de Blasio didn’t always have a problem with Uber. His 2013 mayoral campaign made liberal use of the convenient - but controversial - car service during his City Hall run, hiring the company 52 times and spending \$1,642 on rides, according to campaign finance records. The campaign used Uber far more than it did yellow cabs, according to the records. It spent \$534.46 on 18 taxi trips, the records show.

[Editorial: Bill gets kicked in the app by Uber](#)

DAILY NEWS - Editorial

Plainly and simply, the numbers did in Mayor de Blasio’s wrongheaded, politically motivated, anti-progress, anti-progressive plan to cap the growth of Uber, the popular cellphone-based car-for-hire service. The mayor and allies on the City Council, long comrades-in-arms with the yellow cab industry, had planned to pass a law restricting the growth of Uber and similar services for a year while conducting a study of their impact, on the ground that they were adding to traffic congestion.

[Column: Uber using any means necessary to crush attempts to regulate its practices](#)

DAILY NEWS – Juan Gonzalez

Uber — the \$40 billion ride-sharing service and darling of Wall Street — is determined to fight any limits on its Wild West methods. In 2014, the company faced major conflicts in 40 locations around the world, according to one study. This year, French cab drivers rioted and burned Uber cars, while the French government declared the company’s operation illegal. In California, that state’s labor commission ruled recently that an Uber driver was an employee, not an independent contractor as the company has repeatedly claimed.

...The Wall Street money has also helped pay for attack commercials and mass mailing against Mayor de Blasio and those City Council members, including Ydanis Rodriguez, chairman of the Transportation Committee, who are spearheading legislation that would have a direct impact on Uber.

[Column: Uber vs. de Blasio: A plague on both their rides](#)

DAILY NEWS – Harry Siegel

In Buenos Aires a few years ago, my driver — a kid in his own car who stopped when I hailed, and may have been less than sober — kept his foot on the gas through intersections with no lights or signs. Other drivers, crosswise to us, did the same. I asked: “Who’s supposed to stop?” Looking into my eyes, away from the road, he laughed: “The weak.” I remembered that watching the game of chicken between taxi medallion owners, backed by Mayor de Blasio and Uber, represented by former Obama campaign consigliere David Plouffe and a host of other heavyweights. They’d been on course to collide Thursday, when the City Council was scheduled to vote on a one-year freeze on new for-hire cars until the mayor swerved Wednesday afternoon, hours after Gov. Cuomo weighed in to call it a bad idea.

[Cuomo drops bombshell on de Blasio over Uber](#)

NY POST – Kirstan Conley

Gov. Cuomo dropped another political bombshell on Mayor de Blasio Wednesday by vigorously defending Uber — a day before the City Council was scheduled to impose new limits on the popular car service. Speaking on the “Capitol Pressroom” radio show, Cuomo indicated that he plans to go around de Blasio and meet with Council Speaker Melissa Mark-Viverito about the issue. He said it makes no sense to try to limit the number of licenses granted to the app-based service in New York City, as the mayor and Council have proposed.

[NYC strikes deal with Uber: No cap on drivers during study](#)

NY POST – Kirstan Conley, Michael Gartland, Yoav Gonen

Mayor de Blasio’s push to reign in Uber came to a screeching halt Wednesday when his administration suddenly surrendered in its bid to cap growth of the expanding for-hire-vehicle industry. The surprise move came a day ahead of an expected City Council vote to set a cap on car-service expansion and hours after Gov. Cuomo defended Uber. Administration officials touted the agreement to table the measure as a win because they earned the company’s cooperation in a study on street congestion, but multiple sources said City Hall gave up more than it got.

[De Blasio’s campaign staff favored Uber over yellow cabs](#)

NY POST – Yoav Gonen, Michael Gartland

Mayor de Blasio may be a champion of yellow cabs, but when he ran for office, it was Uber that got most of the calls. Records show de Blasio’s campaign spent at least \$1,643 on 52 Uber rides during the last four months of the battle for City Hall in 2013 — more than twice as much as on yellow cabs. The campaign hailed yellow taxis only 19 times over a much longer 13-month period, with a total tab of \$575.86, campaign-finance records show.

[Editorial: Bill de Blasio’s embarrassing Uber defeat — the latest in a string of misguided battles](#)

NY POST - Editorial

Mayor de Blasio never learns. Finding himself on the losing side of yet another misguided fight he himself started, Hizzoner on Wednesday dropped his plans to choke off ridesharing services like Uber and Lyft. At least for now. Instead, the city will launch a four-month study to see if these services worsen traffic. Count yourself lucky, New York. Let’s face it: De Blasio’s outrageous plan to cap the growth of these much-loved app-based services made no sense from the start. The Post led the fight against it, because it would have killed jobs, thwarted innovation and hurt riders — by limiting their transportation options.

[Cuomo urges City Council to delay Uber vote](#)

CAPITAL NY - Jimmy Vielkind

Governor Andrew Cuomo said on Wednesday the New York City Council should not vote on a bill that would cap the growth of taxi-app services like Uber within the five boroughs, repeating his claim that a regional solution is needed. Cuomo’s comments, during an interview on an upstate radio program, once again line him up in opposition to New York City Mayor Bill de Blasio, who says the cap is necessary to stem rising congestion and ensure workers’ rights and proper regulation. Cuomo and de Blasio have been openly fighting for several weeks: Cuomo did little to help the mayor win state approval of his agenda and let aides anonymously call de Blasio “bumbling and incompetent,” and the mayor responded with on-record criticism of the governor. Cuomo said the issue of Uber was “complicated,” and suggested the City Council should wait for more “deliberation.” He promised to meet soon with Melissa Mark-Viverito, the Council speaker. A vote on the bill is expected this week, but has not been officially scheduled.

[Committee chair says he has votes for car-hail cap](#)

CAPITAL NY - Gloria Pazmino

Councilman Ydanis Rodriguez, chair of the transportation committee, said on Wednesday that he is confident he has the votes to pass a de Blasio-backed proposal to place a temporary cap on the car-hail app industry and to require the city to conduct a study of the impact the industry is having. "I'm telling everybody, you can put it on social media that we have the votes to pass this legislation," Rodriguez said at anti-Uber rally held on the steps of City Hall. A poll of committee members by Capital shows the committee may in fact have enough votes to pass the legislation.

[Disability rights group releases Uber attack ad](#)

CAPITAL NY - Gloria Pazmino

The United Spinal Association released a TV ad on Wednesday blasting Uber for not providing wheelchair-accessible vehicles. The ad campaign is airing in New York City this week as the City Council and the de Blasio administration mull a proposed bill to cap Uber car licenses for up to a year while the city conducts a study of the industry's impact on congestion. The 30-second ad shows Dustin Jones, a disability rights advocate, who describes the push by disability advocates to make half of the city's taxi fleet accessible. "Getting around the city in a wheelchair is hard — people look the other way. We worked hard to get half of New York City taxis accessible, then Uber came along," Jones says.

[De Blasio administration hails car-hail plan](#)

CAPITAL NY – Laura Nahmias, Dana Rubinstein

In an abrupt reversal, Mayor Bill de Blasio on Wednesday dropped plans to seek a temporary cap on the growth of car-hail companies, amid growing criticism from elected city officials and a massive opposition campaign mounted by Uber. De Blasio was en route home from the Vatican when news of City Hall's plans to drop the temporary cap broke, according to a New York Times reporter. According to first deputy mayor Anthony Shorris, who released a statement on Wednesday afternoon, no longer will de Blasio be seeking to immediately cap the growth of car-hail companies. Instead, the City Council and Uber will embark on a data-driven process that will ensure "that the future growth of this industry matches the values and the interests of New Yorkers." "Specifically," he said, "the City will move forward with a traffic study, to conclude at the end of November, to examine the impact of Uber and the for-hire vehicle industry on traffic congestion on New York City streets."

[Before mayor's U-turn, Council uncertain on Uber cap](#)

CAPITAL NY – Gloria Pazmino

One day before the City Council was expected to consider a bill to temporarily cap the car-hail industry, more than half of the Council's members told Capital they were undecided or did not return an inquiry about their position on the legislation. Mayor Bill de Blasio's administration, which had backed the bill, abruptly announced on Wednesday that it would not push for the cap, while it conducts a four-month traffic study. It is unclear whether the administration believed it had the votes to pass the bill. Prior to the administration's announcement, Capital inquired with all 49 members as to their position on the legislation. (Two seats on the 51-member Council are currently vacant.)

[De Blasio Official Says Uber Is a Service for the Wealthy](#)

NY OBSERVER – Ross Barkan

Continuing their war of words with e-hail giant Uber, a top de Blasio administration official charged that the company is catering to the affluent slices of the outer boroughs. Defending the taxi industry, particularly green cabs that operate beyond Manhattan, First Deputy Mayor Anthony Shorris said 75 percent of Uber's fleet remains in the central business district of Manhattan. And the rest, he said, doesn't necessarily help low-income New Yorkers. "Frankly, some of the outer borough communities that it serves are serviced in need of service but they're not necessarily low income communities or struggling communities," Mr. Shorris said on NY1 last night. "They're services or places where people can afford to pay the very high fares that are charged, particularly the surge pricing fares."

...Mayor Bill de Blasio is backing a pair of bills that would drastically curtail the ride-sharing industry's growth, as well as mandate a study to examine Uber's impact on roadway congestion. City Hall has argued Uber's booming fleet is likely tied to slowing traffic in Manhattan. As Uber has aggressively pushed back at the mayor, running slick ads accusing Mr. de Blasio of killing jobs for poor minorities, City Hall has expanded their criticism, flaying Uber for their lax workplace protections and regulatory fights with cities across the world.

[Revealed: Uber's TV Buy Is Gigantic](#)

NY OBSERVER - Ken Kurson

The ride-sharing app Uber takes its name from the German word for a "supreme example of a particular kind of thing." Now that its advertisements are on every cable, broadcast station in and near New York City, one guesses it

takes its marketing style from another German word—blitzkrieg. If you live in or near New York City, you know the ads—Jashiel, Lassana and other “Uber Driver-Partners” explain that they make more money and enjoy greater freedom driving for Uber as the company fights Mayor de Blasio’s proposal to cap the number of TLC licenses it awards, a plan the company says will “destroy 10,000 jobs.” Packed with hires from political backgrounds, it is no surprise that Uber would take to the airwaves to launch a defense of its business practices that looks more like a presidential campaign than a business dispute. After all, Uber’s chief adviser David Plouffe successfully steered Barack Obama to victory twice, and their communications team is littered with political hands, from Stu Loeser (late of Bloomberg Administration) and Alix Anfang, an SKDKnickerbocker vet who cut her teeth with Eric Schneiderman.

[Ripping de Blasio Uber Bill, Cuomo Calls E-Hail Apps ‘Great Inventions’](#)

NY OBSERVER - Will Bredderman

Gov. Andrew Cuomo today came down on the side of e-hail app company Uber in its battle against Mayor Bill de Blasio, saying that the mayor’s proposal to cap the company’s growth would impair job creation and potentially have “statewide ramifications.” Speaking on the ‘Capital Pressroom’ radio show, Mr. Cuomo attacked Mr. de Blasio’s proposed legislation limiting the increase of for-hire cars to 201 for the next year to combat congestion as inimical to economic growth. Mr. Cuomo suggested that the mayor’s proposal would hurt workers in a booming sector of the economy. “Uber is one of these great inventions, start-ups, of this new economy. And it’s taking off like fire through dry grass. And it’s offering a great service for people, and it’s giving people jobs. I don’t think government should be in the business of trying to restrict job growth. I don’t believe you can restrict job growth,” he said.

[Uber Launches Job Tour as Counterargument to Cap Bill](#)

NY OBSERVER - Giulia Olsson

Uber is using every minute they have to show the city that Mayor Bill de Blasio’s potential cap bill will hurt the company and hundreds of New Yorkers looking for job opportunities. The vote could come as soon as tomorrow, and Uber knows the consequences will be detrimental for their business. Yesterday, Uber kicked off its citywide job tour for hundreds of New Yorkers interested in becoming drivers. Present were also current driver-partners, Uber New York’s General Manager Josh Mohrer, elected officials like South Bronx Assemblyman Michael Blake, and Brooklyn Borough President Eric Adams. The point of yesterday’s event was clear: to show Mr. de Blasio that Uber is a platform that benefits New York by providing the city with hundreds and hundreds of jobs.

[Bronx Borough President: Mayor’s Uber Bills Are ‘Flawed’](#)

NY OBSERVER - Ross Barkan

Uber has another top New York Democrat in their corner. Bronx Borough President Ruben Diaz Jr. announced this afternoon he is opposed to City Council legislation that would drastically cap the growth of Uber and other for-hire cab companies, adding his name to a growing list of Democrats criticizing Mayor Bill de Blasio’s efforts to curb the industry. Like Comptroller Scott Stringer, Mr. Diaz argued a study should occur to determine whether the growth of Uber is contributing to a spike in roadway congestion before any bill is passed

[As Uber Battle Continues, Foes Seek to Paint E-Hail App as Manhattan-Centric](#)

NY OBSERVER - Jillian Jorgensen

After Uber blasted New York City’s airwaves with ads deeming it a “five-borough” service, those looking to cap the e-hail company’s growth are arguing the company encourages drivers to stick to Manhattan and “Yuppie Brooklyn” and pushing back against the narrative that the company uplifts minority neighborhoods. “It is a shame and it is unfair that they are spending millions of dollars on TV, running ads everywhere they can to give a false message about who Uber is and who it serves,” Jonathan Westin, the executive director of New York Communities for Change, said during a rally outside City Hall today, seizing on an Uber driver promotion that encouraged picking up fares in Manhattan but expired in January. But Uber argues statistics tell a different story: it has said many fewer Uber cars are on the road in Manhattan’s busiest district during rush hour than Mr. de Blasio has sought to portray, and says its business outside Manhattan, which makes up a third of its rides, is growing the fastest. The back-and-forth is just the latest in an epic war of words between Uber and its allies and Mayor Bill de Blasio and his allies, like New York Communities for Change—all leading up to a vote expected tomorrow on legislation aimed at capping the cab app’s growth for a year.

[Uber Armistice: De Blasio Backs Away From Plan to Cap the App](#)

NY OBSERVER - Ross Barkan

In an abrupt about-face, the de Blasio administration is backing away from a plan to cap the growth of e-hail giant Uber. Under the agreement, first reported by the New York Times, the city will conduct a four-month study on the effect

of Uber and other for-hire vehicle operators on the city's traffic and environment. A City Council bill, which was to come to a vote as early as tomorrow, had called for a cap on the company's growth at 1 percent. A separate bill would have commissioned a traffic study and the legislation, according to council members, had the votes to pass. City officials told the Times that a cap remained a possibility down the line. Earlier this afternoon, Councilman Stephen Levin, a sponsor of one of the bills, told the Observer he expected a vote on both bills tomorrow. Previously, Mayor Bill de Blasio and City Council allies had maintained Uber's rapid growth needed to be curtailed immediately because it was contributing to rising congestion on city roadways. Mr. de Blasio was locked in a bitter battle with Uber, pitting some progressives against a company that enlisted veterans of the Obama, Bloomberg and Cuomo administrations to wage an effective public relations war against City Hall. Comptroller Scott Stringer and other prominent Democrats had also come out against the mayor's plan this week.

[Uber and City Broker an 11th Hour Deal](#)

WNYC - Associated Press

New York City and Uber struck an eleventh-hour deal that backs off, for now, placing a cap on the number of cars the ride-hailing company can have on the streets of the nation's largest city. Mayor Bill de Blasio's administration announced late Wednesday - on the eve of a City Council vote that could have established the restriction - that Uber agreed to a four-month study on the impact of the cars on the city's traffic and the environment. Under the deal, the city will not cap Uber's growth during those four months.

[De Blasio administration dropping plan to cap Uber, for now: report](#)

AM NY - Rebecca Harshbarger

The de Blasio administration is dropping its plan to cap Uber and other black cars, according to a report. An agreement was reached where the city will do a four-month study on the impact of for-hire cars on congestion, according to the New York Times, with a possible cap in the future. The City Council could have voted as early as Thursday on sharply limiting the number of new black and livery cars. The app company got a powerful advocate on Wednesday. Gov. Andrew Cuomo described Uber as as "one of the greatest inventions of this new economy."

City backs down on Uber

AM NY - Emily Ngo [p.3]

[Gov. Andrew Cuomo wades into fight between Bill de Blasio administration and Uber](#)

AM NY - Emily Ngo

Gov. Andrew M. Cuomo Wednesday waded into the fight between New York City Mayor Bill de Blasio's administration and the app-dispatched livery service Uber, saying he doesn't believe "government should be in the business of trying to restrict job growth." Cuomo in a WCNY radio interview said restrictions may just lead Uber to move to Long Island and Westchester, offer jobs there and drive into the city. De Blasio spokesman Wiley Norvell immediately countered that the governor is "mistaken" on what types of vehicles can work in New York City. For-hire vehicles from beyond the five boroughs may only drop off or pick up passengers in New York City as part of a trip outside the city, Norvell said.

[Cuomo wades into fight between de Blasio's administration and Uber -- and Kate Upton weighs in](#)

AM NY - Emily Ngo

Gov. Andrew M. Cuomo on Wednesday waded into the fight between New York City Mayor Bill de Blasio's administration and the app-dispatched livery service Uber, saying he doesn't believe "government should be in the business of trying to restrict job growth." Cuomo in a WCNY radio interview said restrictions may just lead Uber to move to Long Island and Westchester, offer jobs there and drive into the city. De Blasio spokesman Wiley Norvell immediately countered that the governor is "mistaken" on what types of vehicles can work in New York City. For-hire vehicles from beyond the five boroughs may only drop off or pick up passengers in New York City as part of a trip outside the city, Norvell said. The City Council is set to vote as early as Thursday on two bills backed by de Blasio to cap the number of for-hire vehicles on city roads while conducting a yearlong environmental review of their impact.

... A pro-Uber movement -- #UberMovesNYC -- had also cropped up, with model and actress Kate Upton among those weighing in. ".@BilldeBlasio Why do you want to return to days when only those in Midtown & Lower Manhattan could get a ride?" she tweeted.

[Comptroller slams brakes on proposed Uber cap](#)

AM NY - Rebecca Harshbarger

The city comptroller Tuesday called for the brakes to be slammed on a proposed cap on Uber and other for-hire cars, while Mayor Bill de Blasio ripped the company as it started an aggressive campaign for new drivers. Comptroller Scott Stringer said the city shouldn't limit black and livery cars without first studying the impact of the industry on traffic. "It makes no sense to arbitrarily cap Uber and other for-hire vehicle companies before we study the impact of congestion on the streets of New York," he said.

[De Blasio administration dropping plan to cap Uber, for now: report](#)

AM NY - Rebecca Harshbarger

The de Blasio administration is dropping its plan to cap Uber and other black cars, according to a report. An agreement was reached where the city will do a four-month study on the impact of for-hire cars on congestion, according to the New York Times, with a possible cap in the future. The City Council could have voted as early as Thursday on sharply limiting the number of new black and livery cars. The app company got a powerful advocate on Wednesday. Gov. Andrew Cuomo described Uber as "one of the greatest inventions of this new economy." The city comptroller spoke out strongly against the cap on Wednesday, and said a study should be done first, before limiting black and livery cars.

[De Blasio, Uber strike deal on proposal](#)

METRO - Yalda Mostajeran

Mayor de Blasio and Uber struck a deal a day before the City Council was to vote on a bill that would cap the number of cars Uber and other for-hire car services could have on the streets of NYC. The de Blasio administration made a deal with Uber to not limit the growth of its services on Wednesday. In return Uber agreed to take part in a four month study on the impact its cars have on traffic congestion and the environment. Under the deal Uber would also work on making its cars more handicap-accessible.

[City skeptical any expansion of Uber will benefit Staten Island](#)

SI ADVANCE - Anna Sanders

Mayor Bill de Blasio has struck a deal with Uber that the car-booking service says will help Staten Island, though City Hall is skeptical of the company's commitment to the borough. Following a contentious public fight over a plan to cap the rapid influx of Uber cars on city streets, officials on Wednesday announced that the company agreed to a four-month study on its impact on traffic and the environment. While Uber claimed the sidelined proposal to halt its growth would have hurt a push for more service on Staten Island, the city argued that the company's expansion won't benefit the borough.

[Mayor cancels plan to limit Uber cars](#)

EL DIARIO - Juan Garnham

Mayor Bill de Blasio and Uber company reached a truce in the battle that kept a controversial bill that sought to limit the number of cars from that company on the streets of the Big Apple. As indicated several local media, including the New York Times, both parties have agreed to conduct a traffic study of four-similar to what I wanted the draft law-but without imposing a growth limit for taxis months. Uber also pledged to increase its fleet accessible for disabled and provide more information about their cars through the city.

[Uber defends itself against allegations of traffic congestion](#)

EL DIARIO - Jose Acosta

A day in the City Council to be voted a bill that seeks to limit the number of vehicles from companies like Uber for allegedly contributing to traffic congestion in Manhattan, this company shared shuttle responded with data showing that it is not to blame for this problem. The legislative package and a cap on the number of vehicles using the 75 applications for taxi companies from the Taxi and Limousine Commission, including Uber Lift and requires an environmental impact study is carried out, as is required of industry yellow cab and livery when in operation new fleet of vehicles. While Mayor de Blasio B ill urged the Council to approve the package, the City Comptroller Scott Stringer asked to postpone the vote until a study that reveals the real impact on traffic is performed. Uber data released for the first time on Wednesday, ensuring that they have been held by the Management Blasio for months. Uber data contradict claims that the Mayor affiliated company vehicles are the cause of congestion in Lower Manhattan.

[De Blasio Drops Plan to Cap Uber's Growth, For Now](#)

DNA INFO - Jeff Mays

Mayor Bill de Blasio dropped a plan, for now, to cap the growth of for-hire vehicles such as Uber Wednesday after City Hall and the car service agreed on a plan to study traffic n for four months. The mayor had strongly backed City

Council legislation that would place a 1 percent cap on the growth of for-hire vehicles for a year while the city studied traffic and congestion. Uber objected to the cap, saying de Blasio and the City Council were doing the bidding of the yellow cab taxi industry, which has been among their largest donors. City officials said that under the deal Uber agreed to provide trip data to a consultant studying the environmental impact of the growth of the for-hire industry. In exchange, the legislation regarding the cap will be tabled.

[De Blasio agrees to delay vote on Uber cap](#)

CRAIN'S NY - Associated Press

A deal has been struck between New York City and Uber on the eve of a City Council vote that could have placed a cap on the number of cars the ride-hailing company can have on the streets of the nation's largest city. Mayor Bill de Blasio's administration announced Wednesday that Uber agreed to a four-month study on the impact of the cars on traffic and the environment. Under the deal, the city will not cap Uber's growth during those four months. The agreement contrasts with the legislation the council was set to vote on Thursday that called for a 1% cap on the California-based company's growth within the city during a yearlong study. Uber has steadfastly opposed any cap, and the company and City Hall had traded increasing nasty barbs over the past week.

[Battle between NY mayor, Uber heats up on eve of vote](#)

ASSOCIATED PRESS - Jonathan Lemire

On the eve of a City Council vote that could limit the number of Uber vehicles on New York City streets, parties on both sides of the debate sharpened their attacks to sway public opinion, if not actual votes. The ride-hailing company and Mayor Bill de Blasio's administration, which is looking to establish a cap for its growth, furiously lobbied lawmakers Wednesday, pestered reporters, snarked on Twitter and pointed to expensive TV ad campaigns that have blanketed the airwaves of the nation's largest city. Uber, the \$40 billion California-based company, has become a dominant force on the streets of the nation's largest city, dispatching 25,000 cars in New York, compared with 13,000 of the city's iconic yellow taxis. But the de Blasio administration, citing concern over increased congestion on Manhattan's clogged streets, has pushed for legislation that will cap Uber's growth at 1 percent over the next year while its traffic impact is studied.

[NYC strikes Uber deal: No cap on company during study](#)

ASSOCIATED PRESS – Jonathan Lemire

A deal has been struck between New York City and Uber on the eve of a City Council vote that could have placed a cap on the number of cars the ride-hailing company can have on the streets of the nation's largest city. Mayor Bill de Blasio's administration announced Wednesday that Uber agreed to a four-month study on the impact of the cars on traffic and the environment. Under the deal, the city will not cap Uber's growth during those four months. The agreement contrasts with the legislation the council was set to vote on Thursday that called for a 1 percent cap on the California-based company's growth within the city during a yearlong study. Uber has steadfastly opposed any cap, and the company and City Hall had traded increasing nasty barbs over the past week.

[Battlin' Bill de Blasio's Uber Fight](#)

NEW YORK MAGAZINE - Chris Smith

City Council votes are typically sleepy affairs. But tomorrow's expected debate on a bill to restrict the growth of Uber has already generated more heat than any impending council action since 2008, when Michael Bloomberg muscled through a revision of term limits. Back then there was some doubt about the outcome of the council vote. The Uber cap, and a companion bill to launch a traffic study, should pass fairly easily. The real drama this time comes from the political ripples — which could turn out to be just as far-reaching as they were seven years ago, when a Brooklyn councilman named Bill de Blasio used his opposition to the term-limits extension to build a citywide profile. De Blasio is, of course, now the mayor himself, and he has at least one strong policy argument in his fight against Uber: Any industry that wants to add 10,000 commercial vehicles to city streets is indeed worthy of thorough regulation. He also has at least one serious political weakness: The yellow taxi industry, whose existence is threatened by Uber, has been one of de Blasio's most prolific campaign donors.

[Was David Plouffe the Key to Uber's Deal with New York City?](#)

NEW YORK MAGAZINE - Margaret Hartmann

Uber scored a major win on Wednesday when Mayor Bill de Blasio agreed to put aside his proposal to cap the company's expansion in New York City, one of its most important markets (Uber vehicles now outnumber yellow cabs). De Blasio is framing the deal as a win for his administration, since Uber has agreed to start contributing to the MTA and adding "worker and consumer protections." As New York's Chr

otes, "Depending on the details — like how much

money will go to public transit, which remains to be negotiated — those are indeed good things." However, after the blistering attacks de Blasio weathered in the past week, many see the deal as the result of a stunningly effective political campaign by Uber chief adviser and board member David Plouffe, the former Obama strategist who orchestrated his 2008 win.

[Gov. Andrew Cuomo wades into fight between Bill de Blasio administration and Uber -- and Kate Upton weighs in](#) NEWSDAY - Emily Ngo

Gov. Andrew M. Cuomo Wednesday waded into the fight between New York City Mayor Bill de Blasio's administration and the app-dispatched livery service Uber, saying he doesn't believe "government should be in the business of trying to restrict job growth." Cuomo in a WCNY radio interview said restrictions may just lead Uber to move to Long Island and Westchester, offer jobs there and drive into the city. De Blasio spokesman Wiley Norvell immediately countered that the governor is "mistaken" on what types of vehicles can work in New York City. For-hire vehicles from beyond the five boroughs may only drop off or pick up passengers in New York City as part of a trip outside the city, Norvell said.

[De Blasio shelves plan to limit Uber's expansion](#)

NEWSDAY - Emily Ngo

Mayor Bill de Blasio's administration Wednesday shelved a plan that would curb the growth of Uber and announced an agreement with the app-dispatched livery service to cooperate on a shorter traffic study. The four-month review will assess the impact of for-hire vehicles on New York City congestion -- a chief City Hall complaint about what it saw as the unchecked expansion of Uber's fleet.

[New York City Drops Legislation Capping Uber's Growth](#)

NEWSWEEK - Polly Mosendz

Mayor Bill de Blasio's administration reportedly dropped legislation which would have limited car-hailing app Uber's growth in New York City on Wednesday afternoon. The legislation was two fold: part one would call for a congestion survey and the second would cap the number of for-hire vehicles added to the road each year, which would directly affect Uber's growth. Uber would be forced to stay within the city's limits, which would allow car bases larger than 500 vehicles to increase by only 1 percent each year.

[Cuomo Says De Blasio Plan to Curb Uber in New York City Should Be Delayed](#)

BLOOMBERG NEWS - Freemon Klopott

New York Governor Andrew Cuomo said Mayor Bill de Blasio's plan to limit the growth of ride-hailing service Uber Technologies Inc. shouldn't move forward without further discussion. Cuomo said in a radio interview Wednesday that he's planning to meet with City Council Speaker Melissa Mark-Viverito to press her to delay voting on the plan, which could happen as soon as Thursday. The proposal has pitted de Blasio, who is backed by the yellow-taxi industry, against Uber, which uses GPS to match riders and drivers through its mobile-phone apps.

[De Blasio Said to Drop Plan to Curb Uber's Growth After Backlash](#)

BLOOMBERG NEWS - Freeman Klopott

New York City Mayor Bill de Blasio dropped a plan to cap the growth of ride-hailing service Uber Technologies Inc., according to the New York Times, which cited three unidentified people familiar with the decision. The plan ignited a backlash from the company, its allies, Governor Andrew Cuomo and other officials. The mayor's press office had no immediate comment on the report. The City Council had been scheduled to take up two bills related to for-hire vehicles on Thursday.

[De Blasio Scraps Plan to Curb Uber's NYC Growth After Backlash](#)

BLOOMBERG NEWS - Freeman Klopott

New York Mayor Bill de Blasio dropped a proposal to cap the growth of ride-hailing service Uber Technologies Inc. after the plan ignited a backlash from the company, its allies, Governor Andrew Cuomo and even model Kate Upton. Uber agreed to provide data for a four-month study on the impact of cars on traffic congestion and the environment in return for the administration agreeing not to cap its growth during the study, said First Deputy Mayor Anthony Shorris.

[Uber Won New York Fight, but Remains a Flashpoint in the Inequality Debate](#)

BLOOMBERG NEWS - Erin Newcomer

Uber Technologies Inc. just won its biggest political battle yet, successfully pressuring the mayor of New York to back down in his fight against the ride-hailing company. Alon however, Uber took political jabs that could harm its

reputation in the long run. Mayor Bill de Blasio lost this round, but staked out the liberal case against the service: Uber hurts workers, ignores the handicapped, clogs the streets and gouges riders with unfair pricing. He compared Uber to the likes of Exxon Mobil Corp. and Wal-Mart Stores Inc., essentially placing Uber on the wrong side of America's reckoning with wealth inequality, an issue already roiling the 2016 presidential race.

[Video: De Blasio Administration to Drop Uber Cap Plan: NYT](#)

BLOOMBERG NEW - Staff

[New York City mayor drops Uber vehicle cap](#)

BUSINESS INSIDER - Maya Kosoff

For now, the fight's over. New York City Mayor Bill de Blasio is dropping his proposed bill to limit the growth of for-hire vehicle companies such as Uber, The New York Times reported Wednesday. De Blasio and the city council had proposed a freeze on growth for for-hire vehicle companies, including Uber and Lyft.

[Uber is a political machine](#)

BUSINESS INSIDER - Maya Kosoff

Uber, one of the most valuable private tech companies, is in a public battle with the world's most powerful mayor. The richly valued ride-hailing company is fighting a proposed vehicle cap that would limit the number of new cars it could put on the road every year in New York City. Mayor Bill de Blasio of New York says the vehicle cap will allow the city to conduct a study about congestion, traffic, and pollution. Uber and its allies are quick to point out that the mayor may have other motives for kneecapping the company's growth; de Blasio's mayoral campaign received more than \$250,000 from the taxi industry, which opposes Uber.

[RUSSELL BRAND, AN ALLY OF BILL DE BLASIO IN THE FIGHT AGAINST UBER](#)

VILLAGE VOICE - Nick Lucchesi

They might take umbrage with Uber for different reasons, but manic actor Russell Brand and New York mayor Bill de Blasio both line up against the "arrogantly managed" mega car service. Brand, a free spirit loved by schoolchildren, goes after Uber in this video posted to his YouTube channel. He really works himself into a lather around the 1:15 mark. Here's the crux of his argument against Uber in London: Local cabbies...put their money back into the local economy, not like Uber, a multibillion-dollar corporation, part-owned by Goldman Sachs, part-owned by Google, that skims off all its profit and puts it into foreign bank accounts. It's more money being siphoned out of our country. If you get a black cab, that money stays in our country, it stays in our economy. That's one clear advantage.

[De Blasio backs Pope Francis on climate change, announces N.Y.C. has even more aggressive emissions plan](#)

NEW YORK BUSINESS JOURNAL - Staff

New York City Mayor Bill de Blasio spoke out in strong support of Pope Francis's stance on climate change during a speech at the Vatican, at the same time saying he wants to cut his city's carbon emissions even more than previously announced. Late last year, the city set government goals of reducing the city's greenhouse gas emissions 80 percent by 2050, as part of an initiative called PlaNYC. But in his speech Tuesday, de Blasio pledged to push for a 40 percent reduction by 2030, which the New York Observer said is an even more aggressive target.

[Stringer opposes plan to cap Uber, opposing de Blasio](#)

BROOKLYN DAILY EAGLE - Associated Press

Comptroller Scott Stringer is calling for the New York City Council to delay a vote on capping the number of Uber cars on city streets. Stringer said Tuesday that he opposed the cap. The council wants to impose it for a year while studying the ride-hailing service's impact on traffic. Stringer says the study should be completed before any decision on a cap is made.

[The mayor is not mentioned in the following report:]

[Uber's Own Numbers Show It's Making Traffic Worse](#)

STREETSBLOG NYC - Stephen Miller

Uber blasted out an Excel spreadsheet to reporters this morning, accompanied by a story and editorial in the Daily News, with data providing a snapshot of how many Uber vehicles are on Manhattan streets south of 59th Street, New York's central business district. While Uber claims the data shows its vehicles aren't responsible for congestion in the city core, transportation analyst Charles Komanoff has crunched Uber's own numbers and estimates that the service has actually reduced traffic speeds in the central business district by about 9 percent. Uber's data dump [XLS] released hourly information on the number of pickups and drivers below et and in the rest of the city between May 31 and July

19. It used that data to calculate the number of Uber vehicles in the central business district, where half of the company's trips originate. Between 7 a.m. and 7 p.m., there were an average of 1,904 Uber cars on the road below 59th Street.

[As Uber battle revs up, NYC mayor backs off](#)

BOSTON GLOBE - Matt Flegenheimer

The administration of Mayor Bill de Blasio has backed away from its fight with the ride-hailing company Uber, agreeing Wednesday to drop for now its plan to place a cap on the number of vehicles operated by Uber in New York City. The agreement brings a temporary end to a fractious struggle that had consumed City Hall for several days and inundated parts of the city with mailers, phone calls, ads, and even celebrity endorsements. Under the agreement, according to three people familiar with the matter, the city will conduct a four-month study on the effect of Uber and other for-hire vehicle operators on the city's traffic and environment.

[Uber triumphs as New York City officials abandon plans to limit transportation company](#)

WASHINGTON POST - Emily Badger

Officials here on Wednesday abruptly abandoned plans to rein in the powerful tech and transit company Uber, dropping a fiercely contested proposal to cap the company's growth in its largest market. New York's city council had planned to vote as early as Thursday on a bill that would have put a "pause" on Uber's rapid expansion while the city studied the impact of new transportation services on congestion. Uber warned that a cap on its growth would have mortally wounded it in its most important market, doubling and tripling wait times, degrading service, and driving away consumers.

[Poll: New Yorkers Overwhelmingly Oppose Uber Regulations](#)

FORBES - Gregory Ferenstein

New Yorkers overwhelmingly oppose placing caps on the number of Uber cars. In a poll of 500 people in Manhattan conducted by the Ferenstein Wire with Google Surveys, 66% of respondents said they opposed placing limits on the number of cars that Uber could have on New York City streets (survey methods detailed here). "It is no surprise that an overwhelming majority of New Yorkers are joining the New York Times, NY Daily News and NY Post in their opposition of Mayor de Blasio's proposal to cap Uber," an Uber spokesperson wrote to The Ferenstein Wire.

[NYC Mayor Bill De Blasio Stands Down In Fight Against Uber](#)

FORBES - Abigail Tracy

After several days of an open feud between Uber and New York City Mayor Bill de Blasio, the dueling parties have reached a temporary agreement. On Wednesday, the de Blasio administration agreed to drop its proposed plan to impose a cap on the car hailing service's annual growth. The agreement was reached right before the city council was expected to vote on the bill, which could have occurred as early as Thursday.

[Uber wins round 1 in fight with NYC mayor](#)

FORTUNE - Kia Kokalitcheva

After an aggressive fistfight over New York City Mayor Bill de Blasio's proposed cap on the number of cars ride-hailing companies can add annually, Uber and the city government have reached a sort of compromise. On Wednesday, the city agreed to temporarily drop its plan to cap the number of cars and will instead conduct a four-month study on the effect of services like Uber on city traffic and environment, according to the New York Times, citing multiple sources close to the situation.

[It Looks Like Uber's Winning Its War With New York](#)

HUFFINGTON POST - Alexander Kaufman

Uber has launched an advertising blitz against Mayor Bill de Blasio. The ride-hailing service rolled out an aggressive campaign last week, attacking the mayor's plan to cap the number of new Uber drivers for one year as the city studies how to reduce traffic congestion. Uber has spent more than \$3.2 million on these ads, according to a report in the New York Observer. On Wednesday, a display ad quoting a New York Times editorial from last Friday appeared as a banner across the homepage of the newspaper's website. The editorial called the mayor's plan "a bad idea."

[Uber, in Deal, Averts Curb in New York](#)

NASDAQ - Dow Jones Business News

Uber Technologies Inc. struck a last-minute deal to avert a cap on new car-service vehicles in New York City Wednesday, a limitation the company claimed would stunt its growth in the country's biggest taxi market. Smartphone-driven Uber had launched a furious lobbying, advertising and social-media campaign to get the city's leaders to shelve a proposed yearlong

cap on new for-hire vehicles, which city officials worry may be contributing to congestion and pollution. Uber, which faced a City Council vote on the cap as soon as Thursday, agreed to participate in a traffic study and turn over detailed trip data. City officials said they may seek a cap later.

[Uber Strikes Deal With New York City to Avoid Cap on Ride-Hailing Vehicles in City](#)

SLATE - Elliot Hannon

Uber and New York City struck a conciliatory tone, agreeing to a deal that would avoid the city capping the number of Uber drivers on city streets. The agreement softens a New York City Council bill that aimed at curtailing the ride-hailing service's growth over concerns about increasing congestion on city streets caused by ride-hailing services. Under the terms of the new agreement, New York will conduct a four-month study on the traffic impact of Uber and others, but will not limit the companies' growth during that period as originally mandated by the bill. The deal also requires Uber to fork over data to the city, officials told the New York Times. Uber has typically been prickly about handing over mass amounts of data to regulators and is currently in a dust up with regulators in California over how much data it must share. ... The deal ends a contentious period where New York City Mayor Bill de Blasio and New York Gov. Andrew Cuomo, both Democrats, came down on different sides of the bill.

[Uber's celebrity friends support the company against New York City's mayor](#)

MASHABLE - Seth Fiegerman

Uber is benefiting from a few uber-famous friends in its fight against New York City mayor Bill de Blasio. New York City is debating a possible cap this week on the number of new car-hailing vehicles that could be added over the next year, in an effort to crack down on congestion and study the fast rise of newer startups like Uber and Lyft. Uber, which has run up against regulatory pushback in markets around the country and the world, has resorted to its tried and tested playbook of prompting users to protest through its application, mobilizing lobbyists and political allies and using a portion of the billions it has raised in private financing to run ads against Mayor De Blasio. Having a few celebrities in the mix certainly doesn't hurt.

[New York City mayor backs down from Uber fight](#)

MASHABLE - Seth Fiegerman

Uber wins again. New York City Mayor Bill de Blasio has dropped a proposal to cap the number of car-hailing vehicles in the city at the eleventh hour, following a fierce public debate with Uber, which framed the plan as an existential threat to its business, according to a report Wednesday in The New York Times.

[Bill de Blasio vs. Uber, explained](#)

VOX - Timothy Lee

On Thursday, the New York City Council is expected to vote on a proposal to cap the number of cars for hire on New York streets. While the proposed regulation would apply to car services generally, the debate is widely seen as a grudge match between Mayor Bill de Blasio and the smartphone-based ride service Uber. In an overwhelmingly liberal city, both sides have argued that they represent the progressive side of the debate. De Blasio not only blames Uber for growing congestion, but has also faulted the company for its poor treatment of drivers and its cavalier attitude about following the law. For its part, Uber argues that capping the growth of car services will harm minorities and people in the outer boroughs, who are sometimes poorly served by conventional taxicabs. It has also accused de Blasio of carrying water for taxicab companies.

[Uber has defeated Bill de Blasio's plan to rein them in](#)

VOX - Timothy Lee

On Wednesday, Bill de Blasio signed a truce with Uber. The New York City Council had been on the verge of voting on a controversial proposal to cap the number of vehicles Uber and other paid car services could have on the road. But Uber organized a massive public protest that forced the mayor to scrap the proposal. In an overwhelmingly liberal city, both sides have argued that they represent the progressive side of the debate. De Blasio not only blamed Uber for growing congestion, but also faulted the company for its poor treatment of drivers and its cavalier attitude toward following the law.

[The de Blasio Diaries, Chapter 34: Hail Yeah](#)

VANITY FAIR - Staff

Dear Diary, I remember the first time I heard about Uber. Dante and I were in Brooklyn; it was a snowy weeknight. We were on an unsuccessful search for a Christmas tree. It w 9:30 P.M. I had been trying to hail a cab for about eight

minutes, and I guess I reached my hand toward my back (Just to scratch an itch! I was wearing some bothersome corduroys!), and Dante gave me this pleading look, like you might give a puppy that had just lost a limb. “Hey, Dad,” he said. “Let me just order an Uber.” I thought he was making a dumb joke about lugging through the snow (I couldn’t hear him that well! There were howling winds!): “Luge?” He shook his head and held his phone up in front of me. “Dad, you can just order cars. They come to you. It’s like ordering pizza.” I remember being overcome with an immediate and visceral feeling of nausea. If my grandfather could only have seen Dante trying to order that car for us, he would have led us all out of the country, heads hung in disgrace. “Evan will be here in seven minutes,” Dante said. I nearly pushed him—my own son!—into the snow.

[Uber Takes Over New York Times Homepage With Large Ad Calling Out the Mayor](#)

ADWEEK - Lauren Johnson

Uber's war against New York City Mayor Bill de Blasio escalated today with a large masthead ad on The New York Times' homepage calling out the politician's proposal to limit the number of city licenses available for drivers. The ad's copy references a Times opinion piece last week about why de Blasio's legislation is "a bad idea." Another Uber ad on The New York Times' website today claims that the mayor's proposed idea is more about politics than policy. Both ads on NYTimes.com link to Uber's online petition where people can learn about the company's issues with NYC regulation and sign up for an email list. Interestingly, the ad is also running on NYDailyNews.com with the same copy citing The New York Times' editorial.

[Uber wins its fight against New York City mayor Bill de Blasio—at least for now](#)

QUARTZ - Shelly Banjo

New York City mayor Bill de Blasio has dropped his plan to cap the number of new Uber drivers in New York City, after a media onslaught from the aggressive start-up. The city will still conduct a four-month study on the environmental and traffic impact of Uber and other car service apps, but won't limit the number of cars on its platform in the meantime, according to the New York Times.

[NYC Mayor de Blasio backs down on Uber cap — for now](#)

THE WEEK - Lori Janjigian

Just one day before the New York City Council's vote, Mayor de Blasio backed away from his tenacious fight with ride-sharing service Uber. The mayor wanted to cap the number of vehicles operating within the Uber network, sparking fierce backlash from the company, its die-hard followers, and even some high-profile celebrities. As part of today's agreement, the City Council postponed the vote on a growth cap while the city conducts a four-month study of the effects Uber and other similar companies have on traffic and the environment.

[There's Only One Person to Thank For Uber's Victorious Campaign Against Bill de Blasio](#)

DEAL BREAKER - Thornton McEnery

It's time to hit pause on the war between the Ayn Rand-themed car service that lives on your phone and America's favorite giant knee-jerk liberal mayor. According to the NY Times, Bill de Blasio is throwing up his hands on a plan to curb the growth of Uber within the five boroughs.

... But it's all over now, and it turns out that everyone underestimated the most powerful force in the American psyche; Kate Upton.

[Uber Releases Hourly Ride Numbers In New York City To Fight De Blasio](#)

TECH CRUNCH - Fitz Tepper

Besides a leaked screenshot of a revenue dashboard in 2013, Uber (like most private startups) has been notoriously secretive when it comes to sharing any data about ride statistics. Now, as an attempt to rebuff NYC Mayor Bill de Blasio before City Council's vote on a potential new driver cap for ride share companies, Uber is releasing exact ride numbers for the past two months in NYC. In a 56-page Excel document, the company details numbers of pickups and active drivers (ones currently on the road with the Uber app turned on) for the past two months, all broken down hour by hour. The company also broke these rides down into ones that originated below 59th Street in New York's central business district, where NYC's congestion is the worst. While de Blasio has argued that Uber and other ride sharing companies are the main reason for NYC's increased congestion, the data revealed by Uber today suggests otherwise.

[De Blasio Administration Reaches Deal With Uber](#)

TECH CRUNCH - Anthony Ha

The administration of New York City Mayor Bill de Blasio is dropping plans to cap the number of new drivers added by Uber and similar services — at least for now. De Blasio’s team previously proposed limiting transportation companies to growth of 1 percent of their driver pool (in Uber’s case, that amounts to around 200 new drivers) over the next year, while the government studied the impact these services have on traffic congestion. Under the new agreement, the study will last for four months, and it won’t come with a driver cap. (Of course that doesn’t rule out the possibility of a cap in the future.) The deal was first reported in The New York Times.

[Uber Wins Its Battle Against NYC’s Mayor—For Now](#)

WIRED - Isse Lapowsky

NEW YORK CITY’S mayor is waving the white flag in his ongoing battle with Uber and other ridesharing apps. Today, Mayor Bill de Blasio’s administration announced it was dropping its plan to temporarily cap new driver licenses available to companies like Uber. The plan was to freeze new licenses while the city studies the impact of these apps on traffic congestion. Instead, the city will conduct the study while postponing the cap legislation.

[De Blasio Administration To Drop Plans For Uber Growth Cap](#)

TECH TIMES - Christian de Looper

The long-running battle between New York City and Uber is coming to an end, with the de Blasio administration agreeing to drop plans to put a cap on how many Uber cars can operate within city limits. Under the new agreement, New York City will conduct a study on the effect of Uber's operation on city traffic and the environment. This study will run for four months.

[Uber Wins Fight Against New York Mayor De Blasio—For Now](#)

TECH CO - Greg Fernstein

Uber just won a huge political battle. New York Mayor Bill de Blasio has dropped a proposal to place caps on the number of Uber cars on city streets, according to a statement released by Uber’s New York general manager, Josh Mohrer. Instead of a regulation, the New York Times reports Uber and the Mayor’s office have agreed to study ride hailing’s impact on traffic congestion. In order to conduct the study, Uber will agree to disclose some data to help the city understand how many cars the company is adding to the city’s already congested streets.

[New York City is right to put the brakes on Uber's rampant growth](#)

THE VERGE – Ben Popper

Uber is at war with New York City government. The City Council is expected to vote tomorrow on a new proposal that would impose a one-year slowdown in the number of new vehicles it can license for its fleet. The city says it needs time to study a rapid increase in congestion happening in its crowded urban core. Uber says the cap would eliminate 10,000 new jobs it had planned to create. And because the taxi industry was a donor to the mayor, Uber painted the the effort to slow down the addition of new vehicles as an act of corrupt protectionism for the ailing incumbents. “Three months ago, the taxi industry put forward a proposal to protect the status quo, and limit competition and innovation. Today, the de Blasio administration and City Council members revived a nearly identical proposal,” said David Plouffe, Uber's chief strategist and a former Obama campaign manager. “Unfortunately, this would reverse improvements made by Uber and others to our transportation system and most notably stand between New Yorkers looking for work and their opportunity to make a better living.”

[NYC Backs Down On Plans to Curb Uber's Explosive Growth](#)

GIZMODO - Staff

New York City Mayor Bill De Blasio and Uber have cut a backroom deal that will prevent the “Uber Cap” legislation, which would have limited the number of cars the company could keep on the street, says the New York Times.

[Uber 1, De Blasio 0](#)

VENTURE BEAT - Ruth Reader

New York Mayor Bill De Blasio has lost round one against Uber. After locking horns with Uber, De Blasio has backed down from his plan to cap Uber’s growth in New York. Under a new agreement the city will conduct a four month study on the environmental effects of these services rather than limiting the number of vehicles that on-demand car services can have in New York, according to the New York Times. Council members say a cap isn’t off the table and they may limit on vehicles later on.

[Uber Rewarded Drivers Who Avoided Boroughs Beyond Manhattan & Yupster Brooklyn](#)

GOTHAMIST – Emma Whitford

A mass e-mail sent to new Uber drivers in New York City late last fall encouraged those drivers to "position" themselves in the "busiest areas of the city"—Manhattan below the north end of Central Park, plus a swath of Brooklyn from Greenpoint south to Park Slope—if they hoped to receive a "guaranteed" \$5,000 for their first full month of driving. The e-mail states: "If you are found avoiding busy areas, you will not be eligible for the guarantee." An Uber spokesperson confirmed that this particular incentive was only in place between October and December of last year. The Mayor's office counters that, regardless, the incentive (which was also published on Uber's website, and is still outlined on the app's Newsroom page) contradicts the message that Uber has been sending in recent weeks—that Uber fills a void in the outer boroughs, where taxis "often refuse people in minority neighborhoods."

[De Blasio 'destroying innovation,' Kutcher says of NYC mayor's anti-Uber campaign](#)

WASHINGTON TIMES - Douglas Ernst

Actor and entrepreneur Ashton Kutcher used his giant social media presence to blast New York City Mayor Bill de Blasio as an enemy of innovation. Mr. de Blasio's recent op-ed on the popular ride-hailing service Uber and his plan to limit the company's growth prompted a scathing response from the Hollywood actor. "I am beside myself with the regulation that Mayor DeBlasio is trying to force upon Uber and the citizens of NYC. He clearly has his pockets lined by the cab co's. He talks about discrimination in NYDailyNews OP ed but has no idea how hard it is for ethnic people to get a cab," Mr. Kutcherwrote on Monday, The Blaze reported.

[Bill De Blasio blinks in NYC standoff with Uber](#)

WASHINGTON TIMES - Brennan Weiss

New York City Mayor Bill de Blasio backed down Wednesday on a plan to cap the number of vehicles operated by the ride-hailing service Uber, amid backlash from supporters of the app that included fellow Democrat New York Gov. Andrew Cuomo and several celebrities. The mayor said he was suspending his threat as the city agreed to join forces with Uber to conduct a four-month study assessing the company's impact on the city's traffic and environment, according to press reports.

[NY Comptroller Disagrees With De Blasio's 'Political' Move to Cap Number of Uber Drivers](#)

WASHINGTON FREE BEACON - Daniel Bassali

The Democratic comptroller of New York City voiced opposition Wednesday to Mayor Bill de Blasio's plan to limit the number of new Uber licenses to 200 per year. The answer is not to cap one part of the industry over another Scott Stringer said on Wednesday to Jose Díaz-Balart. Stringer compared de Blasio's proposed legislation to capping competitors in another industry. "Would you cap Samsung and not Apple—let's limit cell phones?" Stringer said. "No. You figure out how that smartphone industry benefits the world or benefits the city and act accordingly."

[Ashton Kutcher Skewers Bill De Blasio In Scathing Facebook Post](#)

DAILY CALLER - Kaitlin Collins

Ashton Kutcher ripped the New York City mayor apart in a Facebook post, accusing Bill de Blasio of "corrupt shortsighted politics" that he thinks are "destroying innovation." In the post, the actor respond to de Blasio's proposal to freeze growth of for-hire driver vehicle companies like Uber and Lyft. Kutcher said he was "beside himself" because of the "regulation that Mayor DeBlasio is trying to force upon Uber and the citizens of NYC."

[Mayor Bill de Blasio to Uber: Drop Dead](#)

THE BLAZE - Reed Galen

Mayor Bill DeBlasio of New York City, a progressive icon, has decided that Uber, the car-hailing app that has exploded in popularity over the past few years, is bad for drivers, bad for consumers and bad for the Big Apple's notoriously bad traffic. He claims all this under the red banner of workers' rights and fairness. Fair to whom, is the more interesting question. While Uber allows its drivers to operate their own vehicles, on their own schedules, the decades-old yellow taxi cartel in New York is up in arms.

[De Blasio Administration Loses in Fight to Impose Cap on Uber](#)

JP UPDATES - Suzanne Vega

After a battle between Uber and the de Blasio administration, the verdict is in that Mayor Bill de Blasio did not get his way once again. According to NBC New York, no cap will be imposed on the Uber car service but the city has given authority for a four month study to be conducted on traffic and the environment, much less than the proposed

year. In addition, the California-based car service has agreed to make more vehicles handicap-accessible and give data on the location and duration of its rides to the city.

[War Between de Blasio, Uber Heats Up on Eve of New York City Council Vote](#)

NBC 4 - Associated Press

On the eve of a City Council vote that could limit the number of Uber vehicles on New York City streets, parties on both sides of the debate sharpened their attacks to sway public opinion, if not actual votes. The ride-hailing company and Mayor de Blasio's administration, which is looking to establish a cap for its growth, furiously lobbied lawmakers Wednesday, pestered reporters, snarked on Twitter and pointed to expensive TV ad campaigns that have blanketed the airwaves of the nation's largest city.

[Uber blasts NYC mayor's 'artificial cap' on drivers](#)

CNBC - Matthew Belvedere

Uber on Wednesday stepped up its battle with New York Mayor Bill de Blasio, calling his plan to restrict ridesharing growth a sign of "contribution politics." De Blasio cited such issues as increased congestion and pollution for his proposals, which would include a traffic study to be completed in the next year showing the impact of ridesharing companies. In the meantime, he wants to limit growth of for-hire vehicle companies to 1 percent. The New York City Council is expected to consider the mayor's proposal this week.

[NY Mayor de Blasio and Uber reach deal](#)

CNBC - Kate Rogers

After a weeks-long battle between ride-hailing companies and New York City Mayor Bill de Blasio, an agreement between Uber and the city has been reached to not cap for-hire vehicle company growth in New York while a study on FHV impact in the municipality is conducted. This comes after San Francisco-based Uber aired TV ads that feature drivers sharing how the cap would impact their livelihood. The company also added a "de Blasio feature" to the Uber app, which displayed that fewer available cars and longer wait times would be likely under the proposed growth limits.

[New York City Mayor Bill de Blasio surrenders to Uber](#)

MSNBC - Eric Levitz

New York City Mayor Bill de Blasio has raised the white flag in his war with Uber. The mayor agreed to withdraw a bill that would cap the number of cars the mobile app-based service could operate within the city, one night before the city council was set to vote on the measure. In exchange, Uber has agreed to cooperate with the mayor's office on a four month study of the impact of Uber's fleet on New York's traffic patterns and environment, according to NBC New York.

[BATTLE BETWEEN NEW YORK CITY MAYOR BILL DE BLASIO, UBER HEATS UP ON EVE OF CITY COUNCIL VOTE](#)

ABC 7 - Associated Press

[Uber, De Blasio Administration Strike Deal On For-Hire Vehicle Cap](#)

CBS 2 - Staff

Mayor Bill de Blasio's administration has announced a deal between the city and ride-hailing service Uber regarding a measure being considered in the City Council that would have capped for-hire vehicles for a year. The administration said Wednesday that Uber has agreed to a four-month study on the impact of car service vehicles on traffic and the environment. There will be no cap on Uber's growth during the study. According to CBS2's Marcia Kramer, the deal will include extended conversations on wheelchair accessibility, possible surcharges collected to help the Metropolitan Transportation Authority and driver's rights.

VATICAN

[De Blasio, Inspired by Francis, Describes an Evolving Relationship With Faith](#)

NY TIMES – Michael Grynbaum

His mother rejected her Catholic faith, and he grew up attending no church, a skepticism that, for Bill de Blasio, has endured to this day. As a young activist, he demanded change from the Vatican, aiding a reform movement that church leaders once denounced as a threat. Yet as he entered the gates of this holy city this week on a pilgrimage from New York City, Mayor de Blasio's feelings about the Catholic Church have evolved. "This is one of the centers of progressive thought in the world right now," Mr. de Blasio said in an interview, moments before his first audience with a sitting pope.

“In my lifetime, I never thought I’d say that sentence.” The arrival of Pope Francis, a liberal-minded pontiff who has pledged to combat inequality, has prompted a deeply personal re-evaluation by Mr. de Blasio, the liberal mayor of a famously secular city who has long called himself “spiritual,” not religious.

[De Blasio ‘blessed’ to be in the same room as Pope Francis](#)

NY POST – Michael Gartland, Danika Fears

Hizzoner — almost — met His Holiness. Mayor de Blasio and Pope Francis stood just a few feet away from each other during an international summit of mayors at the Vatican this week. The assembled leaders, including 60 mayors from around the globe, had been called to the Holy See to discuss climate change and human trafficking — and even heard from the pope himself. And although De Blasio didn’t actually get to introduce himself to the pontiff, Hizzoner was happy he got a choice seat near the front of the room for Pope Francis’ speech.

[De Blasio Ups City's Goals to Reduce Emissions in Vatican Speech](#)

DNA INFO - Jeff Mays

Mayor Bill de Blasio pledged to speed up the city's promise to reduce greenhouse gas emissions Tuesday during a speech at the Vatican. De Blasio announced in September at the United Nations Climate Summit that the city had committed to an 80 percent reduction in greenhouse gas emissions by 2050. "I'd like to announce our next big step. We are committing to 40 by [20]30, on our way to 80 by [20]50. A reduction of our emissions levels by 40 percent by the year 2030," de Blasio said.

[Think like Gandhi, Jerry Brown urges leaders at Vatican climate conference](#)

LA TIMES - Tom Kington

Jerry Brown on Wednesday urged the world’s mayors to emulate Mahatma Gandhi and the 12 disciples of Jesus Christ as they fight to halt climate change and win over skeptics. In his speech at the second day of a conference on global warming hosted at the Vatican by Pope Francis, the California governor urged the mayors in the audience to “think of those instances where radical change occurred.”

...New York Mayor Bill De Blasio, who attended the conference, praised Brown for his environmental accomplishments in his speech on Tuesday and said New York would follow California’s example by cutting emissions by 40% from their 1990 level by 2030. In a frescoed room next to the conference hall at the Vatican on Wednesday, Brown and De Blasio held a private meeting to discuss climate change — the first time the two men had met.

[NY mayor chides EU on migrants](#)

POLITICO - Jules Johnston

New York City Mayor Bill de Blasio says the EU, which is bickering over who should take in how many migrants fleeing poverty and conflict in Africa and the Middle East, has failed in its responsibility to help frontline member states cope with the influx. Speaking at the Vatican during an event on climate change and human trafficking, De Blasio — whose grandparents emigrated from Italy — said he was “deeply troubled by the lack of action by the European Union and the way that Italy has been left to fend for itself very unfairly.” “Europe can’t decide to be unified some of the time and ignore important issues at other times,” he said, according to news reports from the Vatican event on Tuesday.

[New York City Mayor: People will “see a great outpouring of support” for Pope during visit](#)

ROME REPORTS - Staff

New York City Mayor Bill de Blasio spoke to reporters about Pope Francis' upcoming trip to his city, and he had nothing but praise for the Holy Father. BILL DE BLASIO, Mayor of New York City— "I think the emotion that the people of New York City feel for this Pope is going to manifest itself in the streets of the city. Anywhere he goes, I think you're going to see a great outpouring of support for him." While he does not practice any religion, the mayor has formed strong bonds with many religious communities in New York. He has become good friends with Cardinal Timothy Dolan, and they've worked together to prepare for the upcoming trip.

[Mayor Urges Cities to Set Out on Sustainable Path](#)

NY1 - Staff

Mayor Bill de Blasio wrapped up his trip to the Vatican on Wednesday with a keynote speech on cities and how they can sustain themselves in the face of climate change. In his address, the mayor called on world leaders to take bold steps to fight climate change. But he also highlighted the ways his administration adapted former mayor Michael Bloomberg's environmental plan to better address income inequality.

[Word on the Street: Mayor de Blasio's travels](#)

NEWS 12 - Staff

Mayor Bill de Blasio is wrapping up his latest trip to Europe. The mayor was at the Vatican for a conference on climate change, but many New Yorkers feel he is out of town and traveling abroad too often. News 12 was out on the streets of Canarsie to see what viewers think of his passport usage. Some agreed that he should stay more focused on his presence at home, but others...

MISCELLANEOUS MENTIONS

[New York Panel Recommends \\$15 Minimum Wage for Fast-Food Workers](#)

NY TIMES - Patrick McGeehan

The labor protest movement that fast-food workers in New York City set off four years ago has led to higher wages for workers all over the country. On Wednesday, it will finally pay off for the people who started it. A panel appointed by Gov. Andrew M. Cuomo is scheduled to meet in Lower Manhattan on Wednesday afternoon to recommend that the minimum wage be raised for employees of fast-food chain restaurants throughout the state. The three-man panel has indicated that it favored increasing the wage, in stages, to \$15 an hour — the amount the protesters have been demanding. That wage would represent a raise of more than 70 percent for workers earning the state's current minimum wage of \$8.75 an hour. Advocates for low-wage workers said they believed that the mandate would quickly spur pay raises for employees in other industries across the state.

...Mayor Bill de Blasio has demanded a higher minimum wage in the city to account for its higher cost of living. But neither he nor the City Council has the power to set wages citywide.

[Shortfall Remains as M.T.A. Pays \\$1 Billion to Capital Plan](#)

NY TIMES – Emma Fitzsimmons

The Metropolitan Transportation Authority said on Wednesday that an improved financial outlook at the agency would allow it to reduce the size of the funding gap in its capital plan. The authority's chairman, Thomas F. Prendergast, has called on state and city leaders to help fill a huge shortfall in the \$32 billion capital plan to maintain and improve the region's transit system. With higher than expected revenues at the authority, officials said they planned to provide more than \$1 billion in additional funding for the capital plan, reducing the shortfall to \$13.7 billion or lower, from \$14.8 billion.

...Amy Spitalnick, a spokeswoman for Mayor Bill de Blasio, said in a statement that the state has continued to underfund the authority. "It will take real leadership from Albany to develop a long-term plan that ensures New Yorkers across the state have a transit system on which they can rely," she said.

[Editorial: A City for the Poor, Rich and In Between](#)

NY TIMES - Editorial

A year and a half into his mayoralty, it's now Bill de Blasio's New York. So is the city starting to look like the one he promised to build, one where the poor and the working class can afford to live? It depends on where you look. Last week Mr. de Blasio went to a construction site on Summit Avenue in the Bronx to announce that in fiscal 2015, the first full year of his watch, the administration had lined up financing for more than 20,000 affordable apartments — about 8,500 to be newly built and 11,800 preserved through deals with landlords to lock in low rents for decades.

[New York Panel Approves \\$15 Fast-Food Wage](#)

WSJ – Erica Orden

New York state's fast-food wage board on Wednesday recommended raising the minimum wage for that industry to \$15 an hour by 2018 in New York City and by 2021 elsewhere in the state. The move gives Gov. Andrew Cuomo a political gain with labor unions and liberal Democrats who have pushed for higher wages for low-income workers, even as it prompted an immediate backlash from businesses that say higher costs will lead to job losses.

...Mr. Cuomo and New York City Mayor Bill de Blasio had proposed increases to the minimum wage, and the governor had convened the wage board after Republican opposition in the state Senate.

[Mayor de Blasio considers raising funds for MTA through East River bridge tolls under congestion pricing plan](#)

DAILY NEWS – Jennifer Fermino

Congestion pricing is back on the table. The de Blasio administration, which has so far refused to take a position on the controversial traffic-busting plan, said it will consider the measure to help the MTA out of its \$14 billion capital budget hole. "Given the urgency of the situation, the City is ready to work with the state to develop a sound, long-

term solution (to the budget hole)," First Deputy Mayor Anthony Shorris wrote to the MTA in a letter released Wednesday morning. Shorris, who is Mayor de Blasio's top aide, said a number of options for solving the crisis have been considered in recent months, including raising money through the Move NY plan. That proposal, from former city traffic commissioner Samuel Schwartz, would add tolls to East River bridges to help pay for mass transit.

[De Blasios dine with Robert Redford, visit Grand Canyon on vacation](#)

DAILY NEWS - Jennifer Fermino

They're just like us — except they lunch with Hollywood royalty. First Lady Chirlane McCray has released the family's vacation pictures, which include shots of them at the Grand Canyon, and with actor Robert Redford and his wife Sibylle Szaggars. "Look who we ran in to! Lunch with Robert Redford and Sibylle Szaggars," McCray wrote under the photo on her blog. A representative for the First Lady said McCray and the mayor had lunch with the couple along with San Antonio Mayor Ivy Taylor. The actor is a staunch Democrat — like de Blasio — and an environmentalist. De Blasio spent eight days earlier this month on vacation with his wife and two kids, Dante and Chiara.

[Rats gone wild on New York City street, scurrying and frightening passersby](#)

DAILY NEWS – Jason Molinet

A mob of rats was spotted kicking the tires on a parked Honda early Thursday morning, fearlessly scurrying about and frightening passersby. The rodents roamed Ave. D near 10th St. outside a market in Alphabet City, making an easy meal of the overflowing garbage from a nearby can. Veteran Daily News photographer Sam Costanza, no stranger to New York City streets, said the corner was crawling with vermin. He snapped a photo of the beady-eyed little beasts perched inside the hubcaps of the car.

...Mayor de Blasio declared an all-out war on rats in May, expanding a pilot program citywide targeting the critters at the source: reservoirs, parks, playgrounds and sewers.

[For M.T.A. funding, Cuomo points to city](#)

CAPITAL NY – Dana Rubinstein

Governor Andrew Cuomo said Wednesday that if the M.T.A. wants to fund the upkeep of its subway system, it had better look to City Hall. "The way you fill a gap is by providing resources to fill the gap," Cuomo, who effectively controls the M.T.A., told NY1. "And that's what the M.T.A. has been asking the city. Can they help close the gap?"

...Cuomo has regularly sought to shift the M.T.A.'s budgetary issues onto the city. In May, Mayor Bill de Blasio met the M.T.A.'s demands to increase the city's contribution to the authority by the precise amount the authority had requested. The M.T.A. responded by asking for much more. On Wednesday, City Hall released a letter in which first deputy mayor Tony Shorris informs M.T.A. chairman Tom Prendergast that the city is willing to sit down and help figure out how to close the gap.

[With wage hike, centrist Cuomo delivers clean win for liberals](#)

CAPITAL NY - Jimmy Vielkind

On Wednesday, Andrew Cuomo notched the sort of accomplishment that has been rare for him recently: He delivered on a liberal goal and was celebrated by Democrats and their traditional allies up and down the line. At a rally in Manhattan, the Democratic governor shared the stage with national labor leaders after a state wage board recommended raising the minimum wage for fast-food workers to \$15 an hour, delivering a key victory in a national push by unions—led by Service Employees International Union—to improve the lot of (and unionize) employees at McDonald's, Burger King and other chains.

... Cuomo was content to stand for re-election this year on a platform of "providing government that creates jobs and advances justice," and campaigned with the support of the state's Business Council but not the AFL-CIO. He has dutifully manicured ties to Wall Street. Addressing income inequality—a core of New York City Mayor Bill de Blasio's 2013 campaign—has only recently become part of Cuomo's political lexicon.

[Marijuana arrest stats show de Blasio effect](#)

CAPITAL NY - Brendan Cheney

Marijuana enforcement in New York City, as measured by arrests and summonses for marijuana possession, has decreased since last year, according to data provided to Capital by the New York Police Department. In November last year, Bill de Blasio announced that the police department would no longer arrest individuals with 25 grams or less of marijuana but instead issue a summons as long as there is no outstanding warrant for the individual, the marijuana is not being smoked, and the person has identification.

... Arrests for marijuana possession have decreased in response to the policy change, with almost 50 percent fewer arrests from October 2014 through June 2015 than during the same period one year ago. Summonses increased during that time, but only by 11 percent. Overall, the total number of arrests plus summonses was down 30 percent from October 2014 through June 2015 compared to the same period one year ago.

[De Blasio Opens Door to Congestion Pricing; Cuomo Slams It Shut](#)

WNYC - Kate Hinds

The de Blasio administration had avoided taking a position on the latest iteration of a congestion pricing plan — until now. In a letter to the Metropolitan Transportation Authority, top de Blasio aide Anthony Shorris said the city is ready to work with the agency on ways to close its \$14 billion capital budget gap. "Right now the stakes are huge for everyone," he wrote Tuesday to MTA chief Tom Prendergast. "Without a funding solution, the MTA will be unable to maintain the system in a state of good repair...A number of options have been raised in recent months — all of which demand financial sacrifice and political leadership. These include: raising money through the MoveNY plan; increasing existing taxes that are dedicated to the MTA; and, increasing state and local jurisdictions' direct financial aid to the MTA capital plan."

[NYC councilman wants Trump name removed from Queens hospital](#)

AM NY – Emily Ngo

New York City Councilman Eric Ulrich became the latest elected official to attempt to scrub the Trump family name from city property Tuesday, calling on Jamaica Hospital Medical Center to remove it from a pavilion after Donald Trump made "inflammatory" remarks about former prisoner of war Sen. John McCain. Ulrich (R-Queens), chair of the council's veterans committee, addressed a letter to hospital president and CEO Bruce J. Flanz, saying the Trump name is detrimental to the hospital's relationship with its community... Mayor Bill de Blasio said the city cannot legally do so.

[MTA Capital Plan in slightly less debt at \\$12.4 billion](#)

METRO - Wendy Biddlecombe

Hours after city officials warned the MTA to act sooner rather than later to fill the billion dollars deficit in their \$32 billion capital program, the MTA said the gap isn't as wide as previously thought. The MTA's current cost-saving financial plan has cut that gap from \$14.8 billion to \$12.4 billion, said MTA CFO Robert Foran during a board meeting on Wednesday. The MTA's Capital Program, which was passed last fall, is still not fully funded, and pays for major construction and improvements such as the Second Avenue subway.

...First Deputy Mayor Anthony Shorris sent a letter to MTA Chairman and CEO Tom Prendergast on Tuesday, reminding the MTA that the city contributes to 70 percent of the MTA budget through taxes, tolls and fares, but "the City is ready and willing to work with the State to develop sound, long-term solutions."

City to offer signing, retention bonuses for pre-K teachers

SI ADVANCE - Karen Matthews [p.A4]

[Youth Artists to Paint Vision Zero Mural Outside of Park Slope Storefront](#)

DNA INFO – Leslie Albrecht

A mud-colored wall on Fifth Avenue will be transformed into a colorful reminder about street safety this summer. The public art group Groundswell will paint a mural with the theme of Mayor Bill de Blasio's pedestrian safety mission Vision Zero on the outside of 138 Fifth Ave. near St. John's Place, officials announced Wednesday. Youth artists with Groundswell presented a final draft of the mural's design to community members at the site on Wednesday and expect to start work on the painting next week. "We get the best of both worlds — we get a beautiful work of art and an important reminder to be safe," said Mark Caserta, executive director of Park Slope Fifth Avenue BID.

[NY MOVES: RABID TALK OF RAPID BUSES](#)

CITY & STATE - Jeff Cotlin

On-board swiping would go the way of subway tokens if New York City Councilman Brad Lander gets his way. "We should have off-board payment for every bus in the system," he said. "I'd love to see Mayor de Blasio step up and be the bus mayor!" Improvements and innovations to New York City's system of busses was the main topic of discussion at the Alternate Transit panel at City & State's NY Moves Conference, held Wednesday morning at NYU's Eisner & Lubin Auditorium. Lander was joined by Joan Byron of the Pratt Center for Community Development and Seth Myers, Executive VP of the New York City Economic Development Corp. on the panel, moderated by frequent City & State contributor Nicole Gelinas of the Manhattan Institute. The three all agreed on the importance of buses, with Byron even balking at the inclusion of buses in this panel.

[Anthony Shorris: City Hall Open to Funding Transit Via Toll Reform](#)

STREETSBLOG NYC - Stephen Miller

After an Albany legislative session that came and went without any serious effort from Governor Cuomo to address the \$14 billion shortfall in the MTA's next five-year capital program, there are faint stirrings of action. Most intriguing: Yesterday, First Deputy Mayor Anthony Shorris sent a letter to MTA Chairman and CEO Tom Prendergast outlining the city's interest in a number of possible funding solutions, including the Move NY toll reform plan [PDF]. Without additional funding, the MTA capital plan — which Cuomo has called “bloated” — will continue to saddle straphangers with excessive debt and bigger fare hikes in the future. Significant investments to increase systemwide capacity could be trimmed, like the MTA's effort to modernize its ancient signals. With subways getting more crowded and delays becoming more common, transit riders face the prospect of higher prices for worse service if nothing is done.

[In nation's capital, \\$15-hour minimum wage is headed toward 2016 ballot](#)

WASHINGTON POST - Aaron Davis

A historic measure to raise the District's hourly minimum wage to \$15 is headed toward next year's ballot after city officials released a ruling Wednesday approving a voter initiative that places the nation's capital at the center of a wage fight taking place in cities across the country. If approved, the initiative would lift Washington's minimum wage above every other city's on the East Coast. It would push the District into a burgeoning, urban liberal vanguard on higher wages that includes Seattle, San Francisco and Los Angeles.

... Beginning in 2025, D.C. restaurant workers would be due \$15 an hour plus tips. The minimum wage would also be indexed to inflation. Unlike in New York, where Mayor Bill de Blasio (D) has been a forceful proponent for boosting pay, D.C. Mayor Muriel E. Bowser has remained noncommittal about supporting the \$15 initiative.

[New York City Chancellor Carmen Fariña Gives Herself a B+](#)

EDUCATION WEEK – Denisa Superville

If New York City Chancellor Carmen Fariña had to grade herself on her performance during the first full year running the country's largest school system, she would give herself an A-minus for effort and a B-plus for achievement. The chancellor shared that evaluation of her work with Education Week last month as the school year wound down and she was getting ready to start her 50th year working as an educator in New York City. Fariña has been a teacher, principal, principal supervisor, and deputy chancellor. Fariña counts among the department's successes the rollout of the city's pre-k program; a renewed focus on school leadership—she had all of the system's superintendents reapply for their jobs, required that they have teaching experience, and changed the way principals were supported and rated; increased dual-language program offerings; increased attention on middle school students; and expanded professional development opportunities for teachers.

...Fariña listed a few areas in which she and Mayor Bill de Blasio's administration planned to concentrate efforts in her second year (some of those steps are already underway) to push her B+ grade to an A.

[‘Morning Joe’ Dings HuffPost For Treating Trump Like Celebrity](#)

DAILY CALLER - Betsy Rothstein

HuffPost Chief White House correspondent Sam Stein found himself squeezed into a Joe Scarborough and Mika Brzezinski sandwich Wednesday morning as the hosts ripped his website for putting presidential frontrunner Donald Trump in its entertainment section.

...Later on during the show, the topic of New York Mayor Bill de Blasio in Rome arose. The mayor was 80 minutes late for a speech at the Vatican because he cut his arrival time too close — specifically, by two hours. Scarborough thought it was ridiculous and mentioned that de Blasio is late for funerals and other events around New York. Brzezinski blamed an obviously terrible scheduler.

[England women reach top five](#)

TV NEWSROOM - Staff

They remain behind the United States, who have reclaimed top spot following their World Cup triumph, Germany, France and Japan. I was not alone. The Women's World Cup, as just one example, reached tens of millions of viewers, breaking television ratings records. At first, I thought there was a typo. I suspect that women suffer injuries so stoically because they don't really have a choice. In fact, the U.S. Men's National Team won \$9 million for their 11th-place finish. It will be interesting to see if that level of enthusiasm translates to increased support of women's sports across the board! Sacrifice less? Practice less?

...“They mean so much not just to the people of the United States but to the people of America”, New York mayor Bill de Blasio said.

[City Flirts With Congestion Pricing As Way To Rescue MTA](#)

GOTHAMIST - Lauren Evans

Congestion pricing is once again being discussed as a possible solution for combatting the MTA's crushing deficit, now valued at \$14 billion. It's been shot down plenty of times in the past, but as of this morning, it's back on the table. In a letter sent to the MTA today, First Deputy Mayor Anthony Shorris pointed to the potentially apocalyptic circumstances in which the agency could find itself if urgent steps are not taken. The MTA's 2015-2019 capital plan calls for \$32 billion in projects to maintain and improve the system.

[Colin Quinn On Political Correctness, Old New York, And "Bland" De Blasio](#)

GOTHAMIST - Rebecca Fishbein

Comic and former SNL and Comedy Central star Colin Quinn's making a bit of a comeback these days—he's got a one-man show off-Broadway, Colin Quinn: The New York Story, bemoaning the death of New York, he's got a bit part on Girls, and most recently, he delivered a stellar performance in Judd Apatow and Amy Schumer's new film Trainwreck. We sat down with Quinn to discuss how political correctness affects comedy—New York Story focuses extensively on the different ethnic and racial groups Quinn grew up with in his native Park Slope—and got to hear some of his thoughts on Mayor de Blasio, monogamy, and working with Schumer.

... What do you think of Mayor de Blasio? I think he's just one of these typical bland [people], you know, symbolic of what I'm talking about. He's just run of the mill, he speaks in platitudes, and he speaks in these high terms. I don't feel like he's... well, I shouldn't say he's not authentic. Maybe he's authentic to who he is, but he just seems like a... not a talking head exactly, but he is a talking head. He's just one of these guys who speaks the way people speak now, which is vague, non-spontaneous... like he's afraid. I almost don't blame anybody who speaks that way now, because if you do speak authentically or off-the-cuff, you lose your job.

[City Pledges Support As MTA Grapples To Fill Gaping Hole In Capital Plan](#)

CBS 2 - Staff

Mayor Bill de Blasio's administration wants the Metropolitan Transportation Authority to work with New York City to figure out how to fund a multi-billion gap in the transportation agency's capital plan. The MTA's 2015-2019 capital plan calls for \$32 billion in projects, of which nearly half needs funding sources. The MTA board got a bit of good news in the financial plan Wednesday: \$1 billion has been found through sources like higher real estate transaction tax receipts and increased fare and toll revenues, WCBS 880's Marla Diamond reported.

[De Blasio Considers Once-Dead East River Bridges Toll Plan](#)

CBS 2 - Staff

Mayor Bill de Blasio has suddenly decided he's willing to consider a controversial congestion pricing plan that would put tolls on the East River bridges to help fund the Metropolitan Transportation Authority. If you thought this plan had left the station, well, it just rode the rails back from oblivion, CBS2's Marcia Kramer reported. First Deputy Mayor Anthony Shorris said Wednesday the mayor wants, "action and urgent action because we can't afford to let overcrowding continue, to let fares rise, to let service deteriorate."

Agency Mentions:

[Man who bolted NYPD custody is better restrained during re-arrest](#)

DAILY NEWS - Laura Bult, Thomas Tracy

They got their man — now they want their handcuffs back. After finally apprehending 23-year-old attempted murder suspect Tareek Arnold, who bolted from police in Harlem and eluded cops for nearly a month, cops were scouring the apartment where he was found for the snapped shackles. "Hopefully if they're in the apartment we'll find them," NYPD spokesman Stephen Davis said Tuesday. Arnold's wrists and ankles were cuffed as he was taken out of the 32nd Precinct to be booked on charges of escape and assaulting a police officer Tuesday. A chain linked his wrist and ankle restraints together, limiting his movement to just a few shimmy steps. The two detectives from whom Arnold escaped escorted him out of the stationhouse Tuesday morning.

[NYPD detective gets carjacked in Queens while off-duty](#)

DAILY NEWS - Rocco Parascandola, Thomas Tracy

An off-duty NYPD detective was carjacked in Queens early Wednesday, the Daily News has learned. The 43-year-old detective was rolling through College Point in his 2014 Range Rover at 12:10 a.m. when a Hyundai Elantra with Florida plates rear-ended him at the corner of 116th Ave. and 115th St.

The detective and the man driving the Hyundai pulled over to the side of the road to assess the damage. Then a second man crept up behind the detective and pulled a gun on him, cops said. The two suspects, who were apparently in cahoots, then fled — one in the Hyundai and one in the stolen Range Rover, cops said. The detective was not harmed, police said. He was armed but did not have a chance to pull his service weapon, police sources said.

[Rookie NYPD officer hit by firework shot from Crown Heights rooftop: cops](#)

DAILY NEWS - Rocco Parascandola, Barry Paddock

A rookie cop on patrol suffered a minor leg injury after he was hit by a firework shot from a Brooklyn housing project rooftop, police said Wednesday. The 28-year-old officer, who graduated from the police academy in January, was hit in the right thigh on Tuesday near Ralph Ave. and Pacific St. in Crown Heights about 11:50 p.m., cops said. He was on a Project Impact patrol, in which high-crime areas are flooded with officers. The firework ricocheted off his leg and exploded on the street. Cops determined it came from the roof of the six-story Kingsborough Houses. The officer returned to the 77th Precinct stationhouse but went to Kings County Hospital when he saw how bruised his thigh was.

[Crime Stoppers aims to halt abuse of New York City animals with tip program, rewards](#)

DAILY NEWS - Caitlin Nolan, Thomas Tracy

Help for abused animals in New York City is now just a phone call away. Anyone wishing to report animal abuse in their neighborhoods can simply call Crime Stoppers — and receive a \$2,500 reward for the tip, the NYPD and the ASPCA announced Wednesday. "We are giving New Yorkers the means and motivation to stop dangerous criminals and giving animal victims a better chance to survive and recover," ASPCA CEO Matthew Bershadker said as he announced the new initiative at the ASPCA adoption center on E. 92nd St. "While countless New Yorkers reported suspected animal cruelty last year, a program like Crime Stoppers will be an invaluable tool to help the NYPD continue to solve animal cruelty cases and bring perpetrators to justice." Police Commissioner Bill Bratton said Crime Stoppers provides "a way for the public to work with the NYPD to keep their neighborhoods safe."

['Horndog High' teacher says Ed Department gave her 'unfair' 2-year suspension for after-school tryst with female colleague in suit](#)

DAILY NEWS - Dareh Gregorian

A notorious "Horndog High" teacher says she's being discriminated against because her alleged misconduct involved another woman. In papers filed in Manhattan Supreme Court, Cindy Mauro, 39, says the city Department of Education — which already tried unsuccessfully to boot her because of her after-hours schoolroom tryst with another romance language teacher — has slapped her with an unfair two-year suspension. "A suspension shocks the conscience because it seeks to punish Maura for being intimate with a female colleague," the filing says. "The penalty of a two year suspension is irrational, particularly harsh and shocking to the conscience when the arbitrator imposed a penalty of suspension despite the fact that other teachers had received significantly less severe penalties for crimes and inappropriate misconduct involving students and even other teachers." That includes the married Spanish teacher that Mauro, a French teacher, was found in the classroom with. Alini Brito, her complaint points out, got slapped with just a one-year suspension for the "same exact incident and misconduct."

[Taxi bigwig Evgeny Freidman files for bankruptcy, blames Uber for unpaid loans](#)

DAILY NEWS - Dan Rivoli, Rich Schapiro

Taxi tycoon Evgeny Freidman filed for Chapter 11 bankruptcy Wednesday — claiming he's taken one hail of a hit from Uber and other app-driven competitors. Freidman, 44, sought protection for 22 companies that control 46 medallions worth nearly \$50 million, court papers show. In the Brooklyn Federal Court filing, Freidman rails against competition from Uber, saying creditors like Citibank were "concerned about the effect that Uber and other nontraditional ridesharing companies would have on the traditional medallion based taxi business model." Citibank has been trying to seize the medallions through litigation over millions in unpaid loans. "The filing is necessary due to inflexible, predatory banks ignoring the unparalleled crisis facing the medallion industry," said Freidman spokesman Ronn Torossian.

[Brooklyn men to share \\$500K from NYC after being cleared of robberies](#)

DAILY NEWS - John Marzulli

Two Brooklyn men jailed for 11 months for a string of robberies they did not commit will share \$500,000 from the city to settle their federal lawsuit. Meliek Sanders and Corey Ph e cleared by DNA evidence, and a video from one of

the stickups that showed the robbers were the same height. Meanwhile, Sanders is 6-feet-6 inches tall and Phillips is much shorter. "While nothing will make up for the eleven months Meliek and Corey spent wrongly imprisoned, this resolution will help them reclaim their lives," said lawyer Michael Lumer. A Law Department spokesman said the settlement was in the city's best interest based on all the evidence reviewed. The city will also pay their lawyers \$250,000 for legal fees.

[NYPD cops under investigation for allegedly beating a suspected pizza thief had two days left in probationary period](#)

DAILY NEWS – Rocco Parascandola, John Marzulli

The NYPD cops under investigation for allegedly beating a surrendering suspect were rookies with two days remaining in their probationary period at the time of the incident, the Daily News has learned. Officers Pearce Martinez and Lenny Lutchman remained on full duty status Wednesday, but if Brooklyn prosecutors or Internal Affairs Bureau investigators determine the cops used excessive force against Thomas Jennings, they could be fired. Martinez and Lutchman were both hired on July 9, 2013 and the violent confrontation occurred on July 7, 2015.

[Boy hit with tree branch at Bronx park faces spine operation](#)

DAILY NEWS – Chauncy Alcron, Joseph Stepansky

His day in the park turned into an indefinite hospital stay. A 9-year-old boy who was walloped by a foot-thick falling bough in Bronx River Park on Monday will need surgery on his spine, his mother, Mabel Gatón, 32, said Wednesday. "I would have never thought something like this would happen in a city park," Gatón said after learning her son, Jhostin Reyes, will need surgery and months of physical therapy.

[Bratton calls up 400 cops for 'quality of life' crackdown](#)

NY POST - Larry Celona, Frank Rosario, Bruce Golding

Hundreds of high-ranking NYPD officials got new marching orders for fighting low-level crimes as part of a crackdown on "quality of life" offenses, Police Commissioner Bill Bratton said Wednesday. Bratton said he summoned about 400 captains, inspectors and chiefs to the Police Academy in Queens for an "all-in" meeting on several subjects, including improving conditions on the city's streets. "The legal department updated them, so we will be updating all our training officers on quality-of-life enforcement," Bratton told reporters following a news conference in Manhattan.

[Teacher suspended for romp with colleague to be back in school](#)

NY POST - Julia Marsh

A Brooklyn high school teacher caught canoodling with a female colleague will be back to school in the fall — and wants the city to pay her for the time she missed because of the steamy romp. Former Madison High School teacher Cindy Mauro has been out of a job a year after she was caught in a compromising position with Alini Brito in a darkened classroom at 8:50 p.m. in November 2009. But Mauro, 39, will return to school in September, and will receive three years of back pay, according to new court papers.

... An appeals court previously ruled that Mauro shouldn't have been fired from Madison because the tryst occurred after school hours and wasn't witnessed by any students. The Department of Education has since given her a lesser penalty, a two-year suspension. She'll be returning to school because of her "time-served" — over five and a half years.

[Cop caught punching suspect has previous brutality claim](#)

NY POST – Selim Algar, Natalie Musumeci, Daniel Prendergast

One of the cops seen on surveillance video allegedly beating a theft suspect inside a Brooklyn deli this month has already cost the city thousands of dollars in an earlier police-brutality claim. Officer Lenny Lutchman was one of three cops involved in an excessive-force lawsuit last year for allegedly beating and pepper-spraying Brooklyn resident Keith Brown in April 2014, according to a civil suit filed in Brooklyn federal court. Unspecified charges against Brown were dropped — and the city handed him a \$12,500 settlement in January.

[Judge orders release of Eric Garner 'chokehold' cop's records](#)

NY POST – Julia Marsh

A Manhattan judge ordered the release of disciplinary records for Daniel Pantaleo, the police officer cleared of criminal charges in the chokehold death of Eric Garner, according to a Wednesday ruling.

The Legal Aid Society sued the Civilian Complaint Review Board, an independent city agency, for the information earlier this year. Legal Aid lawyer Cynthia Conti-Cook said her organization wanted only the number of substantiated grievances filed against Pantaleo and what the CCRB did in response to those complaints, and was not asking for full details on the reports such as background on the incidents.

[D.C.A.: Organ donors protected by city's paid sick leave law](#)

CAPITAL NY - Dan Goldberg

The New York City Department of Consumer Affairs has ruled that the city's 2014 paid sick leave law provides protection for those who wish to donate organs. "As paid sick leave can be used for elective surgeries, D.C.A. concludes that organ donation surgery, which is an elective procedure, is covered by the law," commissioner Julie Menin wrote in a letter provided to Capital. The clarification follows an inquiry by Councilman Costa Constantinides, who in May introduced two bills to promote organ donation. One of those bills, he said, is no longer needed, thanks to this clarification.

[Report: Too Many NYC Schools Lack College-Prep Science, Math](#)

WNYC - Beth Fertig

There's a big difference between graduating high school with a diploma and graduating ready for college. Last year, 64 percent of New York City's high school seniors graduated on time but only 47 percent of those grads had the right combination of grades and credits for the city to label them "college ready." Now, a new analysis released Thursday by the Center for New York City Affairs at the New School offered one reason for the discrepancy: many high schools simply do not offer the courses students need to apply to college. The report found a striking 39 percent of city high schools do not offer standard college-prep courses in math and science, such as Algebra 2, physics and chemistry. Roughly 21 percent of city high school students attend schools that don't offer courses in both chemistry and physics. Without a firm grounding in these subjects, students are far more likely to require time-consuming and costly remedial classes when they enter college, if they enter college.

[White House Opens Its Doors to Local College-Bound Teens](#)

WNYC - Rebeca Ibarra

Although Isaac Guerrero didn't own a computer, 17 of the country's top universities wanted him to pick their computer engineering program this fall. "I didn't expect to get into that many of them," he said. "I just felt overwhelmed and proud of my accomplishments." The celebration continued on Thursday when Guerrero, 18, was among 130 students to attend an event at the White House hosted by First Lady Michelle Obama. The day of workshops and panels is part of her Reach Higher initiative which encourages kids to pursue education beyond high school.

... Guerrero graduated from Medgar Evers College Preparatory High School in June and landed a summer internship at NASA through The Opportunity Network, a non-profit that mentors bright, low-income students throughout high school and college. Also slated to attend the White House event are Nsilo Mavour, 18, from Brooklyn Technical High School and Anthony Neciosup, 18, from Long Island City High School, both of whom were involved with the group Global Kids.

[NYC has lowest homicide rate of 5 largest U.S. cities, NYPD says](#)

AM NY – Anthony Destefano

Despite an uptick in homicides this year, New York City has the lowest homicide rate among the five largest U.S. cities, continuing a trend of declining killings here that began more than two decades ago. Through Sunday, the city recorded 186 homicides and, based on its estimated population of 8.49 million, has a homicide rate of 2.2 killings for each 100,000 residents. During the 1990 peak homicide level of 2,245 killings, the homicide rate was 30.66 per 100,000. Based on current homicide trends, NYPD officials think the city could record about 350 killings this year, a bit higher than last year's 333 but still at a rate of just over 4 per 100,000.

[NYPD probes cops in beating of black man accused of \\$3 pizza slice theft](#)

METRO - John Oswald

His hands were up, but a black man suspected of helping himself to a slice of pizza still got a brutal beatdown from Brooklyn cops, surveillance video shows. The cost of the slice to New York Fried Chicken on Saratoga Avenue: \$3. The potential cost of the incident to taxpayers: Tens, if not hundreds of thousands of dollars if aspiring hip-hop artist Thomas Jennings, 24, wins an expected lawsuit -- his second suit against the NYPD.

[Rikers jail named after pro-slave family](#)

METRO - Hadley Boltres

NYC's main jail center was named after the Rycken family, which includes a man devoted to enslaving the black population. The Director of the Harlem Historical Society, Jacob Morris, felt inspired to change the name of this shady institution after sensing the idea would now be well-received by the public, according to dna.info. "It's nauseating. There's nothing redeeming, socially redeeming, about Richard Riker," Morris said, quoted in dnainfo. Ironically, the complex, whose name has historical ties to slavery, now is disproportionately represented by men of color, along with the rest of American jails.

[Animal Care Center of NYC has about 1,000 too many cats](#)

METRO - Matthew Lee

If you've always wanted a cat now would be the time to adopt one of the New York City's Animal Care Center's 1,000 surplus cats. A surplus of cats? Yup. "This year alone we have taken in nearly 10,000 cats. That's an additional thousand more than the same time period last year," ACC adoption manager Jessica Vaccaro explained to Metro. Why are there 10,000 cats? Two words: Kitten Season (yes, it's a real thing). It's a time between April and September when the center sees the largest influx of young cats into its facilities. This year's Kitten Season in particular has been warmer and therefore could have encourage cats to mate earlier than last year. "Every year it feels like kitten season starts a little bit earlier and ends a little bit earlier," Vaccaro said with a sigh. As a part of an effort to get people to adopt, the ACC is now offering no-fee adoptions for all cats over one year old.

[Are NYC public pools clean?](#)

METRO - Yalda Mostajeran

Public pools are a New Yorker's favorite summer spot, but are they actually clean? Metro tested three of the most popular public pools in NYC to see if their cleanliness was up to par. McCarren Park pool in Brooklyn, Hamilton Fish Park Pool in the Lower East Side and Astoria Park Pool in Queens were all tested. Swimming is the fourth most popular recreational activity in the United States according to the CDC and the first most popular with youths between 7 to 17 years old. With so many people trying to escape the scorching NYC weather Metro checked to see if public pool cleanliness was at risk.

[Firefighters suffer minor injuries in blaze at Midland Beach motel](#)

SI ADVANCE - Maura Grunlund

A civilian and four firefighters suffered minor injuries in a fire that burned through the Midland Motor Inn early Wednesday morning. About 33 units and 138 firefighters and EMS responded to the blaze that was called at 1:07 a.m. for the 3-story hotel at 630 Midland Ave. The fire was brought under control at 3:05 a.m., according to a spokesman for the FDNY/EMS.

[Flame-gutted motel lacked fire safety systems](#)

SI ADVANCE - Tracey Porpora

A three-story Midland Beach motel that was gutted by fire early Wednesday morning has a long history of city Department of Buildings violations, including those for "out of service" sprinkler and fire alarm systems. The fire, which injured a civilian and four firefighters, happened shortly after 1 a.m. Wednesday in the Midland Motor Inn at 630 Midland Ave. According to Buildings Department records, the motel has several open violations that date back to August 2009, including one issued on Aug. 15, 2014, for having "a defective, out-of-service sprinkler system and fire alarm system."

[Mosquito spraying on Staten Island set for Thursday](#)

SI ADVANCE - Kristin Dalton

To help reduce mosquito activity and minimize the risk of the West Nile Virus, the Health Department will be spraying pesticide. The pesticide will be sprayed from trucks in parts of Staten Island on Thursday, July 23, between the hours of 8:30 p.m. and 6 a.m., weather permitting. If bad weather causes a delay, the spraying will take place Monday, July 27, during the same hours -- 8:30 p.m. until 6 a.m. the following morning.

[Get tissues: PS22 chorus serenades teacher fighting breast cancer](#)

SI ADVANCE - Lauren Steussy

They've been known to elicit tears if not goosebumps, but this time, the chorus at P.S. 22 has really outdone itself. In their last performance of the school year, the prolific and renowned chorus serenaded teacher Adriana Lopez with Martina McBride's "I'm Gonna Love You Through It." Lopez, a teacher at the school, is battling breast cancer.

[Changes in the works at New York Wheel site: 8 things to know](#)

SI ADVANCE - Virginia Sherry

The New York Wheel mega-project on the St. George waterfront -- which received a green light from the City Planning Commission and the City Council in 2013 -- is back again in the public-review process because the developers have proposed changes modifying what was previously approved. Wheel CEO Rich Marin, who presented and then discussed the proposed modifications at a standing-room-only Community Board 1 public meeting on July 21, emphasized that the "general configuration" of the project "has not changed," and "we have not reduced the amount of usable green space," which includes a 7-acre green roof, he said. Pedestrian a he site will be "fundamentally unchanged," he added.

[Column: Clove/Howard mess part of larger Staten Island Expressway problem](#)

SI ADVANCE - Tom Wroblecki

Millions upon millions of taxpayer dollars are being spent to rebuild the Staten Island Expressway. But one of the most crucial areas of the highway is just as problematic as it's been for years. What gives? We're talking about the Clove Road "region," one of the most heavily trafficked areas of the Staten Island Expressway, with cars constantly entering and exiting on both sides.

... The city Department of Transportation has said that the three schools on Grymes Hill – Wagner College, St. John's University and Notre Dame Academy – benefit greatly from the turn-only lane at Howard.

[Judge orders release of disciplinary proceedings if Garner](#)

EL DIARIO - Staff

A Manhattan judge ordered the release of disciplinary records of Daniel Pantaleo, the police officer acquitted of criminal charges for the strangulation death of Eric Garner. Information New York Post reveals that the Legal Aid Board sued the Civilian Complaint Review (CCRB), an independent agency of the city to obtain the documents, earlier this year.

Attorney Cynthia Conti-Cook told the paper quoted her organization wanted only the number of justified complaints against Pantaleo and what the CCRB made in response to these complaints, so that was not asking for details on the reports, as a history of incidents.

[400 instruct police to battle misdemeanors](#)

EL DIARIO - Staff

The Police Department (NYPD) gave new orders to hundreds of senior officers to fight petty crime in neighborhoods of the city, as part of a plan that seeks to "iron fist" against crimes affect the quality of life of New Yorkers. The order was issued by the Police Commissioner Bill Bratton, said Wednesday the New York Post. Bratton said he called about 400 captains, inspectors and heads of the Police Academy in Queens for a meeting on various issues, including improved conditions on the streets of the city.

[Porn establishments win battle in NYC](#)

EL DIARIO - Staff

A court on Tuesday rejected the city's efforts to further restrict adult establishments. Almost all of the adult cabarets and shops selling pornographic videos and disappeared from the tourist areas of the city in the mid-1990s, when the administration of then mayor, Rudolph Giuliani, passed a law to ward off this type of businesses in the area. Calls zoning laws "cleaned" the area of prostitution, drugs, violent crime and about 140 existing establishments for adults in the 1970s, but in recent years the business of the videos "XXX" has quietly emerged in the area .

[NYPD Officer Hit by Firework While Patrolling Crown Heights, Officials Say](#)

DNA INFO - Rachel Smith

An officer on patrol in Crown Heights on Tuesday night was hit and injured by a firework, police said. The officer, who is assigned to the 77th Precinct was patrolling on foot near Ralph Avneue and Pacific Street around 11:50 p.m. Tuesday night when a series of illegal fireworks set off nearby struck him, officials said. The officer was not seriously hurt, according to a tweet sent out by the 77th Precinct on Wednesday morning. "The officer struck with a firework last night suffered only minor injuries. Thanks to all those that were concerned. #whew" it read.

[Average NYC Jail Stay Is 3 Times Longer Than Reported, DOC Commish Says](#)

DNA INFO - Rosa Goldensohn

The average stay for inmates on Rikers Island and other city jails is 176 days — more than three times what the agency previously reported, according to the department's head. Department of Correction Commissioner Joseph Ponte — whose agency is under scrutiny from Attorney General Preet Bharara as well as the city's Department of Investigation and a mayoral task force — told department officials at a meeting last week that initial calculations were wrong. While the department has said previously that the the length of stay for inmates was approximately 53 days, it changed the way it calculates the number and found that it is actually closer to six months, he told the board at a meeting July 14. "Inmates who stay with us overnight will stay with us approximately 176 days, which is contrary to normal," Ponte said. "And we've said these things — about 53 days, average length of stay — which is inherently not correct."

[Petition Seeks New Name for Rikers Island Over Historic Ties to Slavery](#)

DNA INFO - Eddie Small

The head of the Harlem Historical Society wants Rikers Island renamed based on the namesake family's connection to slavery. The embattled jail complex, which has been beset with scandal over poor treatment of inmates and calls to shut it down, gets its name from the family of Abraham Rycken, a Dutch immigrant who settled in New York in the 1600s, according to the New York Historical Society. Jacob Morris, director of the Harlem Historical Society, recently started a petition to rename the embattled jail complex due to family member Richard Riker's history of helping send blacks into slavery during the 19th century. Riker presided over the main criminal court in New York City, the Court of Special Sessions, in the early 1800s, and he used his authority in this position to send blacks to slavery as part of what abolitionists called the Kidnapping Club, according to historian Eric Foner.

[Three Teens Indicted in Chinatown Rape and Robbery, Prosecutors Say](#)

DNA INFO - Gwynne Hogan

Three teenagers who prosecutors say lured a woman out of an internet cafe in Chinatown before raping and robbing her were indicted in Manhattan Supreme Court on Wednesday, officials said. The three 16-year-old boys — Eric Pek, Emanuel Burrows and Sanat Asliev — were indicted on rape, burglary and robbery charges in connection to the 5 a.m. attack on June 1, prosecutors said.

... The trio had been living in a group home in Park Slope when they went missing overnight without permission, officials said. The group home coordinator, Boys Town, subsequently ended its contract with the city's Administration for Children's Services and has closed down its Park Slope location as well as five other homes it runs around the city.

[Cain's Tavern in Bushwick Closing After Rent Hike, Owners Say](#)

DNA INFO - Serena Dai

Local dive bar Cain's Tavern is closing, the owners announced Wednesday — claiming that landlord Cayuga Capital Management asked for an astronomical increase in rent. Stevie Cain and Aaron Augenblick, owners of the bar at 36 Wilson Ave., wrote on Facebook that the 5-year-old bar will close by Aug. 22 because the landlords asked for a 500 percent increase in rent, as Bushwick Daily first reported.

... The bar and venue was forced to close last fall after Cayuga took it to court for lacking proper Department of Buildings certification — a certificate that Radio Bushwick owner Tari Sunkin claimed she tried to get for months but couldn't due to missing paperwork from Cayuga.

[City to Spray Pesticide on Parts of Staten Island on Thursday](#)

DNA INFO - Nicholas Rizzi

The city will spray pesticide on sections of Staten Island on Thursday after mosquitoes with West Nile were discovered in the borough. Parts of Annadale, Arden Heights, Eltingville, Fresh Kills, Great Kills, Greenridge, Heartland Village, Huguenot, Huguenot Beach, New Springville, Prince's Bay and Richmond Town will get sprayed with pesticide between 8:30 p.m. to 6 a.m., the Department of Health and Mental Hygiene said. DOH officials suggest Staten Islanders stay indoors during the spraying, especially people with asthma or other respiratory conditions, because the pesticide could make them worse.

[Will New Rules for LLCs Change Luxury Real Estate Landscape?](#)

DNA INFO - Amy Zimmer

Facing growing criticism over the lack of transparency and the growing use of limited liability companies — LLC's — in the city's luxury real estate market, the de Blasio administration implemented new disclosure requirements on shell companies buying or selling property here, the New York Times reported Monday. More than half of New York condos above \$5 million were sold to LLCs last year, noted the Times, which produced a series on how the high end condo market's "veil of secrecy" allowed foreigners to park money here that was obtained through criminal activities. Under the new rules, implemented in May, the names of all members of shell companies, along with their taxpayer identification numbers, must be provided to the city's Finance Department, though not to the public.

[Hudson Yards Debt Will Cost City Another \\$368M Through 2019, Study Finds](#)

DNA INFO - Rosa Goldensohn

The creation of Hudson Yards will cost the city another \$368 million through 2019, bringing the city's total payout to more than \$947 million, according to projections from the Independent Budget Office. The city has been footing the bill for Hudson Yards preparations — including part of the cost of the 7 train subway expansion — by floating \$3 billion in bonds through the Hudson Yards Infrastructure Corporation (HYIC). The cost of the project was supposed to be offset by revenue from commercial and residential taxpayers moving into the area. But the IBO found that taxes have yet to cover

the cost of the project, leaving the city on the hook for hundreds of millions of dollars more than expected, as the Daily News reported previously.

[City agrees to give communities advance notice before opening new homeless shelters](#)

CRAIN'S NY - Caroline Lewis

A homeless shelter was up and running a mere month after Theresa Scavo, the chair of Community Board 15 in Sheepshead Bay, was given a heads-up by the city's Department of Homeless Services that an emergency family shelter would open for six months on Emmons Avenue. "By the time we realized what was going on, they were already moving people in," said Ms. Scavo, who has lived in Sheepshead Bay for more than 60 years. The situation is a common one. In 2014, 13 permanent shelters and 10 expedited temporary shelters opened around the city. The latter were approved through an emergency declaration intended to shore up a surge of homelessness: a high of more than 60,000 people last summer. Several of the new shelters met with pushback from residents and local elected officials.

[Taxi mogul seeks bankruptcy protection as industry faces 'unparalleled crisis'](#)

CRAIN'S NY - Andrew Hawkins

Amid a roiling debate over the future of the city's taxi industry, 22 companies owned by Evgeny "Gene" Freidman, one of the city's largest and most flamboyant owners of taxi medallions, filed for bankruptcy protection Wednesday. Mr. Freidman, whose business is being eroded by Uber and other app-based car-service companies, made the move to prevent Citibank from foreclosing on 46 of his medallions, his spokesman said. Reached briefly by phone, Mr. Freidman made clear that it was his companies, not himself personally, that were filing for bankruptcy. "This is a power move," he said. "This is a not a move from weakness."

Local News:

[Court Rejects New York City's Efforts to Restrict Sex Shops](#)

NY TIMES – Noah Remnick

On a stroll through the Times Square of today, a visitor can slurp a bowl of gumbo at Bubba Gump Shrimp Company, buy a tube of mascara at Sephora and snap a selfie with a fleet of Elmos. But if the fever of desire is at hand, it is still possible to find, within a few blocks, all manner of erotica at businesses like the Playpen, Lace and Private Eyes. Despite over 20 years of laws and lawsuits aimed at sanitizing New York City of what are decorously called "adult establishments," some have endured. This week, an appeals court in Manhattan ruled that they have a legal right to do so.

[Union Square Cafe Will Take Over City Crab Space](#)

NY TIMES – Julia Moskin

Union Square Cafe, the restaurant that brought the farm-to-table movement to New York City and has helped transform American fine dining since it opened in 1985, has found a new home in its Manhattan neighborhood despite worries that it would have to leave. The restaurant, where the entrepreneur Danny Meyer started a business empire that now includes Shake Shack hamburger shops all over the globe, made headlines last summer when Mr. Meyer revealed that he would have to move because of a rent increase. That set off a debate over whether the city's booming real estate market was unfairly forcing restaurants to relocate or close.

[A Hudson Yards Garden Will Grow With Concrete, Coolant and High-Power Fans](#)

NY TIMES – David Dunlap

Any gardener will understand the challenges faced by the designers of the Public Square at Hudson Yards: Ensuring there is abundant water. Providing nutrient-rich soil. Finding a balance between sunlight and shade. Insulating the bottom of the planting beds from blasts of 150-degree heat rising out of an active train yard directly below. Wait a minute. What was that last? Much of the Hudson Yards project, between West 30th and West 34th Streets in Manhattan, is being constructed over the 26-acre John D. Caemmerer West Side Storage Yard, where hundreds of Long Island Rail Road cars may be marshaled at any time, waiting to go into service.

[From an 'Undocumented' Boyhood to a Doctorate](#)

NY TIMES – Liz Robbins

As Dan-el Padilla Peralta toggled fluidly between worlds for much of his life — ancient and modern, poor and privileged, Dominican and American — there were times when he managed to forget he was a child without a country. He found refuge in New York's libraries, the Greek and Latin texts speaking to him even before he could speak their language. He would copy entire orations, memorizing for inspiration. But the fear would return: He could be deported. His

mother brought him to the United States from Santo Domingo, the capital of the Dominican Republic, when he was 4, and they overstayed their tourist visas. He has wrestled with the consequences ever since.

[Drug Companies Pushed From Far and Wide to Explain High Prices](#)

NY TIMES – Andrew Pollack

As complaints grow about exorbitant drug prices, pharmaceutical companies are coming under pressure to disclose the development costs and profits of those medicines and the rationale for charging what they do. So-called pharmaceutical cost transparency bills have been introduced in at least six state legislatures in the last year, aiming to make drug companies justify their prices, which are often attributed to high research and development costs. “If a prescription drug demands an outrageous price tag, the public, insurers and federal, state and local governments should have access to the information that supposedly justifies the cost,” says the preamble of a bill introduced in the New York State Senate in May.

[Thomas Libous, New York State Senator, Is Convicted of Lying to F.B.I.](#)

NY TIMES – Thomas Kaplan

State Senator Thomas W. Libous, who became one of the most powerful lawmakers in Albany but had his life upended by cancer and a corruption case, was found guilty on Wednesday of lying to agents from the Federal Bureau of Investigation who were examining his son’s hiring at a politically connected law firm. Mr. Libous, 62, who was the second-highest-ranking Republican senator and represented a district that includes Binghamton, forfeited his Senate seat as a result of his conviction. He will be sentenced on Oct. 30 and faces up to five years in prison.

[Bankruptcy Protection For Taxi Companies](#)

WSJ – Katy Stech

Taxi mogul Evgeny “Gene” Freidman put several of his cab companies into bankruptcy protection on Wednesday in a move to stop its ex-lender, Citibank, N.A., from seizing the licenses to operate 46 taxis in the city. The bankruptcy filing blocks the bank’s efforts to collect some \$34 million in unpaid loans from Mr. Freidman’s companies, escalating a dispute that came after Citibank said it would cut off some of his companies in December 2014.

[A Project That’s Literally for the Birds](#)

WSJ – Kathleen Lucadamo

The Javits Center is now in the birds-and-bees business. The massive, glass-skinned convention space in the West 30s is home to beehives, bats, recently hatched chicks and nearly a dozen bird species, thanks to the green roof it completed last year. The 6.75-acre, plant-lined roof has also become a laboratory for environmental groups looking to study how the building’s transformation is impacting wildlife.

[Airport Workers Drop Plans to Walk Off Job](#)

WSJ – Sarah Crichton

More than 1,000 security officers, baggage handlers and wheelchair attendants employed by a subcontractor to airlines including Delta Air Lines Inc. withdrew a planned job action at John F. Kennedy International and La Guardia airports, the company, workers and union officials said Wednesday. Backed by the Service Employees International Union Local 32BJ, employees of Command Security Corp. subsidiary Aviation Safeguards had said they intended to walk off the job for 24 hours starting at 10 p.m. Wednesday. Workers said they wanted higher wages and affordable health care.

[New York State Senate Deputy Leader Thomas Libous Convicted of Felony](#)

WSJ – Rebecca Davis O’Brien

Thomas Libous, deputy majority leader of the New York state Senate, was convicted on Wednesday of lying to federal agents, becoming the latest Albany lawmaker to lose his seat amid a criminal investigation. After six hours of deliberations, a federal jury in White Plains found Mr. Libous, a Binghamton Republican, guilty of a single felony count of making false statements. The conviction triggers his automatic expulsion from the Legislature, where he has served since 1989.

[City Ballet Principal To Retire in Autumn](#)

WSJ – Pia Catton

After a 21-year career at New York City Ballet, principal dancer Jennie Somogyi will retire in October, the company said Wednesday. Ms. Somogyi danced an extreme variety of work in the City Ballet repertory and originated roles in new choreography by Jerome Robbins, Peter Martins, Susan and more. Her agility made her stand out in George

Balanchine's ballets. Ms. Somogyi's career was rooted early on within the City Ballet system. At age 9, she entered the School of American Ballet, the company's affiliated school. She became a member of the corps de ballet in 1994. In 1998, she was promoted to soloist and to principal in 2000.

[New York fast food workers' minimum pay boosted to \\$15 an hour by state wage board](#)

DAILY NEWS - Erin Durkin

Fast food workers will see their minimum wage jump to \$15 an hour under a proposal passed by the New York state wage board Wednesday. The recommendation would hike the rate in the city by the end of 2018 and statewide by 2021. It applies to fast food chains with at least 30 locations. The proposal unanimously passed the wage board convened by Gov. Cuomo, who can push through the move without legislative approval.

[Workers call off strike at LaGuardia, JFK airports after employer says it will stay neutral on union membership](#)

DAILY NEWS - Rich Shapiro

The planned strike at Kennedy and LaGuardia airports has been grounded. The 1,200 security officers, baggage handlers and wheelchair attendants called off the action after their employer Aviation Safeguards agreed to stay neutral as they seek to join SEIU 32BJ, the union said. The workers had vowed Tuesday to walk off the job at Kennedy Airport at 10 p.m. Wednesday — and at LaGuardia at 6 a.m. Thursday.

[NYC pays \\$115G settlement to family of woman whose body was almost dissected at medical school](#)

DAILY NEWS – John Marzulli

The city has paid a \$115,000 settlement to the children of a woman whose corpse nearly ended up on the dissecting table of a medical school due to a screwup at the Bronx morgue, the Daily News has learned. “No family should suffer the unauthorized transfer of the remains of a loved one by the medical examiner to a medical school for anatomic donation,” said lawyer Sanford Rubenstein. The body of Aura Ballesteros, an 85-year-old grandmother who had died May 16, 2014, at Kings Harbor nursing home, was supposed to be stored at the morgue while her three children were making funeral arrangements.

[Thousands of protesters rally against Obama administration's 'suicidal' Iran deal in Times Square](#)

DAILY NEWS – Andy Mai, Dan Friedman, Denis Slattery

Thousands of protesters packed Times Square Wednesday to rally against the Obama administration's controversial nuclear deal with Iran. Speakers, including former Gov. George Pataki, Rep. Trent Franks (R-Ariz.), and conservative commentator Monica Crowley, called on Congress to scuttle the deal at the Stop Iran Now rally. Daily News Chairman and Publisher Mortimer B. Zuckerman was the first to address the crowd.

[MTA getting \\$1B cash boost from better-than-expected revenues through 2019: officials](#)

DAILY NEWS – Dan Rivoli

Better-than-expected revenues from fares, tolls and real estate taxes, as well as savings on worker pensions and fuel, gave the Metropolitan Transportation Authority a \$1 billion cash boost through 2019, officials said Wednesday. Part of the bonanza will back bonds for the unfunded \$32 billion program to overhaul and expand the transit system, and will also help shrink the funding gap for the plan.

[Staten Island immigrant activist declares he wants to run for President when he becomes eligible](#)

DAILY NEWS – Erica Pearson

An immigrant activist declared his intention on Wednesday to run for President — when he becomes eligible. Cesar Vargas, 31, a Staten Island man who is set to become the first undocumented immigrant licensed as a lawyer in New York, made the “announcement” in a blog post on the political website The Hill. “I am neither a U.S citizen nor 35 years old, so an official candidacy is currently not possible. But even though I can't make a run for the White House, I can still demand genuine leadership from my next President,” he wrote.

[Motorcyclist, 34, dies after colliding with car in Queens](#)

DAILY NEWS – Kerry Burke, Joseph Stepansky

A 34-year-old motorcyclist was killed in a crash with another vehicle Wednesday night in Queens, cops said. The rider, whose identity was not released, was heading east on Park Lane South when he was hit by a Nissan Altima, heading north on Beverly Rd. in Kew Gardens, at 5:55 p.m., witnesses said. “They collided. He was on the ground and they got the bike off of him,” witness Kenyatta Heathe said of a group of bystanders who ran over to the motorcyclist's aid.

[Death of 24-year-old man who died after falling off friend's car tied to drug deal: cops](#)

DAILY NEWS – Barry Paddock, Joseph Stepansky

An aspiring firefighter who jumped onto the hood of a car in Staten Island lost his life over pills, not the passenger seat, cops said Wednesday. Police initially believed Robert Kunz, 24, jumped onto a friend's car after an argument Monday night in a Charleston parking lot over who would ride shotgun. Investigators said they now believe Kunz attempted to buy Ecstasy from the driver, Robert Messina, 22, and his 21-year-old passenger, but the men took off with his \$90, police said.

[Teens indicted in rape, robbery of woman in Chinatown: prosecutors](#)

DAILY NEWS – Leo Vertorella

Three teens from a Brooklyn halfway home have been indicted for raping and robbing a woman in Chinatown, prosecutors said Wednesday. Sanat Asliev, 17, Emanuel Burrowes, 16, and Erik Pek, 16, snuck out of their juvenile delinquent halfway home on June 1 and then preyed upon an intoxicated 33-year-old woman who was inside an Internet cafe on Eldridge St., court papers say. The trio groped the woman in the cafe, and then forced her into the stairwell of a nearby apartment building and beat and raped her, prosecutors said. They also stole her cell phone, credit cards, cash and keys, which they used to break into her nearby building.

[Lasers target at least 6 planes flying over New Jersey, New York](#)

DAILY NEWS - Barry Paddock

At least six flights over New York and New Jersey reported being struck by lasers during a three-hour span beginning Tuesday night. In the earliest incident, American flight 1976 from Charlotte, North Carolina, reported being targeted with a green laser about 9:25 p.m. The aircraft was 3,000 feet over Old Bridge, N.J., when it happened, approaching Newark International Airport, Federal Aviation Administration officials said. Fifteen minutes later, ExpressJet flight 5887 from Burlington, Vermont, was struck with a laser at 7,000 feet. It was roughly five miles west of Warwick, N.Y., approaching Newark, the FAA said.

[NYC Poetry Festival is returning to Governors Island this weekend](#)

DAILY NEWS - Cesar Bustamante Jr.

Governors Island will be ringing with poetry this weekend. The fifth annual New York City Poetry Festival is bringing together poets from across the five boroughs onto the island for a two-day celebration of poetry starting Saturday, complete with food, drinks, readings and art. "Anybody who identifies as a poet in New York City, we want them to come to the New York City Poetry Festival. We want them to perform, we want them to meet other poets, to hear other poetry from communities they wouldn't necessarily hear otherwise," said Stephanie Berger, the festival's co-founder. She said that poetry communities in New York tend to be very small and insular, often keeping among themselves. And while New York City is home to many poets, the poetry scene itself is difficult to access because it is so fragmented. That's why Berger and Nicholas Adamski of the Poetry Society of New York created the festival. It is as an attempt to get poets to come together in one place and meet one another in a picturesque outdoors setting.

[Pat Gualtieri, NYC Veterans Day Parade savior, dies at 70](#)

DAILY NEWS - Larry McShane

Brooklyn-born Pat Gualtieri, a Vietnam veteran who helped resuscitate the city's faltering Veterans Day Parade with his indefatigable spirit and charm, died Tuesday. Gualtieri, 70, passed away after a short illness. The one-time Los Angeles event planner became involved with the annual honoring of the nation's war heroes in 2000 — when the parade appeared in danger of going MIA after years of decline. Under his guidance, the event became the nation's largest celebration of military service with more than 25,000 participants and a crowd numbering in the tens of thousands.

[50 Cent hits New York City club hours after appearing in court over sex tape lawsuit](#)

DAILY NEWS - Leonard Greene

50 Cent went from da court to da club looking a lot more like the player he raps about in his music. The "In Da Club" rapper was at Tuesday night's Muscle & Fitness July/August cover party at the Knickerbocker Hotel in Times Square just hours after crying poor to a Manhattan jury trying to decide how much he should pay in punitive damages to a woman whose sex tape he posted online.

[Prosecutors urge 'common sense' in state Sen. Thomas Libous' trial](#)

DAILY NEWS - Chauncey Alcorn and Stephen Rex Brown

Federal prosecutors urged a jury to use "common sense" when considering whether state Sen. Thomas Libous lied to the FBI about using his power to secure his son a job at a W County law firm."The evidence would be a set of wild

coincidences if the defendant wasn't involved in getting (his son the job)," Assistant U.S. Attorney James McMahon said in closing statements Tuesday. Libous' son, Matthew, was offered a position at a firm even after he made a drunken pass at his would-be boss' wife at a 2005 party and asked the company for a pricey ride, McMahon said. "Why would they pay him so much? Because Tom Libous demanded it," McMahon said. Libous' attorney Paul DerOhannesian said his client's answers to the FBI were merely vague — not lies. Libous faces up to five years in prison.

[New York family adopts 4 daughters of best friend who died of brain cancer](#)

DAILY NEWS - Rachele Blinder

A western New York woman fulfilled her best friend's dying wish by adopting her four daughters after she lost her battle with brain cancer. Laura Ruffino and Elizabeth Diamond, who met in the fifth grade at a small Catholic school, were close friends until Diamond's death in April in Buffalo, WKBW reported. Laura and Rico Ruffino, who had two daughters of their own, adopted four of Elizabeth Diamond's children in April. Elizabeth Diamond left behind 4 young girls. Laura Ruffino said it's still shocking to think about Diamond's death. Diamond, a motivational speaker and single mom, was diagnosed with Stage 4 brain cancer in August 2014. The 40-year-old turned to Ruffino for help with her daughters, Lilyan, Ella, Samona and Tara, who are between 5 and 12 years old. "She said if anything ever happens to me I want you to take my girls and I instantly said OK," Ruffino said. Ruffino and her husband, Rico, already have two girls of their own at their home in Orchard Park, a Buffalo suburb. But they knew Diamond's girls needed them — despite the financial constraints of taking on four more kids without receiving additional child support. "It's hard to think about because it's still shocking because it's a really big thing," Ruffino said. "But to us it's just our life." A fundraising page, created by the non-profit Buffalo Wellness Center of which Diamond was a board member, has already raised more than \$5,000 towards creating more bedrooms and getting a bigger car for the girls.

[Power goes out in Hudson River tunnels, delaying Amtrak, New Jersey Transit trains to Penn Station](#)

DAILY NEWS - Dan Rivoli

A power outage in the Hudson River tunnels snagged morning rush hour service on Amtrak and New Jersey Transit on Wednesday. The power problems started about 5:45 a.m. in both tunnels and some station tracks. NJTransit was forced to suspend service in and out of Manhattan's Penn Station.

[Mother berated by killer's supporters as she grieves son in Brooklyn court](#)

DAILY NEWS - Christina Carrega-Woodby

A heartbroken mother was verbally attacked in a Brooklyn courtroom Wednesday as she mourned the death of her oldest son, who was gunned down in an attempted act of chivalry. "This animal, this monster took my son away from me. There isn't a day that goes by we aren't suffering through the agony," said Jermaine Benjamin's mother Velda Rowly. As the distraught mother continued her victim impact statement, supporters of the admitted gunman, Dayshawn Walkin, hurled several curse words.

The outrageous outburst caused court officers to threaten to clear the courtroom if they did not stop. "My son was in the wrong place, at the wrong time and if it wasn't him it would of been somebody else's child," said Rowly, 50.

[Man in Brooklyn survives multiple stab wounds](#)

DAILY NEWS - Barry Paddock

A 27-year-old man was clinging to life after being stabbed multiple times in Brooklyn early Wednesday, police said. The victim, whose name was not immediately released, was knifed repeatedly in the midsection in front of a brownstone on Grand Ave. near Gates Ave. in Clinton Hill about 3:20 a.m., cops said. He was unresponsive with a knife still sticking out of him when police arrived.

[160 firefighters battle massive blaze as it consumes Staten Island hotel](#)

DAILY NEWS - Ryan Sit

More than one hundred firefighters battled a three-alarm fire that gutted a Staten Island hotel early Wednesday, a fire department spokesman said. The blaze started in a hotel room's bathroom wall but quickly spread to about 40 other units around 1:05 a.m., according to the spokesman and one man who works at the Midland Motor Inn on the corner of Midland and Patterson Aves. in Midland Beach. Remarkably, nobody was injured in the fire, likely in part to the cool-headed employee who initially tried to extinguish the flames. After realizing it was too much for him, he managed to safely evacuate the entire building, he said. The man, who asked not be named, said he was alerted to the blaze after he saw people bolt from a burning room.

[Man, 32, admits to sexual abuse of 2-year-old girl in Riv](#)

[rk bathroom](#)

DAILY NEWS - Dareh Gregorian

A twisted psycho admitted Wednesday to sexually abusing a 2-year-old girl in a Riverside Park bathroom. Jason Carroll, 32, sounded matter-of-fact as he pleaded guilty to the stomach-churning September 2013 assault near W. 75th St. The disgusting attack was spotted by a good Samaritan, who alerted a Parks Department employee who called the police. Cops said Carroll knew the toddler's mother.

[Woman accused of giving weapon hidden in bra to jailed Brooklyn rapper pleads not guilty](#)

DAILY NEWS - Ben Kochman

The gal pal of incarcerated Brooklyn rapper Bobby Shmurda pleaded not guilty Wednesday to charges of slipping her beau a shank hidden in her bra while visiting him on Rikers Island. Kimberly Rousseau, 18, was busted June 21 after a guard at the city jail allegedly spotted her lifting a white latex balloon wrapped in black electrical tape out of her bra and handing it to the 20-year-old rapper. Inside the balloon was a "sharpened metal object," court papers claim. Shmurda, whose real name is Ackquille Pollard, is being held on \$2 million bail for allegedly helming a violent street crew responsible for several shootings and drug sales.

[Long Island limousine wreck victim Lauren Baruch remembered at emotional funeral](#)

DAILY NEWS - Edgar Sandoval, Chelsia Rose Marcius

The wailing mother of Long Island limousine wreck victim Lauren Baruch nearly collapsed Wednesday as she marched behind her daughter's casket at an emotional funeral. Felicia Baruch, accompanied by her husband Steven and their son Michael, finally found her seat inside St. Joseph's Roman Catholic Church in Kings Park with a crowd of more than 400 mourners. The sister of another victim, 23-year-old Stephanie Belli, delivered a tearful eulogy for the life lost in the alleged drunken driving horror.

[Column: New York City is big enough for both Uber and yellow cabs](#)

DAILY NEWS – John Spina

New York City is big enough for both of them. Over the last two days I've taken eight cab rides at different times of the day, from different parts of the city-- four with Uber, four with yellow cabs. While there were far more similarities than differences, the competing car services demonstrated their value in different ways. Yellow cabs were usually a little faster, but Uber was usually more convenient.

[Column: Why yellow cabs are dead to me](#)

DAILY NEWS – Sean Devlin

At this point in my life, it's pretty tough to even rationalize taking a yellow cab for any reason. I like Uber because the drivers are using their personal vehicles. This leads to a level of professionalism that, honestly, isn't always found in yellow cabs. More often, the only thing I find is something sticky on the back seat that I don't want to inquire about that has likely been there since 1983. The ability to cleanly and easily split a fare on a mobile device among friends eliminates the awkward fumbling around for cash. The best part is that the price of Uber includes a tip.

[Column: Uber drivers don't deserve our passengers](#)

DAILY NEWS – Satwinder Singh

I meet many, many interesting people from all over the world. I have many stories with them. They're more excited being in a yellow cab in New York City. It's an icon. As a yellow cab driver, I rented from garages for almost 10 years. Then I put a down payment to buy my own medallion. It was nice, until now. Every day, my rides are being stolen by people who don't deserve it. When I received my medallion, it said any kind of hailing in the five boroughs, the yellow cabs only have the right to pick them up. The app company didn't exist at that time.

[Opinion: How we decided on \\$15 an hour: Three members of Gov. Cuomo's wage board justify their historic recommendation](#)

DAILY NEWS – Byron Brown, Mike Fishman, Kevin Ryan

Fair pay for hard work is about dollars and cents. But in the Rivera home, it's also about a mother and her children she loves. Yancy Rivera's story is a good place to start in explaining why, as members of a special wage board established by Gov. Cuomo, we recommended an increase in the minimum wage for fast-food workers to \$15 an hour. Yancy testified at the hearing of our board in Albany that after 11 years at McDonald's, she makes \$9.50 an hour. Her 17-year-old daughter is not home as much these days because she's working, too, trying to help her mom pay the bills. Even with both incomes, the two of them and Yancy's 5-year-old son are squeezed into a studio apartment.

[Lawmakers, White House Explore Tax Revamp for U.S. Firms Overseas](#)

NY POST - Selim Algar

Uber is at the King's gate! Faced with intense competition from the ride-sharing app, Gene Friedman, the largest yellow cab medallion owner in the city, has filed for bankruptcy for part of his taxi empire, bankruptcy papers show. The self-proclaimed "King of Taxis" owns more than 900 medallions, and is seeking Chapter 11 protection for 22 companies that control a total of 46 medallions.

[Fast-food workers in NYC to get \\$15 per hour by 2018](#)

NY POST - Carl Campanile, Tom Wilson, Laura Italiano

The state Fast Food Wage Board has recommended a large mandatory wage hike for New York's fast food workers, all but guaranteeing on Wednesday that their salaries would jump to \$15 an hour in 3/12 years. Under the recommendation, wages will be hiked gradually to \$15 an hour by Dec. 31, 2018 in New York City, and by July 1, 2021, for the rest of the state. The board set a schedule by which the hikes would be phased in over that time. "This would apply to fast food chains with 30 or more locations," explained board chairman Byron Brown, the Mayor of Buffalo.

[MTA finds extra \\$1 billion, plans to spend on reducing wait times](#)

NY POST - Danielle Furfaro

The MTA found a billion dollars in extra cash in its proverbial couch cushions. The cash is a combination of real estate tax income, less money paid out to pensions, lower energy costs, and other money streams, officials said. "We have had more favorable labor settlements and lower energy costs," said Robert Foran, MTA's chief financial officer. The found cash is only a drop in the bucket compared to the agency's massive \$14.8 billion deficit in its five-year capital plan.

[Inside NYC's \\$250M 'smartest park in the world'](#)

NY POST - Jennifer Gould Keil

It's the smartest park in the world. The Public Square at Hudson Yards, which will cost \$250 million to build and is slated to open in 2018, will be filled with 28,000 shrubs and 200 trees — all atop a working rail yard. Sustained heat up to 150 degrees radiating from locomotives below could harm the foliage, so the soil will be jet-engine air-conditioned and irrigated with recycled rainwater collected in a 60,000-gallon tank.

[Thousands protest Iran nuke deal in Times Square](#)

NY POST - Dana Sauchelli, Frank Rosario, Bruce Golding

Thousands of protesters flooded Times Square Wednesday to rally against President Obama's controversial Iran nuclear arms deal. Organizers of the "Stop Iran Now" rally estimated the crowd, which filled the blocks between 42nd and 38th streets, at 12,000. Cops said it was more like 8,000. Protesters repeatedly booed mentions of Obama and Hillary Rodham Clinton, and also turned their wrath on US Sen. Charles Schumer (D-NY), who has yet to take a position on the agreement. "Where is Chuck? Kill this deal!" the crowd chanted at one point during the three-hour event.

[Anthony Weiner got a job fixing PR messes — seriously](#)

NY POST - Carl Campanile

If you find yourself in a p.r. nightmare, there's a swashbuckling new hero you can turn to — Carlos Danger. A top "crisis" public-relations firm with ties to Hillary Rodham Clinton has hired the last person in the world that most people would call on to dispense advice on dealing with a scandal: disgraced, penis-texting former Congressman Anthony Weiner. The man who destroyed his own promising political career by botching a 2011 sext-message imbroglio with bald-faced lies — and who then ruined his comeback by running one of the most disastrous mayoral campaigns of all time — will now get paid to dispense advice to high-paying clients of the MWW p.r. firm, sources told The Post.

[Lottery uses stick-figure sketch in effort to find \\$7M winner](#)

NY POST - Khristina Narizhnaya, Sophia Rosenbaum

State lottery officials are desperately trying to find the lucky stick figure who is holding a winning \$7 million ticket that is about to expire — and believe this wanted poster is the key. "Male or female who is rich but doesn't know it yet. Last seen at Canarsie's Milky Way Deli," reads the flier, which was posted around the Brooklyn bodega that sold the ticket. Beneath the sketch of the smiling character with a backward cap, the poster reads: "Artist's drawing of the actual winner." The Cash4Life ticket matched all the numbers in the July 24, 2014, drawing: 5, 20, 35, 43, 48 and the Cash Ball number 03.

[State Senator Tom Libous found guilty of lying to the FR](#)

NY POST – Lorena Mongelli, Josh Saul

Another pol bites the dust. The No. 2 man in the state Senate was convicted Wednesday of lying to the FBI about using his political muscle to score a high-paying job for his son — just the latest in a growing line of Albany lawmakers convicted of a crime. Sen. Tom Libous faces up to five years in prison when he is sentenced in White Plains federal court on Oct. 30. The felony conviction means the Binghamton Republican will have to relinquish his Senate seat.

[Jumper denounced Hasidic ‘cult’ in letter to friend](#)

NY POST – Joe Tacopino

The former Hasidic woman who jumped to her death from a swanky rooftop bar Monday wrote a despondent e-mail to pals days before her suicide blasting the Jewish sect as a “cult” that “shouldn’t exist.” Faigy Mayer, who was shunned by her Hasidic parents, described the sect as antiquated, oppressive and controlled by powerful rabbis. She talked about how everything from Internet use to sex was rigidly regulated — and that even after leaving the faith she still felt its grip.

[Motorcyclist killed in Queens crash](#)

NY POST – Ben Feuerherd

A motorcyclist was killed in a Queens crash Wednesday afternoon, police said. The 37-year-old driver of the bike slammed into a Nissan sedan just before 6:00 p.m. at the intersection of Park Lane South and Beverly Road in Richmond Hill. The driver of the Nissan was heading north on Beverley Road and the motorcycle was traveling north on Park Lane South, cops said. The vehicles collided where the two roads meet.

[Charges upgraded for driver in brazen hit-and-run case](#)

NY POST – Rebecca Rosenberg

Charges were upgraded against a hit-and-run driver who mowed down a victim on a busy lower Manhattan sidewalk and narrowly missed a woman pushing her baby in a stroller, prosecutors said Wednesday in court. Tiffany Murdaugh, 34, of Philadelphia, now faces up to five years in prison if convicted of assault in the 1st degree for the 8 a.m. wreck on Beekman Street April 13. Driving a Dodge Challenger, Murdaugh sped onto a crowded sidewalk at 25 miles per hour to pass the gridlocked cars, authorities said.

[Killer’s family bashes victim’s grieving mom in court](#)

NY POST – Lia Eustachewich

A killer’s heartless family hurled insults at the slain victim’s mother during a disturbing outburst Wednesday in Brooklyn Supreme Court. Just before killer Dayshawn Walkin was sentenced to 24 years on manslaughter charges, a hysterical Velda Rowley, mom of Jermaine Benjamin, 31, lashed into him for being an “animal.” “I hope to god you rot in hell,” she sneered at Walkin as she delivered her victim impact statement. “He didn’t die because he was sick – he died because of an animal like you.”

[Suspect in \\$1 mugging hides from courtroom cameras](#)

NY POST – Ross Toback, Rebecca Rosenberg

A man charged with pummeling a woman in Central Park last week for a measly dollar refused to stand in court for his arraignment — because he didn’t want his picture taken. “I don’t want to be photographed!” shouted Oscar Jiggetts, obscuring his face with his shirt in Manhattan Criminal Court. Jiggetts, 54, walked back into his holding cell, only to return with an officer five minutes later.

[Former DEA informant arrested after bringing drugs to DEA](#)

NY POST – Josh Saul

This might be the dumbest crook ever. Joel Minaya, 30, pleaded guilty to dealing coke and heroin in 2008 and started working as a confidential informant for the DEA in 2013 but was cut loose by the agency less than a year later. On Sunday he called a DEA agent for whom he used to work to complain that he had been carjacked by a man who, weeks earlier, had sold him more than \$50,000 worth of heroin, court papers state.

[Woman caught stuffing bra with ‘loot’ after alleged burglary](#)

NY POST – Ben Feuerherd

Cops are hunting for a 25-year-old woman who was caught on video stuffing something in her bra after burglarizing a Brooklyn man’s house and making off with \$120 dollars, police said Wednesday. The 40-year-old victim says he left his 28th Avenue home to take out the garbage at around 1:45 p.m. July 14, according to sources. When he came back, he found a brunette hiding behind his bathroom door, according to police.

[Laser losers flash six more planes over New York area](#)

NY POST - Yaron Steinbuch

The laser louses were at it again. The skies above New York and New Jersey were alive with the sights of laser beams distracting pilots Tuesday night. Six commercial aircraft were targeted – adding to the 16 reported last week, according to the FAA and Port Authority of New York & New Jersey.

[NYC bar that inspired 'Coyote Ugly' to close after massive rent hike](#)

NY POST - Dana Sauchelli, Jennifer Gould Keil

Hogs and Heifers — beloved for its bra-flinging patrons and bikini-clad dancing barmaids — is going bust next month due to a massive rent increase. New owners have hiked the rent to \$60,000 a month at the Meatpacking District dive bar, whose name is a nod to motorcycles and women and where countless brassieres have been left behind and still more cans of Pabst Blue Ribbon have been drained since 1992. Faced with the choice of hanging up its bras for real or hiking the price of libations — PBRs are currently \$3 — owner Michelle Dell told DNAinfo she's decided to close the saloon doors.

[Judge tried to protect son who tortured kitten](#)

NY POST - Bruce Golding

A upstate judge got his wrist slapped for trying to keep cops from charging his son with torturing a kitten — because it could keep the troubled teen from getting hired by the local sheriff's department, officials revealed Wednesday. Whitestown Town Justice Daniel Sullivan abused his position through “highly improper” conversations with the town police chief and the cop who caught his son inside a women's bathroom at a public park with “two small kittens,” the state Commission on Judicial Conduct said. “One of the kittens had been hog-tied with tape, and there was a lighter nearby,” according to the commission's majority ruling.

[Editorial: Hey, Sen. Schumer: How about answering The Post's questions about the Iran deal?](#)

NY POST – Editorial

Where's Chuck? On Monday, The Post sent Sen. Chuck Schumer 10 key questions to gauge his stand on the nuclear deal with Iran. On Tuesday, a Post reporter asked him in person for his view. “I'm studying [the issue],” snapped New York's senior senator. Studying the issue? Please. There's nothing to study: Just nix the deal, Chuck. We'd asked Schumer — among other things — if he had any input into the agreement, what he thought of its 24-day advance notice for inspections and whether the deal raises new concerns for Israel.

[Opinion: Joe Martens checks out after fulfilling his job-killing mission](#)

NY POST – Gilbert Ross

When Gov. Cuomo plucked Joe Martens out of the Open Space Institute to become the new head of the Department of Environmental Conservation in 2011, and charged him with leading the evaluation of hydraulic shale fracturing (“fracking”) in New York, those of us familiar with that organization realized the handwriting was on the wall. After years of dithering, dissembling and stalling, the final blow was rendered earlier this month: Martens issued the DEC's “findings statement,” and (combined with the prior “Public Health” report) natural-gas drilling via fracking is dead, a victim of deep-green ideology triumphing over science, economics and the general welfare.

[Cuomo: I have executive powers for a reason](#)

CAPITAL NY - Jimmy Vielkind

Governor Andrew Cuomo has defended his use of executive actions in place of legislative solutions, saying that he is simply using powers granted to his office. “I am the executive, and therefore I use executive power, and that's why the executive is given the power,” Cuomo said on Wednesday during a radio interview on WCNY's “The Capitol Pressroom.” “The executive's power goes beyond what the Legislature passes in any given session.” The governor has made broad use of that power in recent months.

[M.T.A. estimates \\$30 million 'Cadillac tax' hit](#)

CAPITAL NY – Dan Goldberg

The M.T.A. is projecting a \$30 million tax penalty in 2018 because of the Affordable Care Act's excise tax on high-cost health plans. That increases to more than \$130 million by 2022, M.T.A. chief financial officer Bob Foran said during Wednesday's M.T.A. board meeting. “[T]his is something that we will have to address with our represented workers and it will be part of our collective bargaining discussions going forward,” Foran said. The so-called “Cadillac tax” imposes a 40

percent tax on health plans that are valued at more than \$10,200 for individuals and \$27,500 for family plans. The tax takes effect in 2018.

[\[PRO\] CUNY, SUNY unions call on Cuomo to sign funding bill](#)

CAPITAL NY - Conor Skelding and Jessica Bakeman

[Heastie pitches common bonds during North Country stop](#)

CAPITAL NY - Josefa Velasquez

On the surface, the Assembly district that spans the western portion of the rural North Country appears to have little in common with Speaker Carl Heastie's urban district in the Bronx. Yet, on the second day of a three-day upstate tour predicated on his desire to connect with far-flung constituencies, Heastie managed to point out some similarities.

[\[PRO\] Schumer: Rochester getting federal photonics funding](#)

CAPITAL NY - Will Brunelle

[\[PRO\] JCOPE adjusts rules on outside activity](#)

CAPITAL NY - Bill Mahoney

[State panel recommends \\$15 fast-food minimum wage](#)

CAPITAL NY - Jimmy Vielkind

A state board convened by Governor Andrew Cuomo has recommended raising the minimum wage for fast-food workers to \$15 an hour by 2019 in New York City and by 2021 for the rest of the state, a move cheered by labor unions and Democratic politicians. Buffalo Mayor Byron Brown, the wage board's informal chairman, said the panel was charged by Cuomo with setting a wage adequate to maintain public health. The board motion would apply to fast-food establishments with 30 or more locations nationally, Brown said, and would come into full effect statewide on July 1, 2021. The increase would come in steps. In New York City, the rate would rise to \$10.50 by the end of this year, to \$12 by the end of 2016, to \$13.50 by the end of 2017 and then \$15 on Dec. 21, 2018. In the rest of the state, the wage would rise to \$9.75 by the end of 2015, \$10.75 by the end of 2016, \$11.75 by the end of 2017, \$12.75 by the end of 2018, \$13.75 by the end of 2019, \$14.50 by Dec. 31, 2020, and \$15 on July 1, 2021.

[Elia delivers tough message to leaders of struggling schools](#)

CAPITAL NY – Jessica Bakeman

MaryEllen Elia knows turning around struggling schools is hard work because, she said, she's done it before. Often referring to her own experience as a 45-year teacher and administrator, New York's new education commissioner delivered a simultaneously supportive and tough message to district leaders and parents from some of New York's worst schools on Wednesday: Fix the schools, or the state will step in and do it. State lawmakers passed a bill earlier this year allowing superintendents and then, in some cases, state-approved outside individuals or organizations to have broad power over chronically underperforming schools. The State Education Department last week released a list of the schools that would be impacted and this week convened their leaders in Albany for a conference.

[Flanagan: Libous 'in our thoughts and prayers'](#)

CAPITAL NY – Josefa Velasquez

State Senate Majority Leader John Flanagan said Wednesday that Senator Tom Libous, who was convicted earlier in the day of lying to F.B.I. agents, will be "in our thoughts and prayers." "Senator Libous and his entire family have been through a difficult ordeal and have faced numerous personal health challenges," Flanagan, a Long Island Republican, said in a statement. "They will continue to be in our thoughts and prayers in the weeks and months ahead." Libous, a Binghamton Republican and deputy majority leader, has been battling terminal cancer and missed the bulk of this year's session due to his health. Because of his conviction, he must automatically forfeit his Senate seat, leaving Republicans in a precarious situation in the chamber. The G.O.P. will now hold a 32-seat majority in the chamber only by counting Senator Simcha Felder, a Democrat from Brooklyn, as a member of their ruling conference.

[Libous found guilty, vacates Senate seat](#)

CAPITAL NY – Jimmy Vielkind

In a blow to Republican control of the State Senate, Tom Libous was found guilty Wednesday of lying to an F.B.I. agent investigating how the Binghamton Republican traded official favors with a lobbyist that directed money to his son. Libous, the deputy majority leader, was found guilty after a day of deliberation. He did not take the stand at his

federal trial, which was held in White Plains, but jurors heard testimony that he lied to agents in 2010. There was no tape recording. Libous faces up to five years in prison when he is sentenced, but must automatically forfeit his Senate seat. That leaves 31 elected Republicans, who now hold a 32-seat majority in the chamber only by counting Simcha Felder, a Democrat from Brooklyn, as a member of their ruling conference.

[PRO] [Cuomo will seek minimum wage hike again next year](#)

CAPITAL NY – Laura Nahmias

[PRO] [F.E.C. chair on the importance of broader voter participation](#)

CAPITAL NY – Miranda Neubauer

[PRO] [Schneiderman joins demand for call-blocking options](#)

CAPITAL NY – Colby Hamilton

[PRO] [C.M.S. approves Value Based Payment Roadmap](#)

CAPITAL NY – Dan Goldberg

[PRO] [Montefiore program targets patients with chronic conditions](#)

CAPITAL NY - Dan Goldberg

[PRO] [Report examines workforce needs in post-DSRIP world](#)

CAPITAL NY - Dan Goldberg

[State officials say heat wave proves point about energy grid](#)

CAPITAL NY - Scott Waldman

The state's energy grid was made to handle heat waves, but that's why it is so expensive and inefficient. When summer temperatures soar into the 90s, as they have this week, millions of New Yorkers flip on air conditioning. In New York City, stores blast chilly temperatures through open doors to attract customers from the sidewalks. To meet the sudden demand, energy usage soars, often to record levels. The most recent record was set in July 2013 at 33,956 megawatts, according to the New York Independent System Operator, the state's grid operator. The average daily demand in 2014 was 18,268 megawatts. But on Monday, demand spiked to 30,575, the highest level so far in 2015, according to NYISO.

[PRO] [Rice wants breathalyzer in every U.S. car](#)

CAPITAL NY - Conor Skelding

[PRO] [Sampson jury undecided after four days](#)

CAPITAL NY – Luca Marzorati

[Wage Board Backs \\$15 Minimum Wage for Fast Food Workers](#)

NY OBSERVER - Ross Barkan

A panel convened by Gov. Andrew Cuomo approved a resolution this afternoon recommending a phased-in minimum wage increase to \$15 for workers in the fast food industry. The decision is a victory for Mr. Cuomo, a Democrat, and one that will earn him the ire of the powerful fast food industry, as well as the business lobby he has traditionally allied himself with. The wage increase would be phased in over time, with a \$15 wage kicking in on December 31, 2018. Statewide, the increase doesn't take effect until July 1, 2021. New York City fast-food workers would see an increase to \$10.50 at the end of this year. The wage will grow to \$12 at the end of 2016 and increase again to \$13.50 at the end of 2017. Statewide and outside of the city, fast food workers will see a more gradual increase. They will earn \$9.75 at the end of this year, \$10.75 by the end of 2016, \$11.75 in 2017, \$12.75 at the end of 2018, \$13.75 at the end of 2019 and \$14.50 by the end of 2020. The increase will impact workers at fast-food chains with 30 or more locations and the recommendation must be approved by the Department of Labor before it can go into effect. The fast food industry is expected to fight the decision in court.

[Hailing Fast Food Wage Hike, Cuomo Dismisses Potential Job Losses as 'Idle Threat'](#)

NY OBSERVER - Will Bredderman

Gov. Andrew Cuomo today applauded his wage board's ruling that fast food industry workers should receive \$15 an hour for their labor—and shrugged off claims from business groups that the new pay floor will result in layoffs. Speaking to

reporters before addressing a crowd of activists assembled outside the wage board meeting, Mr. Cuomo argued that the fast food chains that will have to step up their compensation rates will not be able to shed jobs without decreasing service. Corporate locations and franchises will have to begin paying \$10.50 in the city by December 31, and increase it by \$1.50 each year until it hits \$15 in 2018. “You know, always, that’s the threat of business: ‘if you make me raise the wage, I’ll reduce workers. But, you know, McDonald’s and Burger King, these companies—you have to have someone on the other side of the counter, right? So I think that’s just an idle threat,” he said. Several media outlets published editorials arguing that a wage increase would only result in fewer hires and whittled back hours, and accused Mr. Cuomo of “stacking the deck” by only appointing members to the wage board that would support a hike when he impaneled it in May.

[Legendary Bookseller Rizzoli Reopens Doors Monday at New NoMad Location](#)

NY OBSERVER - Alanna Martinez

It’s often that a venerable New York institution gets crushed under the thumb of Manhattan real estate development. But its far less frequent that they rise like a phoenix from the ashes of their last incarnation in grand style, in an even more desirable neighborhood, all while retaining the essential elements of its original charm. Rizzoli Bookstore is about to do just that. The 50-year-old New York bookseller specializes in art and illustrated titles, and shuttered its flagship location on 57th Street last April after its lease expired and building owners decided to tear down the building. The closing wasn’t without a fight from book lovers, who rallied to get the building designated a landmark but were unsuccessful. The 57th Street location’s demise also came soon after two other longtime New York businesses closed up shop: J & R Music and Computer World and Pearl Paint. Two is unfortunate, but three is a harbinger of change: the old New York, the one where specialty shops could peacefully exist alongside big box stores and mom and pop operations, is fast disappearing, as many have lamented. Now, the bookseller will be opening its doors once again, at a brand new location at 1133 Broadway, in the neighborhood that’s recently been dubbed NoMad.

[Violent Mugging in Greenpoint Shakes Artist Community](#)

NY OBSERVER - Ryan Steadman

Bryan Osburn, a 40-year-old artist who is represented by the midtown Manhattan gallery Jason McCoy Inc., was brutally attacked on Friday at 11:30 pm as he returned home from his art studio in Greenpoint, Brooklyn. Mr. Osburn suffered multiple lacerations and a shattered jaw in the attack, which resulted in the theft of Mr. Osburn’s cell phone, according to a relative of the artist’s on a Facebook post. The mugging took place near 1115 Manhattan Avenue. A spokesperson for the New York Police Department said that an investigation is open and that the perpetrators were described as four African-American males. Mr. Osburn, who doesn’t remember before or after the event, was taken to trauma unit of Bellevue Hospital where his jaw was surgically repaired, according to the social media post. Greenpoint, like many Brooklyn waterfront communities, has been feeling the growing pains as rapidly growing real estate values and a slew of new developments has begun pricing out both long-time residents and area artists.

[Fast Food Workers Could Win \\$15 an Hour](#)

WNYC - Associated Press

Fast-food workers in New York state could end up making \$15 an hour, but it might take a few years. A proposal to set a \$15 minimum wage for workers at fast-food restaurants with 30 or more locations was endorsed Wednesday by a state labor board. Gov. Andrew Cuomo, whose administration must approve the idea, has signaled his support. The wage hike would be phased in over three years in New York City and over six elsewhere in the state. Many workers say the increase would allow them to cope with high costs of living, though restaurant owners say it will lead to higher prices and fewer jobs. Seattle, San Francisco and Los Angeles have approved phased-in \$15 minimum wages. New York would be the first state to take such a step for a specific industry.

[Doctorow's Roots in New York Ran Deep](#)

WNYC - Staff

E.L. Doctorow, the renowned American writer who died Tuesday at the age of 84, had deep roots in New York City. Edgar Lawrence Doctorow was born here in 1931, graduated from the Bronx High School of Science, and later went on to teach creative writing at New York University.

[NY wage panel expected to recommend fast-food pay hike Wednesday](#)

AM NY - James Madore

A state panel Wednesday afternoon is expected to recommend a sizable pay raise for employees of some fast-food restaurants. The workers and their supporters believe the state fast-food wage board will propose \$15 per hour, based on the comments of two of the three board members at a me Albany last month and aides to Gov. Andrew M. Cuomo.

The board meets at 2:30 p.m. in Manhattan. The state minimum wage is now \$8.75 per hour and will increase to \$9 at year end.

[MTA: Better-than-expected finances will allow MTA to reduce capital deficit by more than \\$2 billion](#)

AM NY - Alfonso Castillo

Better-than-expected finances will allow the MTA to shrink the size of its capital deficit by more than \$2 billion, but some officials believe the found money would be better spent shrinking -- or eliminating -- future fare hikes. The Metropolitan Transportation Authority Wednesday provided the latest detailed report on its finances, including an early look at the agency's 2016 operating budget, which is approximately \$14 billion.

[LIRR to clean up 'visual clutter' at Penn Station retail concourse](#)

AM NY - Alfonso Castillo

The Long Island Rail Road has struck a deal with a key Penn Station retail landlord to clean up the look of several businesses along the LIRR concourse, including by doing away with giant beer coolers, neon signs and other "visual clutter." The agreement between the Metropolitan Transportation Authority and Vornado Realty Trust to spruce up the row of businesses along the north side of Penn's 33rd Street corridor was formalized by an MTA Board vote Wednesday.

[Wage Board votes for minimum \\$15 wage for New York State fast food workers](#)

AM NY - Carla Sinclair and Ivan Pereira

The New York State Wage Board, commissioned by Gov. Andrew Cuomo, ruled on Wednesday for a \$15 minimum wage for the state's fast food workers. Hourly wages in fast food restaurants would rise from \$8.75, the current minimum wage, to \$15 for New York City workers by 2018 and by 2021 for the rest of the state. "It's not just good for the workers, it's good for the state," said Wage Board member Mike Fishman. "The industry is not going to correct itself and it's time for the government to step in." The increase would come in increments, which board member Kevin Ryan said would allow businesses "to digest this in an orderly manner." The wages would rise to \$10.50 an hour this December, \$12 an hour in December 2016, \$13.50 in December 2017 and would reach \$15 in December 2018.

[Deputy mayor to MTA: You need money -- and soon](#)

AM NY - Rebecca Harshbarger

City Hall reached out to the MTA late Tuesday about the massive budget hole in its capital plan, which funds big projects like the Second Avenue Subway -- and said the deficit could bring the system to the decrepit conditions of the 1980s. "The stakes are huge for everyone," wrote Deputy Mayor Anthony Shorris in a letter to the MTA chairman. "The system is already having difficulty accommodating record ridership -- now at over 8.6 million a day. Without a funding solution, the MTA will be unable to maintain the system in a state of good repair, forfeiting the progress that has been made in bringing the system back from the brink of collapse in the 1980s." The MTA has been facing an almost \$15 billion deficit in its capital plan, which keeps the transit system in good condition and pays for large projects like bringing the LIRR to Grand Central. Shorris said the city is willing to work with the state to find a new source of money for the MTA, such as changing the tolls on its bridges to raising existing MTA taxes. "We cannot saddle transit riders with the responsibility of ever higher mountains of debt, above and beyond the \$35 billion the MTA already owes," Shorris said.

[Fast Food Wage Board recommends \\$15 an hour for fast food workers](#)

METRO - Wendy Biddlecombe

New York State's 180,000 fast food workers are one step closer to being paid \$15 a hour. The Fast Food Wage Board recommended raising the minimum wage during a Wednesday afternoon hearing. If approved by the labor commissioner, the minimum wage would rise to \$10.50 on Dec. 31, 2015; to \$12 on Dec. 31, 2016; to \$13.50 on Dec. 31, 2017 and to \$15 on Dec. 31, 2015 for New York City. Wages for state fast food workers would rise to \$15 in staggered increases by 2021. The pay raises apply to fast food restaurants and franchises with more than 30 national locations.

[Stop Iran rally gathers crowd in Times Square](#)

METRO - Yalda Mostajeran

Thousands of people gathered in Times Square to protest the Iran deal Wednesday night in an attempt to get Congress to vote against the proposal. Over 100 organizations sponsored the event with speakers included Arizona U.S. Congressman Trent Franks, Terrorism and Iran Expert at Center for Security Policy Clare Lope, and former Manhattan District Attorney Robert Morgenthau among others. Over 10,000 individuals were reported to be at the event.

[UPDATE: JFK and LaGuardia worker strike canceled, reeement](#)

METRO - Megan Fu

The airport workers strike that was supposed to start at 10 p.m. at JFK tonight was canceled, 32BJ SEIU announced. The union wrote, "We are pleased to announce that the voices of 1,200 workers have been heard! In response to the concerns raised by Aviation Safeguards employees at LaGuardia and JFK airports, an agreement has been reached between Aviation Safeguards and 32BJ SEIU. This means there will be no strike action at JFK and LaGuardia airports today or tomorrow. This agreement will bring the number of subcontracted airport workers who have won, or are on a path to win, 32BJ recognition to almost 7,000 – a majority of subcontracted workers at the airports. Negotiations for a union contract are expected to begin this fall. Thank you for your support. Together, we won!"

[LaGuardia, JFK workers suspend plans to strike Wednesday - union](#)

AM NY - Reuters

Command Security Corp employees who work at New York's John F. Kennedy International Airport and LaGuardia Airport have called off plans to strike on Wednesday, the 32BJ SEIU service workers union said. In a statement, the security services provider said it reached an agreement with the employees that maintained "their right to choose representation or not," and "guaranteed a peaceful environment in which to make this decision." A strike could have had an impact on Delta Air Lines Inc, which contracts the workers, although the airline said on Tuesday that it was taking measures to ensure its customers would not be affected. Rival airline United Continental Holdings Inc also said it had contingency plans in place and did not expect an impact on operations. According to the union, Command Security Corp threatened to fire workers who were organizing for higher wages and benefits via union representation. The company has denied the allegations and said it is not anti-union. The 32BJ SEIU union, which does not yet represent the airport workers in the eyes of regulators, said the settlement ensured that Command Security Corp "will recognize 32BJ as the employees' union of choice and agree to bargain a contract, if a majority of employees sign cards authorizing 32BJ to be their union representative through a card check procedure."

[Strike by JFK and LaGuardia workers cancelled](#)

AM NY - Sheila Anne Feeney

The strike of 1,200 workers at LaGuardia and Kennedy airports set to begin last night was averted after their employer, Aviation Safeguards, signed an agreement guaranteeing workers the right to organize and promised not to interfere in their decision to unionize. "The Company believes that ultimately the decision is one made by our employees," Command Security Corp. (the parent company of Aviation Security) said in a statement. "AVSG will continue to remain neutral on whether our employees should be represented and by whom," the statement added. The union acting on behalf of the workers, 32BJ SEIU declared that Aviation Safeguards "will recognize 32BJ as the employees' union of choice and agree to bargain a contract, if a majority of employees sign cards," authorizing 32BJ to represent them. Organizers believe they have more than enough votes to form a union. The strike was announced after management was alleged to have punished and harassed workers expressing union support. "Negotiations for a union contract are expected to begin this fall," 32BJ said in a statement.

[June 2015 was the warmest June on record, scientists say](#)

AM NY - Staff

For once, NYC was spared being the cutting edge of a trend. Last month was the warmest June on record for the planet, according to the National Oceanic Atmospheric Association. But the temperature in Central Park hovered just below normal, the National Weather Service said. The average monthly temperature for June was 71.2 degrees, just slightly below the normal average of 71.4 degrees.

[Spend the night in a NYC taxi! Airbnb user lists renovated cab with full-size bed and 'comfy pillows'](#)

AM NY - Staff

Forget about renting a posh single room in a classic Brooklyn brownstone apartment building on Airbnb. These days, you can rent a night in a van or even a converted yellow taxi cab. Those are two of the vehicles a man named Jonathan, a self-described former hotel concierge, has listed on the room-sharing site, along with a camper. The van, which goes for \$99 a night, is described as a "beautiful conversion sleep van" that's located "less than 10 minutes to 50 major attractions" and includes "Best Views of NYC!!!" It accommodates three and includes wireless internets. On the negative side: No bathroom and no shower.

[Editorial: New York's path to \\$15 minimum wage is wrongheaded](#)

AM NY - Editorial

Of all the ways to settle the battle in New York over the minimum wage, it's hard to imagine a worse solution than having an unelected board bypass the State Legislature to advocate a sharp increase to \$15 an hour statewide and limit the increase to just fast-food workers. Yet that's what the state wage board, empaneled by Gov. Andrew M. Cuomo, did Wednesday. It now needs only the apparently certain approval of the state labor commissioner.

[More than 1,000 workers at JFK and LaGuardia plan to strike Wednesday night](#)

METRO - Megan Fu

Around 1,200 security workers, baggage handlers and wheelchair attendants at JFK International and LaGuardia Airports planned to strike starting Wednesday, according to service workers union 32BJ SEIU, a union that sought to represent them. Workers planned to start picketing at Kennedy Airport at 10 p.m. Wednesday and then head over to LaGuardia at 6 a.m. Thursday. Employed by Aviation Safeguards, a non-union subcontractor for Delta, British Airways and United Airlines, those who planned to strike currently make the Port Authority-mandated minimum wage of \$10.10 an hour. They were demanding a higher wage of \$15 an hour, benefits and union representation.

[Fast Food Wage Board recommends \\$15 an hour for fast food workers](#)

METRO - Wendy Joan Biddlecombe

New York State's 180,000 fast food workers are one step closer to being paid \$15 a hour. The Fast Food Wage Board recommended raising the minimum wage during a Wednesday afternoon hearing. If approved by the labor commissioner, the minimum wage would rise to \$10.50 on Dec. 31, 2015; to \$12 on Dec. 31, 2016; to \$13.50 on Dec. 31, 2017 and to \$15 on Dec. 31, 2018 for New York City. Wages for state fast food workers would rise to \$15 in staggered increases by 2021. The pay raises apply to fast food restaurants and franchises with more than 30 national locations.

... The move was applauded by City Comptroller Scott Stringer, Public Advocate Letitia James and New York Attorney General Eric Schneiderman, who attended the rally, and other elected officials and labor leaders.

[Five assailants beat subway rider unconscious, NYPD says](#)

METRO - Wendy Biddlecombe

Police are looking for five suspects who beat a man unconscious while he was waiting for a subway train in Brooklyn. The alleged assault happened around 9:50 p.m. on Sunday, July 12, when the suspects got into a verbal fight with a 43-year-old man at the Smith-9th Street station, police said. The fight turned physical, and the suspects beat the man until he lost consciousness on the F and G train platform, police said.

[Police: Man masturbates in front of 75-year-old woman in Bronx](#)

METRO - Wendy Biddlecombe

Police are looking for a suspect they say masturbated in front of an senior citizen riding an elevator in her Bronx apartment building. The suspect followed the 75-year-old victim into her apartment building afternoon of Monday, July 6. When the woman entered the elevator, the suspect stopped the door from closing, exposed himself and started masturbating, police said. The suspect is described as a black male, 20 to 30 years old, 6 feet tall, 225 pounds with short black hair. He was wearing dark sweatpants and black shoes during the incident.

[Board recommends \\$15 for NYC fast food workers by 2018](#)

SI ADVANCE - Rachel Shapiro

A state board has recommended employers pay their fast food workers \$15/hour in New York City by Dec. 31, 2018 and by July 1, 2021 in the rest of the state. The three-member fast food wage board voted unanimously in a meeting in New York City on Wednesday afternoon to recommend raising the wage. The labor commissioner will consider the board's recommendation and has 45 days from officially receiving it before he must decide whether to accept it.

[MTA remains confident amid capital funding 'crisis'](#)

SI ADVANCE - Vincent Barone

Now approaching eight months into 2015, the Metropolitan Transportation Authority (MTA) is still missing almost half of the funding for its capital plan for 2015 through 2019. The plan, which covers a longer scope of state of good repair, service expansion, and enhancement projects, needs \$14.8 billion to cover its total \$32 billion price tag. In the program, Staten Island will see Staten Island Railway upgrades as well as new rail cars and additional Verrazano Bridge repairs. MTA Chairman Tom Prendergast remains confident that the funding gap will close.

[Submissions needed for September 11 video tribute](#)

SI ADVANCE - Kristin Dalton

Borough President James Oddo is asking Staten Islanders who lost loved ones in the September 11 terrorist attacks to submit photos and descriptions of recent family events to include a video. The video will be shared at the annual September 11th Memorial Ceremony, which will take place at the Staten Island Postcards Memorial in St. George. "We want to show everybody that these people live on -- they live on through the birth of grandchildren, through the graduations. They live on when one of their loved ones gets accepted into a school or starts a new job. They live on [through us]," Oddo said during a press conference Wednesday morning.

[Local attorney seeks to defeat Democratic Party leader](#)

SI ADVANCE - Rachel Shapiro

A local attorney is hoping to remove the chairman of the Staten Island Democratic Party from power. Richard Luthmann is challenging petitions filed by Democratic Party Chairman John Gulino, saying he doesn't have enough valid signatures to be nominated to stay on the county committee for another term. "His challenge is baseless and without merit" said Manuel Ortega, law chairman for the committee.

[11 expert mani pedi tips: Is your nail salon safe?](#)

SI ADVANCE - Gracelyn Santos

Ask any woman, and she'll tell you. Nail salons are an oasis. A mini-vacation. A relatively inexpensive, weekly luxury. But just how clean is your nail salon? What bacteria and and funguses lurk in nail salons? What hazards are you exposing your hands and feet to, week after week? The good news is that you're unlikely to contract bloodborne diseases like HIV and hepatitis during your mani/pedi. However, fungal and bacterial infections, such as yeast and staph, are possible, as well as cold and flu bugs. Surprisingly, the nail industry doesn't have to adhere to national standards. The number of hours of experience required before technicians can become licensed varies from state to state and ranges from 150 to 600 hours.

[Staten Island Advance to streamline operations](#)

SI ADVANCE - Staff

The Staten Island Advance, the borough's source of news for 129 years, in an effort to ensure its essential position in keeping Staten Islanders informed, has decided to streamline business operations to better position the newspaper and website -- SILive -- for the future. To that end, the Advance will outsource its finance, payroll, benefits, circulation and distribution operations to Penn Jersey Advance Central Services, announced Publisher Caroline Harrison Wednesday. Penn Jersey handles those same services for other Advance properties.

['Everything I own is gone,' says victim of Staten Island motel fire](#)

SI ADVANCE - Maura Grunlund

Dana Seldin wiped away a tear as she recounted losing everything in Hurricane Sandy only to find herself running for her life during a fire early Wednesday morning as it engulfed the Midland Motor Inn. "Our room was destroyed," Seldin, wrapped in a Red Cross blanket, said outside the charred, three-story motel at 630 Midland Ave. in Midland Beach. "What I have is what I got."

[Ex-con brutally knifed man in Mariners Harbor home, police say](#)

SI ADVANCE - John Annese

An ex-con from Brooklyn repeatedly stabbed a female friend's beau in an attempt to end the man's life, police allege. Santos (Macho) Camacho, 46, was arrested Tuesday on attempted murder and other charges in connection with the July 15 incident in Mariners Harbor.

[Sex offender who abused kids in 1996 snared in child porn bust](#)

SI ADVANCE - John Annese

A convicted sex offender from Midland Beach who preyed on minors in 1996 is now accused of downloading and sharing child pornography on his computer. Police on Tuesday arrested Jean-Paul Fratto, 44, of the 400 block of Midland Avenue, after an investigation into "peer to peer" networks led to a search of his computer, authorities allege.

[Injured motorcyclist remains in critical condition](#)

SI ADVANCE - Maura Grunlund

A motorcyclist remains in critical, but stable, condition Wednesday following a crash the day before at the intersection of Hylan Boulevard and Steuben Street in Grasmere, police said. No one has been ticketed or arrested in connection with the accident, which occurred when a 34-year-old motorcyclist collided with an SUV on Tuesday afternoon, according to a

spokeswoman for the Police Department's Deputy Commissioner of Public Information. The NYPD's Collision Investigation Squad is continuing its probe.

[Woman who slugged man, 73, pleads to attempted robbery](#)

SI ADVANCE - Frank Donnelly

A Brooklyn woman who police said slugged a 73-year-old man five months ago after he refused to give her money has pleaded guilty to a robbery charge. Pat Wilson's lawyer said the defendant has a "long history of mental illness." According to a criminal complaint, Wilson, then 38, approached the victim on Feb. 19 as he sat in his parked car outside the Stop & Shop supermarket in Graniteville. The defendant demanded money, the complaint said. When the man refused, Wilson entered the car through the passenger side door and punched him in the face, said a law enforcement source with knowledge of the case. The man suffered a lip laceration requiring stitches, authorities said.

[Driver pleads to DWI; teen admits drug sales](#)

SI ADVANCE - Frank Donnelly

A Graniteville woman who, police said, had a young child in her vehicle as she swerved along the Staten Island Expressway two months ago has pleaded guilty to driving while intoxicated. Meanwhile, in an unrelated case, a teenage girl from Port Richmond has admitted to selling crack cocaine to an undercover officer in her community.

[Staten Islander admits to role in gas station holdup using stolen car](#)

SI ADVANCE - Frank Donnelly

He should have driven the car straight to prison. A New Dorp man who was accused of swiping a car and holding up a gas station at knifepoint eight months ago will soon head upstate after pleading guilty to attempted robbery. Robert Compton, then 25, was busted Nov. 17 at about 11:30 p.m. while driving a stolen 2009 Honda Accord in Great Kills, police said. Six hours earlier, Compton and an unidentified accomplice snatched the vehicle from the Hess Station at 2488 Hylan Blvd. at New Dorp Lane, cops said. The driver left the keys in the ignition when he entered the Hess store. As he was leaving the store, the man saw two men drive away in his car, according to a criminal complaint.

[NYPD: If you saw fatal Charleston hit-and-run, tell us](#)

SI ADVANCE - John Annese

Police are now publicly calling on any witnesses to Monday's fatal hit-and-run crash in Charleston to come forward and tell investigators what they saw. Robert Kunz, 24, of Rossville, was fatally wounded after, authorities say, he fell off the hood of 22-year-old Robert Messina's 2014 Audi at about 6:15 p.m. Monday.

[Editorial: The strange case of Officer Abad](#)

SI ADVANCE – Staten Island Advance Editorial

When we saw the story about the horrific crash that killed four young women out for a day of celebration in Long Island's wine country, it reminded us of another ghastly crash on Staten Island back in the spring and the surprising length of time it seems to take to get basic answers in such cases. In Cutchogue, Suffolk County, a limousine driver carrying a number of young women from a nearby wine-tasting on Saturday made a legal U-turn on a state road and was slammed into by a pickup truck traveling in the opposite direction.

[Board recommends increase of \\$ 15 in fast food](#)

EL DIARIO - Staff

The Board appointed by Governor Andrew Cuomo to review the minimum wage increase in fast food restaurants recommended on Wednesday, rising \$ 15 per hour demanded by workers. The increase, according to the New York Times, would be first in the city of New York in 2018 and then in the rest of the state in 2021. Governor Cuomo gave the task of analyzing the rise at the beginning of May. In New York, the minimum wage, which receive many fast food employees, must raise of \$ 8.75 to \$ 9 an hour, by the end of the year. Developing news story.

[Celebrating progress in increase of \\$ 15 an hour in New York](#)

EL DIARIO - Ana Nieto

In 2012, workers in the fast food industry began to take to the streets of New York calling for a payment worth \$ 15 an hour. Yesterday they shouted "Yes we did" and the rest of those who work for minimum wage saw his victory as a first step to an improvement for everyone. It is something that is already on the agenda of Andrew Cuomo who said that next year will try to raise the minimum wage in the state.

[More than 1,000 workers went on strike in NYC Airports](#)

EL DIARIO – Staff

The two airports in New York City could be without the services of over 1,000 contract agents airport security, porters and assistants wheelchair, then the union that groups called strike from Wednesday at night. The union Service Employees International Union Local 32BJ, said the strike will start in Delta terminals at John F. Kennedy Airport at 10 pm on Wednesday and at LaGuardia Airport at 6 am Thursday.

[Agreement averts strike at JFK and LaGuardia airports](#)

EL DIARIO - Joaquin Botero

Among workers of fast food, others got a win on Wednesday were subcontracted employees JFK and LaGuardia airports, who managed Aviation Safeguard the company agrees to negotiate with them joining a union and an increase wage of \$ 15 an hour . This agreement was canceled the call to strike was scheduled for 10 pm Wednesday in both air terminals. "We are pointing the way to other airport employees across the country. When we fight we won, "said John Chapman, a security officer at LaGuardia and Aviation Safeguard employee.

[Son of former Senate leader threatened the head NY](#)

EL DIARIO - Staff

Former State Senate leader Dean Skelos and his son Adam settled their new charges on Tuesday in federal court in Manhattan, including extortion and bribery. The latest accusation against State Senator shows that he pressed an insurance company malpractice legislation he wanted to discuss with him to hire his son and then Skelos supported his son after he bragged to his new chief he did not have to report to work because of the powerful as his father had. The prosecution raised charges against Dean Skelos (67) and Adam Skelos (33) to eight charges, NBC revealed.

[Increase charges against former leader NY Senate and his son for corruption](#)

EL DIARIO - Staff

When former leader of the state Senate, Dean Skelos, and his son Adam, new charges were filed Tuesday in federal court in Manhattan, including extortion and bribery. The latest accusation against State Senator shows that he pressed an insurance company that wanted to discuss legislation to hire him for his son. Later, Skelos supported his son when he boasted to his new boss that he did not have to report to work because of the powerful as his father had. Authorities increased the charges against Dean (67) and Adam Skelos (33) to eight, NBC revealed.

[Company pay for firing thousands injured workers](#)

EL DIARIO – Staff

Julio Rodriguez, former employee of C & S Wholesale Grocers, Inc, the biggest company supply wholesale foodstuffs in the United States, will be one of the beneficiaries of an agreement that achieved the Attorney General Eric Schneiderman with that company, by the. it will pay \$ 46,000 to compensate laid-off workers. The agreement was reached after an investigation by the Attorney General on the policy of the company to lay off employees who are injured in accidents classified as "preventable" within the first 90 days of work. A total of 18 workers were dismissed under this rule between 2010 and 2011.

[Assault warehouse in the Bronx with a stun gun](#)

EL DIARIO - Staff

Two thieves used a stun gun to rob a warehouse in the Bronx on Saturday at 11:51 pm, the Police Department (NYPD) reported. The incident occurred in 1866 Anthony Avenue, when the suspect, armed with a stun gun, entered the cellar Habibi February and threatened the clerk behind the counter. A surveillance camera captured the moment when one of the robbers jumped over the counter and stunned with electric gun the employee of 36 years, despite suffering the shock went to blows with the assailant.

[Man admits molesting child under 2 years of Manhattan park](#)

EL DIARIO - Staff

Jason Carroll (32) admitted that he sexually abused a child under 2 years in a bath of Riverside Park in Manhattan. The man pleaded guilty Wednesday by the events of September 24, 2013, near 74th Street West and Hudson River Promenade. Carroll would be sentenced to 25 years in prison, followed by 20 on parole, he said in a statement the district attorney Cyrus R. Vance Jr.

[Intruder goes unnoticed for three days hidden under the h](#)

EL DIARIO – Staff

A New Jersey man could compete with supernatural abilities Clara Clairvoyant, the character of the Chilean writer Isabel Allende went unnoticed confused with the paper design the walls. Jason Hubbard achieved a similar feat by hiding under a bed for three days without being detected by a homeowner in Ellenel Boulevard in the city of Spotswood. Police in the area reported that the intruder entered the home through an open door when the owner took out the trash. The incident occurred last May.

[Man looking for a woman masturbating 75 years \(video\)](#)

EL DIARIO - Staff

New York Police are trying to locate and identify an individual who sexually harassed a woman of 75 years in the Bronx. The incident occurred at 4 pm on Monday, July 6. The suspect followed the woman into the elevator of his building. Upon entering, the man stopped the door closed, he exposed his private parts and began to masturbate. He then approached the victim and continued doing the same, according to authorities. Police described the subject as a black man, between 20 and 30 years. Measures 6'0 ", weighs 225 pounds, has short black hair and was seen wearing dark pants and black shoes.

[Arrested man in possession of alligator and snake in Brooklyn](#)

EL DIARIO - Staff

A Brooklyn man was arrested Tuesday morning after authorities raided his home and found an alligator and several snakes. Officers Police Department (NYPD) said they received confidences indicating that the man was in possession of the animals. The authorities then obtained a warrant to search the house located on Atlantic Avenue, reported 1010 WINS. During the raid, police found nine boas and an alligator, CBS2 reported. Johnnie Morgan, 44, was arrested and was charged on counts of reckless conduct, authorities said.

[Woman jumped from 'rooftop' had left the Orthodox Judaism](#)

EL DIARIO - Staff

Seconds before jumping into the void, Faigy Mayer approached the bartender on the top floor of the building and asked, "Where is this cover?". The question was full of symbolism that direction, toward Jerusalem, is where many Jews pray. Mayer, 30, went to the wall and, although the bartender tried to stop, broke free and lunged. This is one of the details that have emerged from the death of this woman, from a "rooftop bar" in the Flatiron District on Monday. Mayer would have been all his life a Hassidic Jew, one of the most extreme currents of this religion. But five years of that faith abjured ago, with the cost being rejected by her family, according to information released by the New York Post.

[Fought argument for reopening trial if Hincapié](#)

EL DIARIO – Joaquin Botero

The judge Eduardo Padro of the Supreme Court of New York heard, Tuesday, extensive and combative arguments of the defense and the prosecution to determine if you open a new trial for Johnny Hincapie, who was convicted, along with other young for the death on the platform of Brian Watkins, a tourist from Utah meter. Today was a day long awaited, since 1991, by the convict and his family. Emphasis is imprisoned for almost 25 years, after being convicted with seven other teenagers for the murder of Watkins, who came to the city to attend the Tennis Open.

[Queens Councilman Wants Trump's Name Removed From Jamaica Hospital Pavilion](#)

DNA INFO - Ewa Kern-Jedrychowska

A councilman is urging Jamaica Hospital to remove Donald Trump's name from its Pavillion after the Republican presidential candidate criticized Arizona Senator John McCain's war record. Eric Ulrich (R-Queens), who chairs the council's Veterans Committee, wrote a letter to the president and board of directors of Jamaica Hospital urging them to remove Trump's name from the Nursing and Rehabilitation Pavilion building, a 224-bed facility. Trump said last Saturday that McCain, who was tortured for five years after being taken prisoner in Vietnam, was not a war hero.

[Workers Cheer Vote to Raise Fast Food Wages to \\$15 an Hour](#)

DNA INFO - Ben Fractenberg, Irene Plagianos

A state Wage Board voted to raise the minimum wage for fast food workers to \$15 an hour Wednesday afternoon. Hundreds of workers packed onto Barclay Street in lower Manhattan broke out into applause after a live feed showed the board approved the wage hike at about 3 p.m. Governor Andrew Cuomo lauded the decision from the panel, who he had appointed, and told the crowd he hoped New York would inspire other states to take action on wage hikes.

[York College Gets \\$4M For Lab and Classroom Upgrad](#)

DNA INFO - Ewa Kern-Jedrychowska

Jamaica's York College, which for decades has been providing local students with affordable education, will soon be able to upgrade its outdated labs, classrooms and computer network, thanks to a \$4 million allocation by several elected officials. The college, located at 94-20 Guy Brewer Blvd., is part of The City University of New York (CUNY) system and is the only institution of higher learning in downtown Jamaica. The school will receive \$2 million for fiscal year 2016 from local Councilman Daneek Miller and Queens Borough President Melinda Katz to upgrade its laboratory and classroom space in the Science and Modern Languages departments. The improvements will provide the college "with the latest technology and teaching devices," according to Miller.

[Jackson Heights Historic District Home Sells for \\$1.3M, Records Show](#)

DNA INFO - Katie Honan

A spacious home in the neighborhood's historic district sold for more than \$1.3 million, topping previous sales in the area, according to city records. The semi-detached home at 34-32 86th St. — which features five bedrooms, a formal dining room and french doors to the backyard, according to a listing — closed June 23 for \$1.33 million, records show. It was listed at \$1.5 million.

[Changes to New York Wheel Design Win Community Backing](#)

DNA INFO - Nicholas Rizzi

Changes to the New York Wheel's design that would alter the parking structure and other aspects of the site won backing from Community Board 1 Tuesday. The board voted 29 to 2 in favor of the plan despite anger from some members of the public who complained that board members didn't ask any questions about the changes. "The community has not had the chance to have any input into these design changes," resident Michael Harwood said during the meeting. "We need to have this project slowed down."

[Plans for LICH Polhemus Conversion Face Scrutiny Thursday](#)

DNA INFO - Nikhita Venugopal

Locals will have a chance Thursday to hear more about a developer's plan to modify a landmarked building in the former Long Island College Hospital land parcel. Community Board 6's landmarks and land use committee will hear and discuss a presentation to alter the Polhemus building at 350 Henry St. The new owner hopes to restore and repair the facade, modify the window openings and entrance doors, build a rooftop addition for HVAC equipment, and install a new sidewalk, fences and gates, according to CB6.

[Village Chocolate Factory Owners Want to Convert Space to Luxury Condos](#)

DNA INFO - Danielle Tcholakian

The Koppers Chocolate factory owners want to convert their former factory to a luxury residential building, while tacking three extra floors on top of the existing building, DNAinfo New York has learned. Koppers recently announced that it's relocating its factory from 39 Clarkson St. to Sunset Park, where various financial incentives from the city will have the family-owned business paying about \$10 per square foot while nearly doubling their space. Documents obtained by DNAinfo New York show Jeff Alexander, third-generation owner of the Koppers business, still owns the building and is working with Summit Equities, an investment firm that purports to "produce superior risk adjusted returns" on real estate dealings, to make it appealing to potential buyers or investors. Summit is helping Alexander petition the city for a variance that will allow them to convert the manufacturing building — which they say was used for match production and seed processing before Koppers took it over in 1988 — to residential use, as well as to excavate the cellar to create a four-car parking garage.

[Planned Mental Health Facility Gets 'No' Vote in Port Richmond](#)

DNA INFO - Nicholas Rizzi

The full Community Board 1 almost unanimously voted against a planned mental health facility in Port Richmond at a special meeting Tuesday night. The board's advisory vote was 25 to 1 against supporting Saint Joseph's Medical Center's plans to put a supportive housing facility — which mixes affordable housing units with apartments for people recovering from mental illnesses — at 108-110 Port Richmond Ave. Residents, elected officials and members of the board expressed concerns during the nearly three-hour meeting that the seven-story facility will be too large for the neighborhood, add to the already oversaturation of social services in the area and will "warehouse" the patients in the large facility. "You want them to live in the community and not in these big warehouses," said Lisa Lattanzio, a member of the board who grew up in Port Richmond. "They're putting a big spotlight on them."

[Councilman Hosts Forum to Discuss Blocking Shadow-Making 'Superscrapers'](#)

DNA INFO - Shaye Weaver

City Councilman Ben Kallos is fed up with super tall skyscrapers he says are leaving Upper East Side residents in the dark — literally. The towers' shadows block light from reaching neighboring apartment buildings and stand out among the more modest buildings in the neighborhood, Kallos said, pointing in particular to a proposal to build a 900-foot-tall tower in Sutton Place. Kallos is hosting a public forum on July 23 in hopes of working with community groups and other elected officials to put a cap on the height of "superscrapers" — which he defines as any skyscrapers that extend beyond 500 feet in a residential area. He said he hopes to work quickly to stop the proposed Sutton Place condo tower, which would be one of the tallest buildings on the east side at 90 floors.

[Manhattan Shelter 'Overflowing' With Cats, Adoption Group Says](#)

DNA INFO - Ben Fractenberg

One of the city's largest animal shelters is overflowing with cats, filled with more than 1,000 extra abandoned kitties than last summer, according to Animal Care & Control. This year's "kitten season" has left the city with an especially large number of homeless felines, filling up shelters in Manhattan and Brooklyn, and causing the adoption center to waive fees for all cats 1 year or older, shelter officials said. "This year we have already taken close to 10,000 cats into our care. That's over 1,000 more cats than last year at this time," ACC Executive Director Risa Weinstock said in a statement. April through September are normally busy times for shelters, as cats that are not spayed tend to give birth during these months, officials said.

[Subway Delays Improve Slightly in Recent Months But Still Bad, MTA Says](#)

DNA INFO - Ben Fractenberg

We are being delayed due to train traffic ahead of us — just not as much as we were in March, the MTA says. Rampant subway delays — which are up 20 percent this year compared to last — have frustrated commuters across the city, but the MTA says delays have been improving slightly over the past two months. There were 6,000 fewer delays in May of this year than in March — with approximately 46,000 delayed trains in May compared with 52,000 in March — according to an MTA spokesman and an agency report.

[Trains Face 90 Minute Delays From Penn Station, Officials Say](#)

DNA INFO - Aidan Gardiner

Commuters faced up to 90 minute delays after an electrical problem snarled trains in and out of Penn Station for the second day in a row, officials said. A tunnel leading to Penn Station didn't have any power, NJ Transit officials said. The power issue was resolved, but officials warned that delays would persist through the morning rush. The FDNY was called to the transit hub to assist with a stalled train in the tube about 5:51 a.m. but left the scene about 20 minutes later, a spokesman said. Wednesday's commuter woes come a day after a similar problem that also sparked delays in and out of Penn Station.

[Long Island City Business District Looks to Expand Into Hunters Point](#)

DNA INFO - Jeanmarie Evelly

The Long Island City Business Improvement District is proposing an expansion to begin servicing commercial corridors near the neighborhood's waterfront, including busy Vernon Boulevard. The BID, which is run by business advocacy group Long Island City Partnership and currently covers much of Queens Plaza and Court Square, wants to expand to include businesses on both sides of Vernon Boulevard and Jackson Avenue south of 44th Drive. The new boundaries would also include 44th Drive east of Vernon Boulevard, where they would connect with the BID's existing coverage area in Court Square. The proposed expansion was prompted after business owners in the area asked to be involved in the BID, LIC Partnership President Elizabeth Lusskin said.

[Bronx Dominican Parade to March on Sunday](#)

DNA INFO - Eddie Small

A parade celebrating Dominican pride will come back to The Bronx this weekend. The 26th annual Bronx Dominican Day Parade is set for July 26 at 12 p.m., starting at Grand Concourse and East Tremont Avenue and ending about 1.5 miles later at Grand Concourse and East 166th Street.

['YouTube' Studio to Open in The Bronx in September](#)

DNA INFO - Eddie Small

The next viral video star could come from The Bronx. Jacob Morris, director of the Harlem Historical Society, is working to set up a studio in the heart of The Hub on the third floor at 370 East 149th St. that would provide anyone interested with the tools to make high quality videos for YouTube. While the studio is not directly affiliated with the popular video site, the site, which is expected to open in September, will contain professional video and audio recording equipment and a professional video-editing suite, Morris said. He would also like to set up internship and workforce development programs at the studio as well. YouTube recently opened up an official video production facility in Chelsea Market.

[Aussie Coffee Chain Bluestone Lane Opens Cafe in UES Church](#)

DNA INFO - Shaye Weaver

Australian coffee chain Bluestone Lane opened its latest outpost inside a church on Fifth Avenue over the weekend. The Church of the Heavenly Rest at 2 East 90th St. is leasing the space to the coffee roasters, which opened its doors on July 18. General Manager Gianna Lott said the church's cathedral-like limestone arches make the location its most unique yet. The church, built in the 1920s by Louise Whitfield Carnegie, Andrew Carnegie's widow, is a New York City landmark.

[LIC Restaurateurs to Take Over Beloved Waterfront Crabhouse](#)

DNA INFO - Jeanmarie Evelly

The Waterfront Crabhouse, a beloved Long Island City restaurant that closed earlier this year after decades in the neighborhood, is making a comeback. The team behind local eateries SHI and Skinny's Cantina will be taking over the shuttered Borden Avenue space to reopen it as a seafood restaurant using the same Waterfront Crabhouse name, according one of the owners, Joseph Licul. In an email, Licul said his team will be renovating the space and that they are in the process of designing the restaurant and developing a menu. They are hoping to open by the end of the year or in early 2016, he said.

[City Sub Returning to Park Slope Under Slightly New Name, Report Says](#)

DNA INFO - Leslie Albrecht

Don't let the "S" throw you — the new City Subs opening on Fifth Ave. will serve the exact same sandwiches as the City Sub that closed last year, Grub Street reported. A former employee of City Sub, which closed in 2014 after 28 years in business at 450 Bergen St., is opening a new incarnation of the shop called City Subs at 82 Fifth Ave. Despite the slightly different name, the new version will serve exactly the same highly-praised sandwiches as the original location, owner Thomas Moran told Grub Street.

[Goodbye, Laundromat: Laundry Delivery Service Cleanly Expands to Brooklyn](#)

DNA INFO - Nikhita Venugopal

An on-demand service that picks up and drops off laundry at your doorstep via mobile app expanded to Brooklyn Wednesday, the company said. Cleanly has launched its services in Williamsburg, Brooklyn Heights, Park Slope, Fort Greene, Boerum Hill, Cobble Hill, DUMBO and Downtown Brooklyn, according to a press release. Customers can set a time for their laundry to be picked up by Cleanly's "valets" and it will be dropped off in 24 hours or less, or up to 36 hours for dry-cleaning.

[Large Fire Tears Through Staten Island Hotel, FDNY Says](#)

DNA INFO - Aidan Gardiner

A large fire tore through a Midland Beach hotel Wednesday morning, summoning nearly 140 firefighters to the scene, officials said. Flames erupted inside 630 Midland Ave., near Patterson Avenue, about 1 a.m., an FDNY spokesman said. It escalated to a third-alarm fire about 30 minutes later, officials said. They brought it under control about 3 a.m. One civilian refused medical attention at the scene and four firefighters were treated for minor injuries at Richmand University Medical Center, officials said. Fire marshals were still investigating what sparked the flames.

[Motorcyclist Dies in in Kew Gardens Collision, Police Say](#)

DNA INFO - Gwynne Hogan

A motorcyclist was struck and killed in Kew Gardens on Wednesday afternoon, police said. The motorcycle rider and a Nissan Altima collided at the intersection of Park Lane South and Beverly Road just before 6 p.m. on the edge of Forest Park, police said.

[Man Dies After Jumping on Roof of Car in Staten Island, Police Say](#)

DNA INFO - Nicholas Rizzi

A Staten Island man died after he was flung from the roof of a car Monday night, police said. Robert Kunz, 24, followed a 2014 Audi sedan that exited the parking lot at 2965 Veterans Road West at about 6:23 p.m., police said. When the car — driven by Robert Messina — stopped at the red light at Tyrellan Avenue, Kunz jumped on the roof and windshield of the vehicle and grabbed onto it, police said. Messina, 22, drove north on Veterans Road West at a high speed and swerved to the right, which caused Kunz to be thrown from the car and onto the street, police said. Messina then drove away from the scene and returned some time later, police said.

[Man Beaten Unconscious on Gowanus Subway Platform, Police Say](#)

DNA INFO - Aidan Gardiner

A man was beaten unconscious after getting into an argument with a group of five people on a Gowanus subway platform on July 12, police said. The 43-year-old victim, whose name was not immediately released, was on the southbound platform of the Smith-Ninth Street subway station, which serves the F and G, about 9:50 p.m. when he and a group of three men and two women started arguing, NYPD officials said. The group, who can be seen in surveillance photos, beat him unconscious and fled the station, police said. The victim, who suffered a cut to his head and pain to his mouth, was treated at Methodist Hospital where he was listed in stable condition, police said.

[Woman, 70, Pushed and Robbed in Staircase in East Williamsburg, NYPD Says](#)

DNA INFO - Serena Dai

A 70-year-old woman was pushed against the wall and robbed for her cash and wedding rings in a Boriquen Plaza housing building last Saturday, police said. The victim said she was walking up the stairs in a building on Seigel Street between Bushwick Avenue and Humboldt Street around 5:30 p.m. on Saturday, July 18 when a man pushed her against the wall and said "quieta," police said. The man, who was about 25 years old, frisked the woman and took \$1,300 from a black leather pouch on her waist, police said. He then took her white metal wedding band and white metal wedding ring, police said.

[13 Gang Members Arrested in Massive Bronx Takedown, DA Says](#)

DNA INFO - Trevor Kapp

Thirteen Bloods gang members have been indicted following a lengthy investigation into shootings and drug sales that have terrorized the Bedford Park neighborhood for two years, the Bronx District Attorney's Office said. The suspects, who range in age from 17 to 35, are members of the "Blood Hounds" gang and are believed to have taken part in numerous shootings dating back to 2013, authorities said. They also bragged about many of their exploits on social media, prosecutors added. In one incident, several "Blood Hounds" attacked a victim inside a bodega on East 198th Street and Grand Concourse, dragged him to the sidewalk and kicked, stomped and beat him, the DA's office said.

[Convicted Felon Attacks Court Officer Seconds After Guilty Verdict, DA Says](#)

DNA INFO - Trevor Kapp

A gunman just convicted of a 2013 East Flatbush shooting added to his legal woes by attacking a pair of court officers seconds after the verdict was announced, the Brooklyn District Attorney's Office said. Dante Newman, 19, was indicted Tuesday for head-butting one court officer and punching another on June 25 — moments after a jury found him guilty of shooting a 27-year-old man in the arm, prosecutors said. He was sentenced to 40 years in prison for the 2013 attack and faces another 14 years if convicted of the court officer assaults.

[Man Injures Restaurant Worker After Being Denied Free Doughnuts NYPD Says](#)

DNA INFO - Serena Dai

A man who was denied free doughnuts at a local restaurant ended up injuring an employee and stealing three bottles of Fiji water, police said. The man walked into AFC Fried Chicken and Donut Connection, at 282 Broadway, on Saturday, July 18, around 9:45 p.m. and argued with an employee about getting free doughnuts, police said. That's when the employee heard a shelf being knocked over, police said. When he went to check what happened, he saw that the man and others had started taking items from a fridge in the restaurant and tried to leave without paying for them, according to police and restaurant owner Ali Sami.

[Thief Steals More Than \\$3,000 After Sneaking Up on Man, Police Say](#)

DNA INFO - Lisa Arino

A thief stole more than \$3,000 of property off a 27-year-old man last week after sneaking up on him and grabbing his backpack, police said. Police said the victim was on his way to a restaurant, walking northbound on the Allen Street pedestrian plaza toward Delancey Street at 7:50 p.m. on _____ he thief approached the man from behind and grabbed

his \$200 backpack, which contained a \$1,600 MacBook Pro, a \$700 iPad Air, \$250 Bose speaker, a \$230 shaver, Swiss currency and a Swiss passport, according to the NYPD.

[Man Pleads Guilty To Sexual Assault of 2-Year-Old Girl, Prosecutors Say](#)

DNA INFO - Gwynne Hogan

The man who sexually assaulted a 2-year-old girl in a public bathroom while he was supposed to be babysitting her, pleaded guilty to a criminal sex act and possession of child pornography Wednesday, prosecutors said. A passerby called police after seeing Jason Carroll, 32, harm the child in the bathroom near the Classic Playground at 75th Street in Riverside Park on Sept. 24, 2013. The little girl's mother had asked him to look after the child after his sister, who normally babysat for the family, couldn't do it.

[Your daily commute will get even more expensive: MTA proposes 4% fare hike for 2019](#)

CRAIN'S NY - Bloomberg News

The Metropolitan Transportation Authority, the largest U.S. transit agency, proposed a 4% fare increase for 2019. The recommendation, made Wednesday, would come after it boosted the price of a subway ride by 25 cents in March to \$2.75. Another jump is set for 2017. The MTA is using operating funds to narrow the shortfall in its \$32 billion five-year capital plan, which pays to maintain and expand the subway, bus and railroad system, Bob Foran, the MTA's chief financial officer, said during a board meeting. That will cut the deficit to \$12.4 billion from \$14.8 billion. The MTA is talking with state lawmakers and officials about how to eliminate the rest of the gap, Tom Prendergast, the agency's chief executive officer, said during the meeting. The MTA needs to find ways to cut spending before requesting state and federal money, he said.

[NY board backs \\$15 minimum wage for fast-food workers](#)

CRAIN'S NY - Associated Press

Fast-food workers in New York state may soon be making \$15 an hour. A proposal to raise the minimum wage for workers at McDonalds, Starbucks and other fast-food restaurants to \$15 was endorsed Wednesday by a state labor board. Gov. Andrew Cuomo, whose administration has the final say on the idea, has signaled his support. He planned to join a rally of wage-hike advocates after the board's vote Wednesday afternoon.

[Strike at JFK, LaGuardia airports called off after deal is reached](#)

CRAIN'S NY - Associated Press

A walkout among some baggage handlers, security guards and other workers at New York's two major airports has been averted after the subcontractor they work for reached a deal with the union that seeks to represent them. Local 32BJ of the Service Employees International Union said Wednesday that contractor Aviation Safeguards has agreed to be neutral regarding union representation for its employees at John F. Kennedy and LaGuardia airports.

[NYU Langone to build emergency-care facility in Cobble Hill](#)

CRAIN'S NY - Jonathan Lamantia

The emergency department that opened when Brooklyn's Long Island College Hospital closed is getting a \$204 million overhaul. NYU Langone Medical Center disclosed in a state filing that it wants to build an ambulatory care center and freestanding emergency department on the site in Cobble Hill, replacing a nearby facility that has been handling patients' health care needs.

[Support-services provider Citco will take on WeWork with its new co-working space](#)

CRAIN'S NY - Daniel Geiger

A company that specializes in providing support services for investment firms now wants to offer its clients office space. Citco will compete in what has become one of the hottest areas of the city's office market: the business of renting co-working facilities to small tenants and startups that might find it difficult to sign conventional leases.

[Despite recent cuts, MakerBot opens bigger Brooklyn factory](#)

CRAIN'S NY - Adrienne Pasquarelli

Despite a recent round of layoffs and the closure of its retail shops, MakerBot is forging ahead with expansion plans. The 3-D printing pioneer cut the ribbon on its 170,000-square-foot factory in Brooklyn's Industry City on Wednesday, with Brooklyn Borough President Eric Adams in attendance. The new facility, triple the size of MakerBot's previous 55,000-square-foot site at the complex, is expected to double its production of printers.

[Developer Ian Bruce Eichner puts East Harlem site up for sale](#)

CRAIN'S NY - Amanda Fung

Developer Ian Bruce Eichner is selling two-building development sites on East 125th Street and Park Avenue. He is unloading the 600,000-square-foot site to focus on developing 45 E. 22nd St. and two other undisclosed projects, according to the New York Post. Both projects were seen as a comeback for Mr. Eichner, whose business suffered in the early 1990s and most recently in 2008 during the financial downturn.

[Can't find parking? These guys on skateboards say they can help](#)

CRAIN'S NY - Matthew Flamm

New Yorkers with cars will soon have one more valet service vying to make their lives easier. San Francisco-based Luxe, which has \$25 million in venture-capital backing, will launch in New York City Wednesday with a team of 30 valets dressed in blue jackets and riding skateboards or Razor scooters that they stow away in a bag while they park your car. Drivers won't have to worry about impostors trying to steal their cars because the valet's head shot appears on the Luxe app.

National News:

[Most Undocumented Immigrants Will Stay Under Obama's New Policies, Report Says](#)

NY TIMES – Julia Preston

Under new immigration enforcement programs the Obama administration is putting in place across the country, the vast majority of unauthorized immigrants — up to 87 percent — would not be the focus of deportation operations and would have “a degree of protection” to remain in the United States, according to a report published Thursday by the Migration Policy Institute, a nonpartisan research group in Washington. The report found that about 13 percent of an estimated 11 million immigrants without papers, or about 1.4 million people, have criminal records or recently crossed the border illegally, making them priorities for deportation under guidelines the administration announced in November and put into effect July 1.

[Africa Trip Takes Obama Back to a Complex Part of Himself](#)

NY TIMES – Peter Baker

The first time Barack Obama visited Kenya, the land of his father, he was hoping to fill “a great emptiness” he felt inside, to figure out who he was and where he fit in the world. He was met at the airport by a half sister and an aunt. “Welcome home,” the aunt told him. The three squeezed into an old Volkswagen Beetle, whose muffler fell off during the drive into Nairobi. As the aunt got out to go to work, she admonished Mr. Obama not to “get lost again.”

[University of California System Set to Raise Minimum Wage to \\$15 an Hour](#)

NY TIMES – Ian Lovett

The University of California system will raise the minimum wage for its employees and contract workers to \$15 an hour, university officials announced on Wednesday, the latest in a string of recent victories for labor leaders here who have fought to increase workers' pay. The move comes after the Los Angeles County Board of Supervisors voted Tuesday to raise the minimum wage in unincorporated areas of the county to \$15 an hour; the City of Los Angeles approved the same increase in May.

[Slain Soldiers in Chattanooga Saved Lives Before Giving Their Own](#)

NY TIMES – Richard Fausset, Richard Perez-Pena, Matt Apuzzo

Marines and sailors risked their lives for one another in Chattanooga last week, trying to distract the gunman who assaulted a naval center, helping people scale a fence for safety and returning fire at the attacker, law enforcement officials said Wednesday. Some of the five servicemen who were fatally wounded effectively sacrificed themselves during the assault on Thursday, diverting the gunman from a larger group of potential victims, according to a law enforcement official briefed on the investigation into the killings.

[Dylann Roof, Charleston Shooting Suspect, Is Indicted on Federal Hate Crime Charges](#)

NY TIMES – Matt Apuzzo

The gunman who killed nine people at a South Carolina church in June plotted his attack for months, choosing his target because it was a nationally known historically black church, Attorney General Loretta E. Lynch said on Wednesday as she announced federal hate crime charges against him. The man charged in the case, 21-year-old Dylann Roof, is also accused

of killing people while obstructing religious freedom, a charge that carries a possible death sentence, though Ms. Lynch said the Justice Department had not decided whether to seek it.

[Dispute Over Sandra Bland's Mental State Follows Death in a Texas Jail](#)

NY TIMES – David Montgomery, Michael Wines

A 28-year-old woman whose arrest this month during a traffic stop ended with her hanging death in a county jail cell told officials that she tried last year to kill herself, the Texas sheriff who oversees the jail said on Wednesday. But the jailers did not put her on suicide watch, and her family's lawyer said that relatives had no evidence that she had ever tried to commit suicide or struggled with depression. The back-and-forth over the mental state of the woman, Sandra Bland, came a day after Texas authorities released a dashboard camera video showing how a stop for changing lanes without signaling escalated into a shouting match and struggle between Ms. Bland, who was African-American, and a white state trooper, Brian T. Encinia.

International News:

[Verification Process in Iran Deal Is Questioned by Some Experts](#)

NY TIMES – Michael Gordon

The Obama administration's claim that the Iran nuclear accord provides for airtight verification procedures is coming under challenge from nuclear experts with long experience in monitoring Tehran's program. Energy Secretary Ernest J. Moniz has insisted that Iran would not be able to hide traces of any illicit nuclear work before inspectors gain access to a suspicious site. But several experts, including a former high-ranking official at the International Atomic Energy Agency, said a provision that gives Iran up to 24 days to grant access to inspectors might enable it to escape detection.

[Greece Approves Second Set of Changes Needed for Bailout](#)

NY TIMES – Suzanne Daley

Under the threat of yet another deadline, the Greek Parliament approved a second package of policy changes early Thursday that the country's creditors had said must be in place before the detailed negotiations for an 86-billion-euro bailout could begin. The new measures, overhauling the banking and judicial systems, passed easily with significant support from opposition parties eager to do whatever it takes to keep Greece from leaving the eurozone. The vote was 230 to 63, with five abstentions and two absences.

[Romans Put Little Faith in Mayor as Their Ancient City Degrades](#)

NY TIMES – Gaia Pianigiani

The grass in some public parks sways knee high. Disgruntled subway workers have slowed service to a crawl. Fire has rendered the city's largest airport crammed and chaotic. The arrests of public officials pile up, revealing mob infiltration of the city government. It all adds up to what Romans call "degrado" — the degradation of services, buildings and their standard of living — and the general sense that their ancient city, even more than usual, is falling apart. Not all those troubles are necessarily the fault of Mayor Ignazio Marino, a former surgeon whose own integrity remains unblemished. But, strangely enough, in Rome, his decency is not necessarily seen as part of the solution, either.

[A Find in Britain: Quran Fragments Perhaps as Old as Islam](#)

NY TIMES – Dan Bilefsky

The ancient manuscript, written on sheep or goat skin, sat for nearly a century at a university library, with scholars unaware of its significance. That is, until Alba Fedeli, a researcher at the University of Birmingham studying for her doctorate, became captivated by its calligraphy and noticed that two of its pages appeared misbound alongside pages of a similar Quranic manuscript from a later date. The scripts did not match. Prodded by her observations, the university sent the pages out for radiocarbon testing.

[Afghan Security Forces Struggle Just to Maintain Stalemate](#)

NY TIMES – Joseph Goldstein

After suffering setbacks and heavy casualties at the hands of the Taliban in 2014, Afghan security forces came into this year with what Afghan and Western officials acknowledge were relatively modest goals: hang on till the end of the fighting season without major collapses. But with months of heavy fighting still ahead, 2015 is already shaping up to be worse for the Afghan Army and the national police, even as President Obama is set to begin deliberating this year on whether to follow through with a complete withdrawal of the United States military assistance mission here in 2016.

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