

- Alex Friedman representing Pennsylvania Taxi Association, a group of thousands of taxicab drivers and medallion owners in Philadelphia
- I would like to emphasize that the taxicab industry is not anti-technology or anti-innovation
- To the contrary, digital dispatching was introduced in Philadelphia back in 2005 under the Philadelphia Parking Authority's Hospitality Initiative.
- Communication modems were installed in taxis to allow the closest taxi to be dispatched to the nearest customer, significantly reducing customer wait times
- Customers were able to contact taxi dispatchers by phone, e-mail and online ordering.
- Later on, smartphone apps like 215GetACab were introduced to improve customer experiences even more
- We like innovation and have embraced it
- We feel that the smartphone application we use in Philadelphia is superior to those used by Uber and Lyft
- The users of 215GetACab have a variety of payment options: Cash, Credit Card or E-payment through Way2Ride
- Customers pay at the end of the ride according to the approved meter rates—there is no guess work involved
- At the end of each ride customers get a printed receipt with the ID of the cab
- Our customers have the option to order wheelchair accessible vehicles, sedans or minivans.
- Our customers can order vehicles on the spot or as far in advance as they like and they are never charged cancellation fees.
- On average, our cabs are delivered within 3 to 4 minutes of ordering within downtown Philadelphia.
- Many of these aforementioned options are not available for Uber and Lyft users
- We provide transportation services within the confines of the law, without discriminating against low-income and handicapped riders and without jeopardizing public safety
- 215GetACab has lots of positive reviews and is available for download on Google Play and the Apple App Store
- In addition to improving customer ordering, we're improving vehicles and introducing more hybrid and wheelchair accessible vehicles (the same cannot be said of Uber and Lyft)
- We believe that new players in this industry should have to play by the rules and that nobody is above the law, even multi-billion dollar companies.
- TNCs must accept that they are Common Carriers and are no different from others in the transportation industry
- No one should be allowed to simply come into the state and provide transportation to the public without any regulatory oversight
- The taxicab industry is pro-technology without putting passengers safety at risk
- We carry the proper commercial insurance for every single vehicle
- All taxis are registered with PennDOT and have special license plates
- Vehicles are marked to distinguish them from regular passenger cars so no one can falsely solicit passengers claiming they're a taxicab
- Drivers are licensed and trained by a regulated state agency
- Criminal background checks are also conducted annually by a regulated state agency.\

- What is so difficult about meeting these requirements?: register vehicles into the TNC's name, provide primary commercial insurance with ID cards for each vehicle, inspect cars on semi-annual basis, license drivers, etc.
- Why are TNCs determined to jeopardize public safety and avoid financial responsibilities?
- We support new technology but not at the cost of the public's safety
- There's something fundamentally wrong with the TNCs' business models if they can't operate successfully unless they break the rules
- Taxicab drivers and industry operators are not entitled and we are certainly not a cartel. Over the years we've butted heads with regulators too, but at the end of the day we work hard *and* play by the rules and it's not unreasonable to expect other public transportation providers to do the same.