

**Statement of Outline For Pilot Program To Test Induction Loop Technology in  
Medallion Taxicabs**

1. Duration
  - i. Maximum of 13 months.
2. Implementation and Evaluation
  - i. Report to the Chairperson and Commission by pilot program participants pursuant to 8 and 9 below
  - ii. Pending Chairperson and Commission evaluation of pilot performance, rulemaking could begin with publication of proposed rules 9 months after the start of the pilot.
3. Number of participants
  - i. Unlimited number of participants
4. Means of public notice
  - i. Notice of opportunity to participate in a pilot program published
    1. City Record
    2. TLC website
5. Process for selection of participants
  - i. Approved as a participant pending settlement of an MOU or binding agreement pursuant to 7 below.
  - ii. Solicit applications from additional potential participants based on notice
  - iii. Review applications based on standards set forth in notice
  - iv. Including but not limited to review of proposed technology and its safe and effective deployment elsewhere
6. Safety and visual evaluation
  - i. Required for all participants before start of pilot program
  - ii. Conducted by Assistant Commissioner for Safety & Emissions
7. MOUs or other binding agreements required
  - i. Stipulations shall include, but will not be limited to the following provisions
    1. Each participant is required to place equipment in at least one medallion taxicab within 2 months of signing an MOU or binding agreement with the Chairperson.
      - a. If no participants have signed an MOU or binding agreement with the Chairperson within six (6) months of the Commission's approval of the Pilot Program, the program will be considered to have expired automatically.
    2. No less than 5 and no more than 15 medallion taxicabs per participant can take part in this pilot program
    3. No more than 500 medallion taxicabs in total can take part in this pilot program.
    4. Equipment must be removed from taxicabs in service following completion of pilot program or cancellation of MOU or binding agreement, unless rulemaking action is taken by the Commission.
    5. Vehicles used in this pilot must have a currently licensed medallion affixed.
    6. Vehicles used in this pilot may affix an interior decal to the partition (or display on the vehicle's Passenger Information Monitor) displaying the "Ear with T" logo informing passengers of the presence of an Induction Loop, which must be removed following completion of the pilot program or cancellation of MOU or binding agreement, unless rulemaking action is taken by the Commission.

8. Evaluation Criteria
  - i. Specific criteria will be finalized in the MOU/binding agreements and may include the following:
    1. Owner satisfaction
      - a. Impact on taxicab operation
      - b. Any additional accrued benefits
    2. Driver Satisfaction
      - a. Impact on taxicab operation
      - b. Any additional accrued benefits
    3. Passenger Satisfaction
      - a. Impact on non-using passengers
      - b. Number of uses of equipment
      - c. General passenger satisfaction with equipment
    4. Technology Efficiency
      - a. Ease of use by passenger and driver
      - b. Background noise evaluation
      - c. Community served: what percentage of hearing impaired riders were able to utilize the equipment
    5. TLC S&E inspection results
      - a. Regularly-scheduled inspections
    6. Focus group and real-life road testing
9. Reporting requirements
  - i. Each pilot program participant should submit to the Chairperson a report on the first 6 months of performance based on evaluation criteria called for in the MOU/binding agreements
    1. Submitted no later than 7 months after the first vehicle is put into service
    2. Complete reports to be forwarded to the Commission one month later.
  - ii. Participants and TLC licensees should also provide additional information as requested by the Chairperson.