

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

*[Appendix 18D: Form Letter  
Submissions]*

**DRAFT**

January 2023

## (Submission 1)

**CBDT Campaign Letters - RECORD #1 DETAIL**

**Status :** Unread  
**Record Date :** 11/28/2022  
**Text :**

- 1-10 | I drive for Uber and all of my trips below 96th street in Manhattan already have a congestion surcharge, generating hundreds of millions for the MTA every year.
- 1-11 | Now the MTA wants to add more tolls to my trips, up to \$23, and potentially every time I cross below 60th Street. Your only option to help with the loss of earnings, and possibly the loss of my job, as a result of these new tolls is to waive the fee to take the bus operator's exam.
- I do not want to be a bus driver! I am choosing to drive for Uber because it works for me. The MTA should come up with a plan that doesn't add new fees to my trips, which will hurt my income as a driver and could cost me my job.

## Response to (Submission 1)

**1-10**

See response to Frequently Received Comment 5.

**1-11**

See response to Frequently Received Comment 38, Comment 16, Comment 15, Comment 18, and Comment 39.

## Uber Form Letter- Drivers Names (Submission 1)

A, Akeem Adeniji	Abbas, Nafees	Abdelaal, Ahmed	Abdelwahab, Wael	Abdullah, Muhammad	Abila, Mengue M Eka
A, Alli S	Abbas, Qamar	Abdelaliem, Mohamed	Abdelwahed, Mohamed	Abdullah, Muhammad	Abilas, Arshad
A, Awan Sarfaraz	Abbas, Qamar	Abdelatty, Ahmed	Abdo, Esam	Abdullah, Naveed	Abilebou, Loukouman
A, Azim	Abbas, Saqlain	Abdelaziz, Ahmed	Abdo, Haidar Mohamed	Abdullah, Nour	Abiodun, Murphy
A, Camilo	Abbas, Syed H	Abdelaziz, Essam	Abdoalgilil, Altaher S Taher	Abdullah, Shaik	Ablokulov, Aslamjon
A, Franklyn	Abbas, Syed T	Abdelaziz, Wael	Abdou, Aboubacar M	Abdullah, Shaik	Ablordeppey, Samuel
A, Gladis	Abbas, Tarig	Abdeldayem, Mohamed	Abdou, Gamal	Abdullah, Sheikh	Aboelkasem, Ahmed
A, Jose	Abbas, Yasar	Abdelgadir, Adil	Abdou, Moataz	Abdullah, Zahid	Aboshereba, Mohamed
A, Julio	Abbas, Zaheer	Abdelgalil, Elhassan	Abdou, Somlare	Abdullayev, Avaz	Abotaha, Alaa R
A, Kevin	Abbas, Zaheer	Abdelghani, Ashraf	Abdou, Somlare	Abdullayev, Avaz	Aboubacar, Zorome
A, Rahman Md	Abbas, Zaheer	Abdelghffar, Hisham	Abdou, Diallo	Abdulloev, Dilshod	Aboubakr, Essam
A, Romny	Abbas, Zahid	Abdelhady, Ossama	Abdoulaye, Cisse	Abdulloev, Murod	Aboudeshesh, Hatem
A, Tahmid	Abbas, Zaigham	Abdelhafiz, Amgad E	Abdoulaye, Diallo	Abdulqawy, Ahmed	Aboudeshish, Hazem
A, Tiemoko Sidibe	Abbas, Zaigham	Abdelhalim, Omar	Abdoulaye, Diallo	Abdulrahman, Hussein	Aboudou, Kokou Messan
Aaddi, Kawtar	Abbasi, Ahsan	Abdelhalim, Samer	Abdoulaye, Souley	Abdulrub, Mahmood	Abouelbbs, Mohamed
Aahuja, Jack	Abbasi, Muhammad	Abdelhamid, Abdelelah	Abdoulaye, Waziri	Abdunabiev, Shokhabibullo	Abouelenein, Hassan
Aallalou, Simon	Abbasi, Muhammad S	Abdelhamid, Amr	Abdramane, Diallo	Abdunazarov, Shukhrat	Abouelfadl, Mohamed
Abad, Diego	Abbasi, Niaz	Abdelillah, Ibrahim	Abdu, Anwar	Abdurahmonov, Asliddin	Abouelker, Mohamed
Abadin, Zain Ul	Abbasi, Niaz	Abdelkader, Ais	Abdu, Magdi	Abdurakhmanov, Bekzod	Abouelmaati, Hossameld
Abadin, Zain Ul	Abbasi, Rizwan Ahmed	Abdelkader, Atef	Abduganiev, Shavkat	Abdurakhmonov, Azizbek	Abouhashem, Elsayed
Abakar, Nahar Salah	Abbass, Mazher	Abdelkader, Frikha	Abduhalikov, Behzod	Abdurakhmonov, Firdavs	Aboukaff, Rami
Abakar, Yacoub	Abbass, Yasir	Abdelkader, Moustafa	Abdukahorov, Nazarjon	Abdurasul, Nazarov	Aboul, Lahsen
Abanikanda, Saidi	Abbass, Zaheer	Abdelkader, Tarek	Abdukhafizov, Bakhtiyor	Abdurasulov, Ulugbek	Abounar, Ashraf
Abas, Ahmed	Abbe, Mohamed	Abdelkamal, Mounir	Abdukhakimov, Shokhrukh	Abdurraheem, Kareem	Aboushamar, Dalal
Abashidze, Levan	Abbey, Eric	Abdelkawy, Abbas	Abdukhakimov, Dilshodbek	Abdurrahim, Habiba	Aboushnab, Karim
Abashidze, Levan	Abbo, Syed	Abdelkhalek, Mohamed	Abdul, Atikur	Abdusamatov, Asilbek	Abouzeid, Walid
Abass, Mohamed T	Abbosov, Elyor	Abdella, Tamrat	Abdul, Atikur	Abe, James K	Abouzied, Yousre
Abazadze, Giorgi	Abbosov, Gulomkhusen	Abdelmalek, Samer	Abdul, Aziz	Abedin, Joynal	Abraham, Jean Claude
Abazadze, Teimuraz	Abdala, Julio	Abdelmasih, Antonyos	Abdul, Raufi	Abedin, Joynul M	Abrahamyan, Semyon
Abbad, Mohammed Youssouf	Abdalazez, Azez	Abdelmoneim, Ahmed Mohamed	Abdulai, Awal	Abedin, Md Zainal	Abrahamyan, Vladimir
Abbas, Ahmed	Abdalhameed, Ahmed	Ahmed	Abdulai, Issifu	Abedin, Mohammad	Abraham, Sean
Abbas, Ahmed	Abdali, Suliman	Abdelmonem, Hassan	Abdulai, Oumar U	Abedin, Moyenul	Abramishvili, Tamazi
Abbas, Ahmed	Abdaliev, Egamberdi	Abdelmotaleb, Ahmed	Abdulkader, Ahmed	Abedin, Zainul	Abramov, Isak
Abbas, Ali	Abdalla, Abdelmonim	Abdelmula, Amar	Abdulla, Hani	Abeida, Abdallahi	Abramov, Moshe
Abbas, Ali	Abdalla, Ahmed	Abdelnaby, Mohamed	Abdulla, Mohammad	Abeido, Mohsen	Abramov, Vitaliy
Abbas, Azam	Abdalla, Gamal Ahmed	Abdelrahman, Ahmed	Abdulla, Mohammed	Abekan, Amoah Joshua Ashirifi	Abramovich, Moysey
Abbas, Azeem	Abdalla, Harem	Abdelrahman, Hossam	Abdulla, Ruhul	Abel, Kamall	Abrams, Paul
Abbas, Dilawar	Abdalla, Moataz	Abdelrahman, Yousif	Abdullaalmamoon, Fnu	Abellard, Emmanuel Ricardo	Abramson, Lee
Abbas, Ghulam	Abdalla, Mohamed	Abdelrehim, Mohamed	Abdullaev, Gayratillo	Abenn, Ceejay	Abramson, Mitchell
Abbas, Haider	Abdalla, Mohieldin	Abdelrehim, Mohamed	Abdullaev, Saidzhon	Aberbach, Abdelaziz	Abramson, Yaron
Abbas, Ibrahim	Abdalla, Samweil	Abdelrhman, Khalid	Abdullah, Fadhl	Abeyrathna, Ranuka	Abreu, Alberdy
Abbas, Khawar	Abdallah, Anwar	Abdelruhman, Mohamad	Abdullah, Md	Abeysinghe, Mahesh	Abreu, Albert
Abbas, Malik	Abdallah, Baker	Abdelrzak, Hala	Abdullah, Md	Abid, Achraf	Abreú, Alberto
Abbas, Meesum	Abdallah, Yazan	Abdelsayed, Emmanuel	Abdullah, Mohamed	Abid, Faisal P	Abreu, Alberto Castillo
Abbas, Meesum	Abdalmaseh, Kerelous	Abdelsayed, Michael	Abdullah, Mohammad	Abid, Mohammad	Abreu, Angel
Abbas, Mian Tariq	Abdarahaman, Mohammed	Abdelsayed, Yasser	Abdullah, Mohammed	Abidar, Khalid	Abreu, Angela
Abbas, Mohamed	Abdeen, Mohamed	Abdelshahed, Alfred	Abdullah, Mohd	Abideen, Alabi	Abreu, Anthony
Abbas, Muhammad Ali	Abdel, Halmane	Abdelwahab, Mohamed	Abdullah, Muhamamd	Abidov, Elzod	Abreu, Aramis

## Uber Form Letter- Drivers Names (Submission 1)

Abreu, Brian	Abreu, Ruben	Acevedo, Silvio	Acosta, Willy	Adel, Bassam	Afalahi, Waleed Al
Abreu, Carlos	Abreu, Willy	Acharya, Gokul	Acquaah, Albert Graham	Adel, Medhat	Afanasyev, Vitaly
Abreu, Carlos	Abreu, Yohanni	Acharya, Gokul	Acquire, Victor	Adelegan, Ibikunle	Afathi, Youness
Abreu, Carlos Garcia	Abril, Jorge	Acharya, Hari P	Acuna, Jose	Adelstein, Michael	Afaz, Mohammed
Abreu, Croilyn	Abril, Lhomero	Acharya, Laxman	Acuna, Jose	Ademiju, Isaiah	Affreedi, Imran
Abreu, Eddy	Abu, Amr	Acharya, Navraj	Acuna, Jose	Aden, Wasiu	Afolabi, Oluwafemi
Abreu, Edwal	Abu, Mutakilu	Acharya, Roshan	Adam, Max	Adesina, Ruebeni	Afolarin, Oluwaseun
Abreu, Edwin	Abu, Mutakilu	Acharya, Sebakram	Adam, Saeed	Adewole, Olanrewaju	Afonso, Kenny
Abreu, Emmanuel Reyes	Abuadinma, Onyebuchi	Acharya, Sudip	Adames, Daniel	Adhikari, Arjun	Afram, Peter S
Abreu, Enrique	Abubakar, Adam	Acheampong, Frank	Adames, Domingo	Adhikari, Ashok Sharma	Afridi, Fawad
Abreu, Fradwin	Abubakar, Ibrahim	Achemmakhe, Mohamed	Adames, Eduardo	Adhikari, Ashok Sharma	Afridi, Muhammad Arsalan
Abreu, German	Abubakar, Jamal	Achille, William	Adames, Emmanuel	Adhikari, Avinaya	Afriyie, George Owusu
Abreu, Gregory Manuel Pumarol	Abubakar, Lawa	Achour, Amir	Adames, Frank Joel Mateo	Adhikari, Janak Prasad	Afriyie, George Owusu
Abreu, Guillermo	Abubakar, Md	Achour, Oussama	Adames, Geury Jose	Adhikari, Krishna	Afriyie, Samuel
Abreu, Gustavo	Abubakari, Baba	Achraf, Abdeljebbar	Adames, Geury Jose	Adhikari, Madhawa	Afriyie, Sydney
Abreu, Houkins	Abuchi, Kingsley	Acker, Shorena	Adames, Josefina	Adhikari, Nabin	Afsar, Khaled
Abreu, Joely	Abudumijiti, Tuergan	Ackl, Mohamed T	Adames, Leonel	Adhikari, Parash	Aftab, Ahmad
Abreu, Jonathan	Abughazaleh, Amr	Acosta, Alcides	Adames, Leonel	Adhikari, Prakash	Aftab, Khurram
Abreu, Jonathan Rodriguez	Abululaye, Habibun	Acosta, Carlos	Adames, Leonel	Adhikari, Raju	Aftab, Mojibul Islam
Abreu, Jose	Abululaye, Habibun	Acosta, Delcio	Adames, Luis A Diaz	Adhikari, Russel	Aftab, Muhammad
Abreu, Jose	Abusabe, Hakam	Acosta, Elena	Adames, Orlando A Gomez	Adhikari, Sanjaya	Aftab, Rehan
Abreu, Jose	Abusabe, Hasan	Acosta, Eligio	Adamez, Kelvin	Adhikari, Santosh	Afzal, Arslan
Abreu, Jose	Abutaa, Mohammad	Acosta, Enrique	Adamez, Lisandro Pichardo	Adhikary, George	Afzal, Arslan
Abreu, Jose	Abutaah, Azzam	Acosta, Enrique	Adami, Michael	Adhkari, Sumit	Afzal, Awais
Abreu, José Alberto Castillo	Abutaher, Mohammed	Acosta, Envert H	Adamovsky, Rouslan	Adibekov, Gerasim	Afzal, Malik Muhammad
Abreu, José Joaquín Vasquez	Abuzahrieh, Mohammad	Acosta, Evelin	Adams, Andrew	Adigun, Darkush	Afzal, Mohammad
Abreu, Jose Joel Vasquez	Abuzahrieh, Numan	Acosta, Felix Francisco Perez	Adams, Basiru	Adigwe, Emeka	Afzal, Mohammad
Abreu, Josefina	Abuzaid, Owise	Acosta, Francisco J	Adams, Gregory	Adil, Muhammad	Afzal, Mohammad
Abreu, Juan	Abzalov, Farrukhkhan	Acosta, Franklin	Adams, Michele	Adil, Muhammad	Afzal, Muhammad
Abreu, Juan Andres	Acabado, Alex	Acosta, Gregorio	Adamu, Kamal Deen	Adilov, Farhod	Afzal, Muhammad
Abreu, Julio Cesar	Acatecatl, Carlos	Acosta, Henry Alvarez	Adashev, Azamat	Adjibi, Adoufe	Afzal, Muhammad
Abreu, Luis	Acevedo, Alberto	Acosta, Hillary	Addad, Mouhoub	Adjibi, Mohamed Ziyad	Afzal, Muhammad
Abreu, Luis	Acevedo, Ambar	Acosta, Jefferson	Addae, Nana	Adjobi, Ameah	Afzal, Naeem
Abreu, Luis	Acevedo, Anderson	Acosta, Jenniffer	Addeh, Odion	Adjovi, Codjo	Afzal, Raja
Abreu, Luis	Acevedo, Carlos E	Acosta, Jobanny	Addi, Abderrahim	Adly, Agayby	Afzal, Rizwan
Abreu, Luis	Acevedo, Domingo	Acosta, Juan	Addo, Emmanuel	Adly, Makaryous	Afzal, Shamsher
Abreu, Luis Manuel Marte	Acevedo, Edwin	Acosta, Juan	Addo, Kwasi	Adnan, Choudhary	Afzal, Sufyan
Abreu, Manuel	Acevedo, Genis	Acosta, Juan Junior Paula	Addo, Thomas Amponsah	Adnan, S M	Agae, lafat
Abreu, Mariana	Acevedo, Gustavo	Acosta, Julio Cesar	Ade, Dimitri	Adnan, Syed	Agami, Sherif
Abreu, Nelson Miguel Custodio	Acevedo, Hugo	Acosta, Luis	Adechinan, Halid	Adofo, Jackson	Agapito, Julio R
Abreu, Olga	Acevedo, Israel	Acosta, Marlenys	Adeclat, Ferdinandc	Adraou, Mustapha	Agard, Antoine
Abreu, Pastor Linares	Acevedo, James	Acosta, Monserrat	Adeclat, Jimmy	Adrien, Peterson	Agaybi, Bassem
Abreu, Pedro	Acevedo, Jose	Acosta, Ramon	Adedokun, Samson	Ads, Mohamed	Agbassaou, Tchagoma
Abreu, Pedro	Acevedo, Jose	Acosta, Raudy Alberto	Adefalou, Awaz Mohamed Alabi	Ads, Mohamed	Agbemadi, Yawo
Abreu, Rafael	Acevedo, Kelvin	Acosta, Robert	Adejunmobi, Emmanuel	Adu, Joseph	Agbenor, Ephraim
Abreu, Roberto	Acevedo, Pedro	Acosta, Roberto Moya	Adekanbi, Taiwo	Adum, Emmanuel	Agblevor, Peter
Abreu, Roberto Mata	Acevedo, Pedro	Acosta, Víctor	Adekunle, Lassissi	Adusah, Bright	Agbodjan, Kovi
Abreu, Rolando Roque	Acevedo, Robert	Acosta, Vladimir	Adel, Bahaa	Adzah, Darlington	Agdgomlishvili, Alexander

## Uber Form Letter- Drivers Names (Submission 1)

Agenord, Guydel	Aguilo, Augusto	Ahammed, Payel	Ahmad, Mahmood	Ahmadi, Ali	Ahmed, Awais
Aggarwal, Vishal	Aguirre, Eduardo	Ahammed, Sayed	Ahmad, Mansoor	Ahmadi, Irshad Ahmad	Ahmed, Ayyaz Mahmood
Aggoun, Idir	Aguirre, Jeffrey	Ahammed, Shakkur	Ahmad, Maqsood	Ahmadi, Wahid	Ahmed, Azam
Agha, Nazar Mohammad	Aguirre, Jorge	Ahannome, Houenagnon	Ahmad, Mashhood	Ahmadi, Wasiaq	Ahmed, Azan
Aghayev, Murad	Aguirre, Jorge	Ahasan, Kamrul	Ahmad, Md Abu	Ahmadi, Zabih	Ahmed, Aziz
Aghniashvili, Tea	Aguirre, Soraida	Ahbich, Essaid E	Ahmad, Md M	Ahmadi, Zabih	Ahmed, Bapps
Agicha, Sidhartha	Aguirre, Soraida	Aheihati, Tuhan	Ahmad, Md Moneir Moneir	Ahmar, Anoosh	Ahmed, Bashir
Agivae, Joseph	Agumanu, Ogbonna	Ahikiriza, Ekangaki	Ahmad, Md Shamim	Ahmed, Abdelwahab	Ahmed, Bayazid
Aglah, John	Agurto, Marcia	Ahluwalia, Kishan J	Ahmad, Meerza	Ahmed, Abdulla	Ahmed, Belal
Agnoug, Ahmed	Agyapong, Boateng	Ahluwalia, Parminder	Ahmad, Mohammad	Ahmed, Abdullah	Ahmed, Benjir
Agoubi, El Maati	Agyei, Evans	Ahmad, Aadil	Ahmad, Monir	Ahmed, Abu	Ahmed, Chanchol
Agourram, Younes	Agyei, Kwasi	Ahmad, Abdel	Ahmad, Morhad	Ahmed, Abu Eunus	Ahmed, Darad
Agramonte, Lucy	Agyemang, Owusu	Ahmad, Adeel	Ahmad, Muhammad	Ahmed, Abu Eunus	Ahmed, Dulon
Agramonte, Orinson	Agyena, Oppong	Ahmad, Adeel	Ahmad, Muhammad	Ahmed, Abueahmed	Ahmed, Ejaz
Agramonte, Santo	Agyemang, Sampson	Ahmad, Adeel	Ahmad, Muhammad	Ahmed, Adel	Ahmed, Ejaz
Agramontes, Michael A	Ah, Yoe	Ahmad, Adeel	Ahmad, Mukhtar	Ahmed, Adham	Ahmed, Ejaz
Agrawal, Rajesh	Aha, Gladstone	Ahmad, Adnan	Ahmad, Mushtaq	Ahmed, Affaq	Ahmed, Ejaz
Agu, Cyriacus C	Ahad, A M	Ahmad, Adnan	Ahmad, Mustansar	Ahmed, Afif	Ahmed, Elhassan
Aguas, Jorel Yahweh	Ahad, Jilani	Ahmad, Aftab	Ahmad, Nadeem	Ahmed, Afif	Ahmed, Elsadig
Aguas, Julio	Ahad, Koyes	Ahmad, Anwar	Ahmad, Najeeb	Ahmed, Afsar	Ahmed, Emran U
Aguasvivas, Luis	Ahad, Md Abdul	Ahmad, Aqeel	Ahmad, Nisar	Ahmed, Aftab	Ahmed, Emtiaz Uddin
Aguayo, Mauro Meneses	Ahaduzzaman, Md	Ahmad, Aqeel	Ahmad, Nnman	Ahmed, Afzaal	Ahmed, Essadki
Aguayo, Mauro Meneses	Ahaduzzaman, Md	Ahmad, Arfan	Ahmad, Noor	Ahmed, Ahasanul	Ahmed, Ezzat
Agudelo, Juan C	Ahamed, Alam	Ahmad, Arif	Ahmad, Rafiq	Ahmed, Ahmed	Ahmed, Fadi
Agudelo, Sandra Gomez	Ahamed, Ali	Ahmad, Arslan	Ahmad, Rana	Ahmed, Ahmed	Ahmed, Fahim
Agudo, Luis	Ahamed, Estiaque	Ahmad, Azeem	Ahmad, Rashid	Ahmed, Ahmed	Ahmed, Fahim U
Aguero, Ileana	Ahamed, Fayej	Ahmad, Azeem	Ahmad, Razaq	Ahmed, Ahmed	Ahmed, Faisal
Aguezoum, Brahim	Ahamed, Kabir	Ahmad, Bilal	Ahmad, Rizwan	Ahmed, Ahmed	Ahmed, Faisal
Aguiar, Fabio	Ahamed, Khalid	Ahmad, Chaudhry	Ahmad, Saddam	Ahmed, Ahmed	Ahmed, Faisal
Aguiar, Fabio	Ahamed, Manir	Ahmad, Faisal	Ahmad, Safeer	Ahmed, Ahsan	Ahmed, Faisal
Aguiar, Kokou	Ahamed, Md Hasan	Ahmad, Farheen	Ahmad, Saghir	Ahmed, Aila	Ahmed, Faiz
Aguiar, Wilfried	Ahamed, Md Zohir	Ahmad, Farooq	Ahmad, Salik J	Ahmed, Akbar A	Ahmed, Faiz
Aguig, Yassine	Ahamed, Miraj	Ahmad, Firuza	Ahmad, Salman	Ahmed, Akm Farid	Ahmed, Faiz
Aguila, Jorge	Ahamed, Mohamed	Ahmad, Hafiz A	Ahmad, Shah	Ahmed, Ali	Ahmed, Farhan
Aguilar, Carlos A	Ahamed, Monir	Ahmad, Hammad	Ahmad, Shahzad	Ahmed, Ali	Ahmed, Farooq
Aguilar, Charlene	Ahamed, Rahim	Ahmad, Hasan	Ahmad, Shakeel	Ahmed, Ali	Ahmed, Farrukh
Aguilar, Emmanuel	Ahamed, Sayem	Ahmad, Idrees	Ahmad, Sheeraz	Ahmed, Amin	Ahmed, Faruk
Aguilar, Favian	Ahamed, Shamim	Ahmad, Iftikhar	Ahmad, Sohail	Ahmed, Amran	Ahmed, Faruk
Aguilar, Fernando	Ahamed, Sheikh Ayon	Ahmad, Iftikhar	Ahmad, Sultan	Ahmed, Amran	Ahmed, Faruq
Aguilar, Jose	Ahamed, Sultan	Ahmad, Iftikhar	Ahmad, Syed	Ahmed, Anwer	Ahmed, Faruque
Aguilar, Juancarlos	Ahamed, Syed	Ahmad, Iftikhar	Ahmad, Syed S	Ahmed, Arafath	Ahmed, Fawad
Aguilar, Julio	Ahamed, Tofael	Ahmad, Ijaz	Ahmad, Tahir	Ahmed, Arif	Ahmed, Fayeze
Aguilar, Luis	Ahammad, Alauddin	Ahmad, Ishtiaq	Ahmad, Tarek	Ahmed, Arif	Ahmed, Feroz
Aguilar, Magdaleno	Ahammad, Mohammad	Ahmad, Jahangir	Ahmad, Waheed	Ahmed, Arslan	Ahmed, Fiaz
Aguilar, Rafael	Ahammed, Kouchher	Ahmad, Kazi	Ahmad, Waqar	Ahmed, Asfaque	Ahmed, Firoz
Aguilar, Rafael	Ahammed, Md Himel	Ahmad, Kazi	Ahmad, Waqas	Ahmed, Ashif	Ahmed, Firoz
Aguilar, Rafael	Ahammed, Md Shakar	Ahmad, Khalil	Ahmad, Wisal	Ahmed, Aslam	Ahmed, Foyez
Aguilera, Pedro	Ahammed, Mohammed J	Ahmad, Khushnood	Ahmad, Zubair	Ahmed, Atique	Ahmed, Foysol

## Uber Form Letter- Drivers Names (Submission 1)

Ahmed, Foysol	Ahmed, Jamil	Ahmed, Md Hasib	Ahmed, Mohammed Noman	Ahmed, Rai Waheed	Ahmed, Sayed
Ahmed, Fuzayel	Ahmed, Jamiluddin	Ahmed, Md Hobib	Ahmed, Mohammed Rasel	Ahmed, Raja Nadeem	Ahmed, Shabber
Ahmed, Ganiyu	Ahmed, Janisar	Ahmed, Md Hussain	Ahmed, Mohammed S	Ahmed, Raju	Ahmed, Shafat
Ahmed, Goyas	Ahmed, Jasim	Ahmed, Md Iqbal	Ahmed, Mohammed Tarek	Ahmed, Rakib	Ahmed, Shafiq
Ahmed, Gulrez	Ahmed, Jawad	Ahmed, Md Istaik	Ahmed, Mohammed Z	Ahmed, Rasel	Ahmed, Shah
Ahmed, Gulzar	Ahmed, Jonaid	Ahmed, Md Istaik	Ahmed, Mohammed Zaman	Ahmed, Rasel	Ahmed, Shahan
Ahmed, Hafiz	Ahmed, Jubayer	Ahmed, Md Maruf	Ahmed, Mohammod	Ahmed, Rashed	Ahmed, Shahed
Ahmed, Hamdy	Ahmed, Junnun	Ahmed, Md Omar	Ahmed, Mohiuddin	Ahmed, Rashed	Ahmed, Shahed
Ahmed, Hanafy	Ahmed, Kamal Uddin	Ahmed, Md Rahel	Ahmed, Monir	Ahmed, Rashed	Ahmed, Shahin
Ahmed, Hasan	Ahmed, Kareem	Ahmed, Md Rijvi	Ahmed, Mridul	Ahmed, Raza	Ahmed, Shaikh
Ahmed, Hasan	Ahmed, Karim	Ahmed, Md Shafiq	Ahmed, Mubashir	Ahmed, Razaq	Ahmed, Shajon
Ahmed, Hesham	Ahmed, Kawsar	Ahmed, Md Shamim	Ahmed, Mudassar	Ahmed, Razu	Ahmed, Shakeel
Ahmed, Hossain	Ahmed, Khabed	Ahmed, Md Shohel	Ahmed, Muhammad	Ahmed, Razu	Ahmed, Shakel
Ahmed, Husain	Ahmed, Khaled	Ahmed, Md Surman	Ahmed, Muhammad Iftikhar	Ahmed, Redwan	Ahmed, Shakir
Ahmed, Hussein	Ahmed, Khaled	Ahmed, Mehmood	Ahmed, Muhammad Qasim	Ahmed, Redwan	Ahmed, Shalim
Ahmed, Hussin	Ahmed, Khalil	Ahmed, Minhadi	Ahmed, Muhammad R	Ahmed, Riaz Rayhan	Ahmed, Shamim
Ahmed, I Hm Sayed	Ahmed, Khandaker	Ahmed, Mir Shaheed	Ahmed, Muhammad Waqas	Ahmed, Ripon	Ahmed, Shamim
Ahmed, Ibrahim	Ahmed, Khodadad	Ahmed, Miraz	Ahmed, Muhammed	Ahmed, Rois	Ahmed, Shamim
Ahmed, Ibrahim Adam	Ahmed, Khondokar	Ahmed, Mirza	Ahmed, Muhammed	Ahmed, Ronu	Ahmed, Shamir
Ahmed, Ibrar	Ahmed, Koysor Abedin	Ahmed, Mirza A	Ahmed, Muhammed	Ahmed, Ruhel	Ahmed, Shams U
Ahmed, Iftekhar	Ahmed, Labaran	Ahmed, Moataz	Ahmed, Mukhtar	Ahmed, Ruhel	Ahmed, Shams Uddin
Ahmed, Iftikhar	Ahmed, Magdi	Ahmed, Moataz	Ahmed, Mumtaz	Ahmed, Ruhul	Ahmed, Shamshad
Ahmed, Iftikhar	Ahmed, Maged	Ahmed, Mobeen	Ahmed, Mushtaq	Ahmed, Rukhsar	Ahmed, Shamsu Uddin
Ahmed, Ilyas	Ahmed, Maged	Ahmed, Mohamed	Ahmed, Mustofa	Ahmed, Rumal	Ahmed, Sharfuiddin
Ahmed, Imran	Ahmed, Mahboob	Ahmed, Mohamed	Ahmed, Nabil	Ahmed, Sabbir	Ahmed, Sharif
Ahmed, Imran	Ahmed, Mahbub	Ahmed, Mohamed	Ahmed, Nadeem	Ahmed, Sabbir	Ahmed, Sharif
Ahmed, Imtiaz	Ahmed, Mahfuz	Ahmed, Mohamed	Ahmed, Nadeem	Ahmed, Sadab	Ahmed, Shawez
Ahmed, Imtiaz	Ahmed, Mahfuz	Ahmed, Mohammad	Ahmed, Nadeem	Ahmed, Saghir	Ahmed, Sheikh Sajjad
Ahmed, Intesar	Ahmed, Mahmood	Ahmed, Mohammad	Ahmed, Nadeem	Ahmed, Sahadat	Ahmed, Shibbir
Ahmed, Iqbal	Ahmed, Mahmud	Ahmed, Mohammad	Ahmed, Nadeem	Ahmed, Saief Uddin	Ahmed, Shiplu
Ahmed, Iqbal	Ahmed, Mamun	Ahmed, Mohammad	Ahmed, Naseer	Ahmed, Sajeel	Ahmed, Shiraz
Ahmed, Iqbal	Ahmed, Mansoor	Ahmed, Mohammad	Ahmed, Nasir U	Ahmed, Sajeel	Ahmed, Shukur
Ahmed, Irfan	Ahmed, Maqbool	Ahmed, Mohammad	Ahmed, Naveed	Ahmed, Sajeel	Ahmed, Sidi Elemine Sid
Ahmed, Ishtiaq	Ahmed, Maqsood	Ahmed, Mohammad Maruf	Ahmed, Nesar	Ahmed, Sajib	Ahmed, Sk Abbas
Ahmed, Ishtiaq	Ahmed, Marzan	Ahmed, Mohammad Moskur	Ahmed, Nipu	Ahmed, Sajjad	Ahmed, Sobur
Ahmed, Ishtiaq	Ahmed, Mashfiq	Ahmed, Mohammad Salim	Ahmed, Nisar	Ahmed, Salah	Ahmed, Sohel
Ahmed, Istiak	Ahmed, Masood	Ahmed, Mohammad Shabbir	Ahmed, Numan	Ahmed, Salahuddin	Ahmed, Sohel
Ahmed, Istiaque	Ahmed, Masood	Ahmed, Mohammad Tohid	Ahmed, Oli	Ahmed, Saleem	Ahmed, Sopi
Ahmed, Jabed	Ahmed, Masud	Ahmed, Mohammed	Ahmed, Olid	Ahmed, Saleh	Ahmed, Subuj
Ahmed, Jabed	Ahmed, Mateen	Ahmed, Mohammed	Ahmed, Omair	Ahmed, Saleh	Ahmed, Sueb
Ahmed, Jabir	Ahmed, Md	Ahmed, Mohammed	Ahmed, Opu	Ahmed, Saleh	Ahmed, Sueb
Ahmed, Jafar	Ahmed, Md	Ahmed, Mohammed	Ahmed, Osama	Ahmed, Salem	Ahmed, Suhal
Ahmed, Jaid	Ahmed, Md Ali	Ahmed, Mohammed	Ahmed, Oyes	Ahmed, Sandeel	Ahmed, Sultan
Ahmed, Jakaria	Ahmed, Md Boshir	Ahmed, Mohammed	Ahmed, Qavi	Ahmed, Sanjib	Ahmed, Sultan
Ahmed, Jakaria	Ahmed, Md Foysol	Ahmed, Mohammed	Ahmed, Qysar	Ahmed, Sarder Akhter Uddin	Ahmed, Sumon
Ahmed, Jamal	Ahmed, Md Foysol	Ahmed, Mohammed Jeshan	Ahmed, Raheel	Ahmed, Sarfaraz	Ahmed, Suthfan
Ahmed, Jamal Uddin	Ahmed, Md Foysol	Ahmed, Mohammed Koyes	Ahmed, Raheel	Ahmed, Saud	Ahmed, Suyeb
Ahmed, Jameel	Ahmed, Md Goljer	Ahmed, Mohammed Mohseen	Ahmed, Rahim	Ahmed, Saud	Ahmed, Syed

## Uber Form Letter- Drivers Names (Submission 1)

Ahmed, Syed	Ahmedov, Firuz	Aina, Anthony	Akbar, Syed	Akhtar, Udnan	Akturk, Yucel
Ahmed, Syed	Ahmedov, Furkat	Aine, Georges	Akbar, Zaheer	Akhtar, Waheed	Akurugu, Mubarak Ali
Ahmed, Syed Mostak	Ahmeduzzaman, Ruhel	Ainuddin, Kazi	Akbari, Mohsen Shahidi Pour	Akhtar, Zahid	Akyeampong, Denley
Ahmed, Syed Shakil	Ahmedzay, Nazir	Aiping, Lin	Akbarov, Rashid	Akhter, Mohammed	Akyildiz, John Ramazan
Ahmed, Syed T	Ahmedzay, Shrief	Aiping, Lin	Akbarov, Umed	Akhter, Naveed	Akyol, Omer
Ahmed, Syed Waqar	Ahmef, Shamim	Aird, Akeen	Akbas, Muhammet	Akhter, Saghir	Akyol, Taner
Ahmed, Tafsir	Ahmer, Iqbal	Ais, Azzedine	Akber, Ali	Akilov, Dilshod	Al, Ehsan
Ahmed, Taha	Ahmeti, Troyan	Aisien, Abraham Efewongbe	Akber, Mohammed	Akinbote, Adekunle	Alabdi, Mike
Ahmed, Taha	Ahmmed, Emon	Aissa, Nehad	Akber, Raheel	Akinsemoyin, Fatai	Alabi, Rasaq
Ahmed, Tahmina	Ahmmed, Md Tamzid	Aissaoui, Benaissa	Akber, Wahed	Akinwumi, Beatrice	Alabre, Charles
Ahmed, Tanbir	Ahmmed, Rayhan	Ait, Mohamed	Akbi, M	Akl, Ali	Aladashvili, Davit
Ahmed, Tanim	Ahmmed, Roni	Ait, Youness Ait	Akbour, Youssef	Akmalbek, Raupov	Alaev, Umid
Ahmed, Tansen	Ahmmed, Sharif	Aitraho, Abdellatif	Akbour, Youssef	Akmuratov, Maksatbek	Alagha, Aymam
Ahmed, Tanveer	Ahmmed, Sm Shakil	Aiyedun, Ikoghenekhna	Akbur, Mohammad	Akobirshoev, Parviz	Alaherry, Walid
Ahmed, Tanvir	Ahmmed, Tomal	Aj, Salah	Akdag, Adem	Akodu., Michael B	Alaji, Mohammed
Ahmed, Tanvir	Ahmoah, Dawson	Ajakaye, Ishaku	Ake, Jonas	Akon, Abu J	Alaji, Mohammed
Ahmed, Tanvir	Ahou, Dessi Claude Arnaud	Ajani, Riyaz	Akegnan, Paul	Akondo, Biva	Alam, Abbu
Ahmed, Tarek	Ahouansou, Mahugnon	Ajayi, Segun J	Akeredolu, Oluwasegun	Akopyan, Zaren	Alam, Abu Mohammed Istiaque
Ahmed, Tarek	Ahrorov, Rahmon	Ajaz, Monawar	Akgun, Musa	Akpan, Emayak	Alam, Ahmed
Ahmed, Tofail	Ahrorov, Rahmon	Ajaz, Muhammad	Akhadov, Akmal	Akpan, West	Alam, Aman
Ahmed, Tofayel	Ahsan, Fawad	Ajaz, Raja	Akhalaia, Gurami	Akpan, West	Alam, Asraful
Ahmed, Tomal	Ahsan, Ibnul	Ajaz, Sadaqat	Akhbarov, Shukhrat	Akram, Beatriz	Alam, Atiqul
Ahmed, Toufiq	Ahsan, Iftakhar	Ajelerero, Afolabi	Akhmed, Aziz	Akram, Mahmood	Alam, Bahalul
Ahmed, Towhid	Ahsan, Iftakhar	Ajiashvili, Nodari	Akhmedjanov, Fozyl	Akram, Md	Alam, Dewan I
Ahmed, Tufael	Ahsan, Kamrul	Ajibade, Adedayo	Akhmedov, Aziz	Akram, Razwan	Alam, Faruk
Ahmed, Tusar	Ahsan, Khawaja	Ajid, Abdeltif	Akhmedov, Bekhruz	Akram, Sajjad	Alam, Faysal
Ahmed, Usman	Ahsan, Md	Ajidele, Qudroh	Akhmedov, Botir	Akram, Sheikh Sohail	Alam, Faysol
Ahmed, Waqar	Ahsan, Md	Ajidele, Qudroh Oluwabukola	Akhmedov, Eldor	Akram, Waqas	Alam, Fazle R
Ahmed, Waqar	Ahsan, Md	Ajmal, Mohammad	Akhmedov, Naimdzhon	Akram, Waqas	Alam, Firoj
Ahmed, Waqas	Ahsan, Mohammad	Ajmal, Muhammad	Akhobadze, Teimuraz	Akram, Waseem	Alam, Firoz
Ahmed, Waqas	Ahsan, Nahin	Ajmal, Syed Muhammad	Akhrorov, Zarshedjon	Akram., Muhammad	Alam, Firoz
Ahmed, Wazed	Ahsan, Shamim	Ajoda, Sean	Akhtamov, Shakhzod	Akrami, Sharifullah	Alam, Iftekhhar
Ahmed, Yeasin	Ahsan, Syed	Ajoku, Moses	Akhtar, Abdur Rehman	Akrami, Sharifullah	Alam, Javed
Ahmed, Zaheer	Ahsan, Syed Sefat	Aka, Komi	Akhtar, Fahad	Akramov, Azim	Alam, Jahangir
Ahmed, Zaher	Ahsene, Sadoudi	Akanbi, Adesoji	Akhtar, Iqbal	Akramov, Jamol	Alam, Jahangir
Ahmed, Zahid	Ahseng, Lee	Akande, Ebenezer	Akhtar, Mohammad A	Akramov, Mehroj	Alam, Jahidul
Ahmed, Zahoor	Ahuja, Jagdish	Akanji, Kayode	Akhtar, Muhammad	Akramov, Qahramon	Alam, Jakaria
Ahmed, Zakaria	Ahunov, Gayrat	Akanni, Victor	Akhtar, Muhammad N	Akramov, Rustam	Alam, Jobayer
Ahmed, Zakaria	Ahunov, Mahsud	Akano, Elijah	Akhtar, Naeem	Akrobotu, Hope	Alam, Jubayer
Ahmed, Zakwan	Ai, Furong	Akano, Sakirullah	Akhtar, Naeem	Aksu, Halil	Alam, Kawsar
Ahmed, Zashim	Aiad, Hitham	Akas, Mohammad Tofajjol	Akhtar, Saeed	Aktamov, Otabek	Alam, Kazi M
Ahmed, Zeeshan	Aifuwa, Deba	Hossain	Akhtar, Saleem	Akter, Ayesha	Alam, Kmm
Ahmed, Zeshan	Aigbe, Eghosa	Akbar, Ali Hamza	Akhtar, Shabir	Akter, Sahnaj M	Alam, Mahabubul
Ahmed, Zulfi	Aikins, Prince	Akbar, Amir	Akhtar, Shahid	Akter, Sharmin	Alam, Mahaub
Ahmed, Zulfiqar	Ailarov, Itzek	Akbar, Farooq	Akhtar, Shakeel	Akteruzzaman, Md	Alam, Mahboob
Ahmedov, Azimjon	Aime, Fresner	Akbar, Hossain	Akhtar, Shameel	Akther, Md	Alam, Mahbub
Ahmedov, Dilshod	Aime, Jean Bien	Akbar, Ibraheem	Akhtar, Syed	Akther, Md Shahidul	Alam, Mahbub
	Ain, Qaratul	Akbar, Shiraz	Akhtar, Tasneem	Akturk, Yucel	Alam, Mahbub



## Uber Form Letter- Drivers Names (Submission 1)

Alam, Mansur	Alam, Mohammad	Alam, Sayed S	Alava, Ana	Alcantara, Franklyn	Alexandre, Claire A
Alam, Masud	Alam, Mohammad	Alam, Shafiul	Alava, Henry	Alcantara, Joel	Alexandre, Diderot
Alam, Md	Alam, Mohammad Gamshadul	Alam, Shah	Alawdi, Marwan	Alcantara, Kelman Antonio	Alexandre, Diderot
Alam, Md	Alam, Mohammad J	Alam, Shah	Alawi, Mostafa	Casado	Alexandre, Doubidson
Alam, Md	Alam, Mohammad Jahangir	Alam, Shah	Alazeb, Waleed	Alcantara, Luis H Perez	Alexandre, Johnson
Alam, Md	Alam, Mohammad Khurshid	Alam, Shahbaz	Alazrak, Akram	Alcantara, Manuel	Alexandre, Ollrich
Alam, Md Ashraful	Alam, Mohammad Mazharul	Alam, Shahidul	Alba, Alfredo	Alcantara, Oscar	Alexandropoulos, Chris
Alam, Md Ashraful	Alam, Mohammad S	Alam, Shahriar	Alba, Jhonnal	Alcantara, Percio	Alexis, Hodman
Alam, Md Badrul	Alam, Mohammad S	Alam, Shaikh	Alba, Johnny	Alcantara, Ramon	Alexis, Hodman
Alam, Md Badrul	Alam, Mohammad Shah	Alam, Shaikh	Alba, Wilfredo	Alcantara, Rudy	Alexis, Jethro
Alam, Md Jahangir	Alam, Mohammed	Alam, Shakil	Albadani, Ayad	Alce, Fredy	Alexis, Josue
Alam, Md Jahangir	Alam, Mohammed	Alam, Shamsul	Albadani, Khaled	Alcina, Carlos	Alexis, Michel Deshays
Alam, Md Jahangir	Alam, Mohammed	Alam, Shamsul	Albahdani, Talal	Alcivar, Mariana	Alfadul, Abdalmunim
Alam, Md K	Alam, Mohammed	Alam, Sheraz	Albahr, Hani	Aldafari, Faisal	Alfakeeh, Sameer
Alam, Md Kawsar	Alam, Mohammed	Alam, Soair	Albahr, Tawfik	Aldakak, Samir Mohamed	Alfonseca, Ramil
Alam, Md Kurshed	Alam, Mohammed	Alam, Soiful	Albakry, Waleed	Aldanoon, Azalden	Alfonso, Alan
Alam, Md M	Alam, Mohammed	Alam, Syed	Alban, Mayra E	Aldefri, Jaber	Alfonso, Cirilo Antonio Vizcaino
Alam, Md Mahfuz	Alam, Mohammed	Alam, Tajul	Albarado, Miguel	Aldefri, Jaber	Alfonso, Henry
Alam, Md Maskurul	Alam, Mohammed	Alam, Tanvir	Albarracin, Ramon	Aldhabyani, Ahmed	Alford, Terry
Alam, Md Muzahid	Alam, Mohammed D	Alam, Whidul	Albayrak, Mustafa E	Aldiab, Nashat	Alfredo, Juan
Alam, Md Noor	Alam, Mohammed M	Alam, Zahirul	Albayrak, Savas	Aldoais, Anass Malek	Alfrena, Macklin
Alam, Md Nurul	Alam, Mohammed N	Alam, Zia	Albert, Kirt	Aldoais, Mohamed A	Algabri, Abdullah A
Alam, Md R	Alam, Mohammed Nurul	Alamairh, Mohaned	Alberto, Edward Antonio Toribio	Aldoise, Hafedh	Algabri, Bassam
Alam, Md Rabiul	Alam, Mohammed Shamsul	Alamela, Jamil	Alberto, Edwin	Ale, Anil	Algabrty, Hamoud Abdo
Alam, Md Rashed	Alam, Mojo	Alameldin, Ezzeldin	Alberto, Erika Lugo	Ale, Bal Bahadur	Algahefi, Mohammed Ahmed
Alam, Md S	Alam, Morshed	Alameldin, Ezzeldin I	Alberto, Francis	Ale, Osewudo	Algan, Murat
Alam, Md S	Alam, Morshed	Alamgir, Mohammad	Alberto, Francisco	Ale, Osewudo	Algarrobo, Jose D Ramirez
Alam, Md S	Alam, Morshed	Alamgir, Mohammed	Alberto, Josely	Aledjou, Souradji Afo	Algendy, Akram
Alam, Md S	Alam, Morshed	Alamgir, Mohammed	Alberto, Juan	Aledjou, Souradji Afo	Alghaithi, Mohamed
Alam, Md Safiqul	Alam, Muhammad	Alamgir, Sharif	Alberto, Osman	Aleef, Bakhtiar	Alghazali, Hareth Ahmed
Alam, Md Salman	Alam, Muhammad Bahr E	Alami, Ahmed	Alberto, Porfirio	Alejo, Abel	Alghnaimat, Ibrahim
Alam, Md Sha	Alam, Muhibul	Alamin, Muhammad	Alberto, Rafael	Alejo, Arsenio	Algomai, Rashad
Alam, Md Shah	Alam, Murad	Alamkhan, Md Shamsul	Alberto, Randy	Aleksandr, Orlovskiy	Alhaddad, Faheem
Alam, Md Shaiful	Alam, Mustafizul	Alammari, Nabil	Alberto, Salas Astudillo	Aleksidze, Aleksandre	Alhaj, Abdelhamid
Alam, Md Shorif UI	Alam, Nasir	Alamo, Waldemar	Alberto, Steven	Aleman, Jose	Alhaj, Zakaria
Alam, Md Sorwar A	Alam, Niaz	Alana, Carlos	Alberto, Toribio Alberto	Aleman, Jose	Alhamedi, Adel
Alam, Mdmahamudul	Alam, Noor	Alana, Jorge	Alberty, Raphy	Aleman, Randy	Alhamoud, Hesham
Alam, Mir Ashraful	Alam, Rasadul	Alane, Rachid	Albgoum, Amer Alrawajeh	Aleman, Randy	Alhanash, Ahmed
Alam, Mirza S	Alam, Rashidul	Alani, Tali Idris	Albgoum, Amer Alrawajeh	Aleamar, Jose	Alhassan, Issah
Alam, Mohammad	Alam, Rezaul	Alao, Olusayo	Albino, Angel	Alencar, Osmar Goncalves De	Alhassayna, Mussa M
Alam, Mohammad	Alam, Rintu	Alaoui, Kamal El Azizi	Albonico, Mary Michelle	Alenski, Alex	Alhayek, Mohammed
Alam, Mohammad	Alam, Ruhul	Alarcon, Fabian	Albuquerque, Flavia De	Aleqshvili, Erekle	Alhirdi, Riyadh
Alam, Mohammad	Alam, Saiful	Alarcon, Jaime	Alcala, Yesenia	Alevante, Angel D Bautista	Alhodais, Jihad
Alam, Mohammad	Alam, Sakir	Alarcon, Jhonatan Alarcon	Alcalde, Fernando Humberto	Alexander, Bryan	Alhodais, Taha
Alam, Mohammad	Alam, Salah Uddin	Alarou, Batchiye	Alcangel, Kelvin	Alexander, Damon	Alhumidi, Salah
Alam, Mohammad	Alam, Samiul	Alatoom, Mohammad	Alcantara, Carlos	Alexander, Franka	Alhussin, Hani
Alam, Mohammad	Alam, Sarwar	Alatriste, Juan	Alcantara, Cesar	Alexander, Travis	Ali, Abbas
Alam, Mohammad	Alam, Sawkatul	Alauddin, Mohammed	Alcantara, Ernesto	Alexandre, Adja	Ali, Abdul

## Uber Form Letter- Drivers Names (Submission 1)

Ali, Abdulaziz	Ali, Chaudhry	Ali, Khurram	Ali, Mohammed	Ali, Rana Usman	Ali, Taief
Ali, Abdulaziz M	Ali, Chaudhury E	Ali, Koysor	Ali, Mohammed	Ali, Romjan	Ali, Taleem
Ali, Abid	Ali, Daud	Ali, Kutub	Ali, Mohammed	Ali, Roshan	Ali, Tanvir
Ali, Abraham	Ali, Dewan Mahbub	Ali, Liakat	Ali, Mohammed	Ali, Safran	Ali, Tasawor
Ali, Adil	Ali, Dillon	Ali, Louqman	Ali, Mohammed	Ali, Saif	Ali, Tezera Z
Ali, Adnan	Ali, Dillon	Ali, M	Ali, Mohammed A	Ali, Sajid	Ali, Tipu M
Ali, Adnan	Ali, Elsayed	Ali, Majid	Ali, Mohammed Ayub	Ali, Sajid	Ali, Umar
Ali, Adnan	Ali, Faisal	Ali, Malik	Ali, Mohammed H	Ali, Saqib	Ali, Ummer
Ali, Afsar	Ali, Faisal	Ali, Mamun	Ali, Mohammod	Ali, Shahadat	Ali, Usman
Ali, Ahmed	Ali, Fakhar	Ali, Mansoor	Ali, Mohsin	Ali, Shahbaz	Ali, Waqar
Ali, Akbar	Ali, Fatahi	Ali, Md	Ali, Mohsin	Ali, Shaher	Ali, Waqar
Ali, Akhtar	Ali, Fathi	Ali, Md	Ali, Mohsin	Ali, Shahid	Ali, Yawar
Ali, Akhtar	Ali, Fayyaz	Ali, Md	Ali, Mubarak	Ali, Shahid	Ali, Younus
Ali, Alaa	Ali, Fnu Jan E	Ali, Md Eunus	Ali, Mubarak	Ali, Shaikh A	Ali, Youssef
Ali, Alauddin	Ali, Forhad	Ali, Md Ilias	Ali, Muhammad	Ali, Shamraiz	Ali, Yousuf
Ali, Ali Mohamed	Ali, Furqan	Ali, Md Kutub	Ali, Muhammad	Ali, Shaukat	Ali, Zafar
Ali, Amanat	Ali, Gazi Shefar	Ali, Md Liton	Ali, Muhammad	Ali, Sheikh Mazhar	Ali, Zafar
Ali, Amjad	Ali, Ghulam Mustafa	Ali, Md Moharrob	Ali, Muhammad	Ali, Sheraz	Ali, Zafaryab
Ali, Amjad	Ali, Hafeez	Ali, Md Mokdom Mokdom	Ali, Muhammad	Ali, Shoukat	Ali, Zahid
Ali, Amzad	Ali, Hafiz	Ali, Md S	Ali, Muhammad	Ali, Shoukat	Ali, Zahid
Ali, Anjum	Ali, Haider	Ali, Md S	Ali, Muhammad	Ali, Sikandar	Ali, Zakaria
Ali, Ansir	Ali, Haider	Ali, Md Sayed	Ali, Muhammad Ahsan	Ali, Siti A	Ali, Zeeshan
Ali, Anwar Yahya	Ali, Haider	Ali, Md Seraj	Ali, Muhammad D	Ali, Sm	Ali, Zeshan
Ali, Arief	Ali, Hamid	Ali, Md Sukur	Ali, Muhammad Hussain	Ali, Sultan	Ali, Zeshan
Ali, Arif	Ali, Hamid	Ali, Md Y	Ali, Muhammad Sabtain	Ali, Sultan	Ali, Zulfiqar
Ali, Arshad	Ali, Hamza	Ali, Md Yakub	Ali, Muhammad Usman	Ali, Sultan	Ali., Shahid
Ali, Asad	Ali, Hamza	Ali, Md Yousuf	Ali, Muhammad Zahid	Ali, Syed	Alibaev, Jamshid
Ali, Asad	Ali, Hamza S	Ali, Mdliquat	Ali, Munawar	Ali, Syed	Alibekov, Bahtier
Ali, Asad	Ali, Hanaa	Ali, Mdraju	Ali, Mutasam	Ali, Syed	Aliboev, Elmirza
Ali, Asad	Ali, Hesham	Ali, Mehboob	Ali, Nasir	Ali, Syed	Alibrahim, Tareq
Ali, Asad	Ali, Ibrahim	Ali, Mian	Ali, Nasir	Ali, Syed	Alicea, Alejandro
Ali, Asghar	Ali, Ibrahim	Ali, Mizan	Ali, Nawshad	Ali, Syed	Alicea, Geovani
Ali, Asghar	Ali, Ibrahim	Ali, Mohamed	Ali, Nazakat	Ali, Syed	Alicea, Geovani
Ali, Asghar	Ali, Iftikhar	Ali, Mohamed	Ali, Nazakat	Ali, Syed	Alicea, Ligia Vanessa
Ali, Ashraf Ali Mohamed	Ali, Imran	Ali, Mohamed	Ali, Nazim	Ali, Syed A	Alidou, Arouna Sabi
Ali, Asif	Ali, Imran	Ali, Mohamed	Ali, Nazrul I	Ali, Syed Afaq	Aliev, Abdujamil
Ali, Asim	Ali, Imran	Ali, Mohamed	Ali, Noman	Ali, Syed Atif	Aliev, Firuz
Ali, Asmat	Ali, Ismail	Ali, Mohamed R	Ali, Noman	Ali, Syed Iftikhar	Aliev, Kozim
Ali, Atif	Ali, Jamil	Ali, Mohammad	Ali, Nouman	Ali, Syed Imran	Aliev, Murod
Ali, Atif	Ali, Javed	Ali, Mohammad	Ali, Omar	Ali, Syed Kashif	Aliev, Obid
Ali, Atif	Ali, Jawwad	Ali, Mohammad	Ali, Osamah	Ali, Syed M	Aliev, Shukrullo
Ali, Auon	Ali, Kamal	Ali, Mohammad	Ali, Osamah Ridhwan	Ali, Syed M	Alijaj, Edmond
Ali, Awais	Ali, Kamran	Ali, Mohammad	Ali, Qaiser	Ali, Syed Mansoor	Alikulov, Sherzod
Ali, Babar	Ali, Kashif	Ali, Mohammad	Ali, Qasim	Ali, Syed Mohsin	Alim, Abdul
Ali, Babar	Ali, Kashif	Ali, Mohammad Muzaffar	Ali, Raja L	Ali, Syed Muhammad	Alim, Jamil Abdul
Ali, Basam	Ali, Kashif	Ali, Mohammed	Ali, Ramzan	Ali, Syed Zafar	Alim, Md Abdul
Ali, Basharat	Ali, Keysar	Ali, Mohammed	Ali, Ramzan	Ali, Syed Zulfiqar	Alim, Mohammad
Ali, Beniam	Ali, Khuram	Ali, Mohammed	Ali, Rana O	Ali, Tabbasam Tanveer	Alim, Mohammad

## Uber Form Letter- Drivers Names (Submission 1)

Alim, Mohammed	Allen, Carlton	Almanzar, Manaury	Almonte, Felipe	Alnajjar, Mas	Alsaidi, Abdul
Alim, Mohammed A	Allen, Dwight D	Almanzar, Osiris	Almonte, Felipe A	Alnamer, Antar	Alsaidi, Abubakr
Alimbarashvili, Giorgi	Allen, Kenrick	Almanzar, Pedro Hansel Ureña	Almonte, Francisco	Alnamer, Nabhan	Alsaidi, Add Harsh
Alimbarashvili, Giorgi	Allen, Latisha	Almanzar, Ramona	Almonte, Francisco	Alnasir, Gazi	Alsaidi, Hany
Alimi, Abdulkamar	Alleyne, Felica	Almanzar, Richard	Almonte, Franklin	Alom, Jahangir	Alsaidi, Lotf
Alimov, Alisher	Alli, Alexander	Almanzar, Rosa Daniela Paula	Almonte, Gustavo Rafael	Alom, Md Lukman	Alsaidi, Lotf
Alimuzzaman, Md	Alli, Andrew	Almanzar, Rosanna	Almonte, Irvi	Alom, Md Lukman	Alsaidi, Wael
Alip, Sikandar	Alli, Bibi	Almanzar, Rosanna	Almonte, Jimmie	Alom, Md Lukman	Alsaidi, Yehye
Alishamim, Syed Z	Alli, Bibi	Almanzar, Stalin	Almonte, Joel	Alom, Mohammed	Alsakkaf, Zaid
Aliu, Faruk	Alli, Bibi R	Almanzar, Theiborh	Almonte, Johnny	Alom, Mohammod	Alsalahi, Waheeb
Aliveren, Tevhide	Alli, Imran	Almardahi, Assim	Almonte, Jose	Alom, Zohirul	Alsalahi, Waheeb
Alix, Juan	Alli, Imran	Almardahi, Mujahed	Almonte, Jose N	Alomari, Hemyar	Alsalam, Yousif
Aliyev, Elchin	Alli, Remmy	Almary, Henen	Almonte, Jose Ramón	Alomari, Kamal Ali	Alsalam, Zaid
Aliyev, Rizvan	Allie, Shiek	Almashmali, Ahmed Nabil	Almonte, Juan	Alomari, Mahmood	Alsalsman, Hakam
Aljaradi, Mohamed	Allie, Shiek	Almashrqqi, Mohammed	Almonte, Justo	Alomari, Suleiman	Alsamarai, Ahmed
Aljaradie, Talal	Allkanjari, Reald	Almasrey, Hassan	Almonte, Kelvyn	Alomari, Tamam	Alsawaby, Talaat
Aljboul, Bilal	Allonte, Carlos	Almatari, Mohamed	Almonte, Luis	Alomgir, Mohammed	Alseidi, Saddam
Aljid, Lahsen	Allotey, Ebenezer	Almatov, Rakhmatilla	Almonte, Marcial	Alonge, Anthony	Alsemadi, Omar
Aljnidi, Shadi	Allotey, Ebenezer	Almaweri, Hussein	Almonte, Nestor Negron	Alonso, Elizeu	Alsewaify, Khalid
Aljohari, Moutasim	Allotey, Joseph	Almeida, Luciola Rodrigues De	Almonte, Pablo	Alonso, Frank	Alshaibani, Adel
Alkabsh, Abdulhafedh	Allou, Kenneh	Almeida, Marcelo	Almonte, Pedro Damian Baez	Alonso, Gladys	Alsharabi, Mohamed
Alkady, Mounir	Alloul, Jimmy	Almeida, Michelle	Almonte, Ramon A	Alonso, Miguel Rafael	Alsharafi, Khalid
Alkady, Mounir	Ally, Javed	Almeida, Patricio	Almonte, Raudy	Alonso, Omar	Alshatebi, Sedeq
Alkaifee, Hosni Hezam	Allyson, Velenkosini	Almeida, Washington Tuarez	Almonte, Raul	Alonzo, Joel	Alshayah, Mhd Yaser
Alkaifi, Fami	Alma, Kh Robiul	Almendariz, Olga	Almonte, Reimy	Alonzo, Pedro Reyes	Alshella, Ali
Alkaify, Ezzeldden	Almaeedhi, Waleed	Almohamadi, Waleed	Almonte, Roberto	Alonzo, Walter	Alshli, Ahmad
Alkattoul, Mousa	Almahjali, Abdunassir	Almohen, Mohammed A	Almonte, Roberto	Alonzo, William	Alshraideh, Rami
Alkeefe, Esam	Almakhleh, Moneer	Almomani, Zaid	Almonte, Starlyn	Alper, Mukremim	Alsmadi, Ihab
Alkhader, Yasser	Almakhleh, Moneer	Almonor, Ronald	Almonte, Tally	Alphonse, Bertin	Alsofar, Essa
Alkhalaileh, Reda	Almallad, Marwan	Almont, Deivy	Almonte, Tomas	Alpyssov, Azamat	Alsomih, Yahya
Alkhamaiesh, Saddam	Almamun, Mohammad	Almontaser, Mead	Almonte, Virgilio	Alqadri, Zaid Ali Zaid	Alsorimi, Yousif
Alkhatab, Abdeljalil	Almando, Michel	Almontaser, Sufian	Almonte, William	Alqaifi, Ashraf Ezzadin	Alston, Antoine
Alkhateb, Talhat	Almansouri, Nishwan Ali	Almontaser, Zack	Almonte, William	Alqershi, Rashad	Alston, Benny
Alkhawlani, Laeth	Almanzar, Aldo	Almonte, Ambioris Carrasco	Almonte, Yeury	Alqissi, Jihad	Alswelim, Rashed
Alkhawlani, Zaki Sadeq	Almanzar, Alejandro	Almonte, Anastacia	Almonte, Yonatan	Alquhaiza, Antar	Altaf, Sardar
Alkhubani, Ziad	Almanzar, Cesar	Almonte, Arismendy Acosta	Almuhaidat, Anas	Alqushari, Ghamdan	Altaf, Shahzad
Alkilani, Hazem	Almanzar, Edinson	Almonte, Arnaldo	Almulaiki, Ali	Alqutaibi, Abdulmjd	Altaf, Usman
Alkolani, Abdulmuhsen	Almanzar, Franklin	Almonte, Carlos	Almulaiki, Sallam	Alrabuoi, Mamdooh	Althami, Yasser
Alkotaifan, Mustafa	Almanzar, Gerardo	Almonte, Carlos	Almuntaser, Bassam	Alrahaheh, Mohammad	Altamimi, Almo
Alkubadi, Nabeel	Almanzar, Hochi	Almonte, Carlos	Almuntaser, Noah	Alraimi, Yousef	Altamimi, Moh D
Alkubadi, Read	Almanzar, Jesus	Almonte, Carlos	Almurshed, Mohammed	Alrosan, Yazan	Altamirano, Damian
Alkubadi, Samir A	Almanzar, Jonathan	Almonte, Carlos	Almwald, Nasr	Alsadik, Adam	Altamirano, Raquel
Allam, Ahmed	Almanzar, Jorge	Almonte, Carlos	Alnagar, Bassem	Alsaedi, Dawood	Altarturi, Feras
Allam, Khaled	Almanzar, Jorge	Almonte, Edwarry	Alnagar, Hazzam	Alsaedi, Hesham Moe	Althaibani, Abdo
Allan, Mohammed	Almanzar, Jose	Almonte, Emma	Alnagar, Mohamed	Alsaedi, Omar	Altidor, Yvrantz
Allan, Mohammed	Almanzar, Jose	Almonte, Emmanuel	Alnagar, Mohamed	Alsaedi, Yehya M	Altiparmak, Muzaffer
Allanah, Anthony	Almanzar, Lui	Almonte, Fausto	Alnairab, Alex	Alsaedi, Yehya M	Altman, Rory
Allaoa, Said	Almanzar, Luis Emil Lizardo	Almonte, Fausto	Alnajar, Waleed	Alsaidi, Abdo	Altukhov, Alexey

## Uber Form Letter- Drivers Names (Submission 1)

Altunashvili, Levan	Alvarez, Omar	Amah, Sitti Jules Thierry	Amezquita, Christopher	Amir, Mohammad	Anam, Sm
Altunisik, Huseyin	Alvarez, Omar	Amairh, Monzer	Amezquita, Edward	Amir, Muhammad	Anamdi, Churah Joe
Alvarado, Aneurys	Alvarez, Oscar	Amalan, Tharmarasa T	Amezquita, Maria	Amir, Muhammad	Anand, Gurdev S
Alvarado, Arturo	Alvarez, Pablo	Amali, Mahaman Tarot	Amezquita, Richardson	Amir, Muhammad	Anand, Happy
Alvarado, Carlos Alberto	Alvarez, Pablo	Aman, Muhammad Akhtar	Amichia, Joseph	Amir, Muhammad	Anani, Kodjo Alognon
Alvarado, Carlos N	Alvarez, Richard	Aman, Saif	Amidoudiaye, Ablaye	Amir, Muhammad	Ananikov, Ianis
Alvarado, Eric	Alvarez, Rogelio	Amanfo, Patrick Ofori	Amien, Mohamed	Amir, Shaha	Andan, Bashir
Alvarado, Ermel	Alvarez, Santiago	Amani, Abdullah	Amin, Akm Nurul	Amir, Talha B	Andeliz, Erasmo
Alvarado, Jonathan	Alvarez, Victor	Amani, Shahrukh	Amin, Anwarul	Amir, Usman	Andeliz, Federico
Alvarado, Jonathan	Alvarez., Jorge	Amani, Zabi	Amin, Johirul	Amiri, Bouabid	Anderson, Britany
Alvarado, Jose	Alvarracin, Adrián	Amaning, Bobby	Amin, Johirul	Amirouche, Chennit	Anderson, Jan
Alvarado, Luis M	Alvarracin, Andrés	Amankwah, Akwasi	Amin, Khayerul	Amiruddin, Nasar Ahmed	Anderson, Juanita L
Alvarado, Miguel	Alvee, Sm Kaosaruzzaman	Amankwah, Nana Godbless	Amin, Md Al	Amisshah, Solomon	Anderson, Leonard
Alvarado, Miguel Ángel Covena	Alvelo, Carlos	Amanullaev, Mirzojalol	Amin, Md Al	Amisu, Wasu	Anderson, Raymond
Alvarado, William	Alves, Jimmy	Amao, Timothy	Amin, Md Nurul	Amjad, Iqbal	Anderson, Richard
Alvarez, Adonis	Alvi, Kamran Anwar	Amar, Emil	Amin, Md Ruhul	Amjad, Muhammad	Anderson, Svetlana
Alvarez, Alejandro	Alwadhi, Marwan	Amar, Khadim	Amin, Moatasem	Amjad, Muhammad Awais	Anderson, Vincent F
Alvarez, April	Alwardi, Abdo A	Amar, Muhammad Afzal	Amin, Mohamed	Amjad, Saba	Andino, Angel
Alvarez, Carlos	Alweimin, Abdallahi	Amar, Steven	Amin, Mohammad	Amjad, Saba	Andino, Manuel
Alvarez, Carlos	Alwesabi, Majd	Amar, Yousef	Amin, Mohammad	Amjad, Sheikh	Andino, Wendee
Alvarez, Carlos	Alwi, Rasheed	Amarante, Renato	Amin, Mohammad	Amjid, Zain	Andrade, Boris Ramirez
Alvarez, Carlos Vargas	Alwis, Adambarage Janaka De	Amarante, Vilma	Amin, Mohammad Al	Ammar, Ali Ibrahim	Andrade, David
Alvarez, Carmelo	Aly, Abdelmonem	Amarir, Ahmed	Amin, Mohammed	Amoh, Dennis	Andrade, Eddy
Alvarez, Carmen	Aly, Ahmed	Amarir, Ayoub	Amin, Mohammed	Amoh, Samuel	Andrade, Jonathan
Álvarez, Cesar	Aly, El Moustapha Sidi	Amarkwei, Derek	Amin, Mohammed	Amon, Manuel Amon	Andrade, Jose
Alvarez, Christopher	Aly, Gamal	Amaya, Herson	Amin, Mohammed	Amora, Christian	Andrade, Michael
Alvarez, Daniel	Aly, Ibrahima	Amaya, José Ignacio	Amin, Mohammed	Amparo, Evis Pimentel	Andrade, Monica S De
Alvarez, Eduardo	Aly, Mahmoud	Amaya, Marcos	Amin, Mohammed S	Amparo, Jose	Andre, Kevin
Alvarez, Edward	Aly, Mahmoud	Amazan, Jhonny	Amin, Muhammad	Amparo, Luis	Andre, Leslie
Alvarez, Efraidelin M Ruiz	Aly, Marzouk	Ambia, Kamrul	Amin, Nader	Amparo, Mónica	Andre, Roland
Alvarez, Franco	Aly, Mohammed	Ambia, Mohammed	Amin, Noorul Ul	Amponsah, Prince	Andreakos, Apostolos
Alvarez, Gabriel	Alyas, Ali	Ambroise, Elie	Amin, Nurul	Amran, Md Al	Andreasyan, Arman
Alvarez, George	Alyas, Chaudhry Sheraz	Ambroise, Juvenson	Amin, Raisul	Amran, Uddin	Andres, Adames
Alvarez, Hayrol	Alyazidi, Najib	Ambroladze, David	Amin, Riffat	Amran, Uddin	Andres, Yo
Alvarez, Hector	Alymbek, Bazaraliev	Amechtak, Ahmed	Amin, Ruhul	Amrani, Mohammed	Andrews, Arthur
Alvarez, Jerry	Alzaben, Fuad	Ameen, Ayman	Amin, Safdar	Amriddinov, Jurabek	Andrianarisoa, Lala
Alvarez, John	Alzate, Diego	Ameen, Binya	Amin, Salah U Al	Amrieh, Ahmadreza	Andrii, Pylyptsiv
Alvarez, John Mario Alvarez	Alzate, Gustavo	Ameen, Khan	Amin, Shazad	Amritsari, Muhammad	Andriy, Polyhach
Alvarez, Jose	Alzokari, Abdo	Ameer, Fameer Yousef	Amin, Walied	Amsterdam, Clint	Andryushkin, Sergey
Alvarez, Juan	Alzookari, Maher	Ameer, Sameer Yousef	Amine, Ayoub	Amu, Md Amir Hossain	Andujar, Eric
Álvarez, Juan	Alzubaidi, Omar	Ament, John	Amine, Loulidi	Amusa, Samsideen	Andujar, Leonel
Alvarez, Lautaro	Amaamer, Hicham	Amer, Ashraf	Amini, Abdelmaji	An, Chen Tian	Andujar, Ramon A
Alvarez, Luis R	Amabo, Emmanuel	Amer, Farag	Aminov, Ihtiyor	An, Lin Qi	Anelidis, Michael
Alvarez, Luz	Amadi, Randy Russell Amadi	Amer, Muhammad Awais	Aminov, Leonid	An, Peter	Anelus, Dukens
Alvarez, Luz N	Amador, Juan	Amesquita, Melbin	Aminu, Muntala	Anabel, Rodriguez	Ang, Kai Sern
Alvarez, Miguel	Amador, Victor	Ametova, Elnara	Amir, Bangush	Anacreon, Equite	Ange, Guerschom Saint
Alvarez, Nacer	Amadou, Ismaila M	Ameur, Marouane	Amir, Danial	Anadasigamany, Nagamuttu	Ángel, Clara
Alvarez, Nelson	Amaechi, Aloysius	Ameyaw, Frederick	Amir, Ijaz	Anam, Md Litu	Angel, Frank

## Uber Form Letter- Drivers Names (Submission 1)

Angel, Jose	Ansary, Muhammad	Anwar, Tahania	Aquino, Ramon	Arazi, Jack	Arias, Franklyn
Angel, Lynden	Anser, Mohammad	Anwar, Umar	Aquino, Reynaldo	Arbelaez, Claudia	Arias, Froilan
Angel, Miguel	Ansong, Jerry	Anwar, Usman	Aquino, Victor Manuel Calderon	Arbelaez, Luis E	Arias, Giovanni
Angeles, Antonio De Los	Anthoney, Johnson	Anyane, Jerry	Aquino, Wendoli	Arboleda, Alex	Arias, Hairon Luis Tejeda
Angeles, Henller De Los	Anthoney, Johnson	Anyanwu, Christian	Arabi, Ahmed	Arcentales, Mauro	Arias, Hermel
Ángeles, Henller De Los	Anthony, J	Anyere, Ernest	Arabi, Amir	Arcentales, Mike	Arias, Irene
Ángeles, José De Los	Antigua, Isabel	Anziani, Junior	Arabi, Said	Archain, Jean J	Arias, Jaemy
Angeles, Nicolas	Antigua, Jadi	Aomari, Salem	Arabnedjadi, Mohammed	Archemashvili, Vazha	Arias, Javier P
Angelone, Stephen	Antigua, Jadi	Aotraho, Abdellatif	Arabuli, Gigi	Archer, Earl Troy	Arias, Jhonny
Anglero, John Michael	Antigua, Ramon	Apiou, Pascal	Aracena, Angel	Arciniegas, Julio	Arias, Joel
Angrand, Bernard	Antilus, Stanley	Apogo, Benjamin	Aracena, Frank	Arcos, Enrique	Arias, Junior
Angulo, Nino	Antoine, Claude	Apolinario, Julio	Aracena, Harle	Aref, Safwat	Arias, Manuel E
Angulo, Nino	Antoine, Gloria	Apolinario, Oliver R Portes	Aracena, Jose	Arefeen, Shan	Arias, Mary E Jaquez
Anhar, Noor	Antoine, Mac	Apolito, Marcello	Aracena, Jose	Arefiev, Alexandre	Arias, Paul
Ani, Chuks	Antoine, Mcfredy	Apollon, Marc Alix	Aracena, Luis	Arellano, Julio	Arias, Paul
Ani, Chuks	Antoine, Wendel	Apollon, Musset	Arachchige, Pradeep	Arellano, June	Arias, Pedro
Anico, Ruddy	Antoney, Samson	Apollon, Vanel	Arachchilage, Namal	Arellano, Luis	Arias, Porfirio A Arias
Anifowoshe, Abdul Rahman	Antonio, Junior	Aponte, Alexander	Arache, Ruben Dario Montilla	Aremu, Fatayou	Arias, Rafael
Anisuzzaman, Fnu	Antonio, Natalia	Aponte, Rafael	Arafa, Ahmed	Aremu, Tayo	Arias, Ricardo
Anisuzzaman, Mohammad	Antunez, Alvaro	Appau, Collins	Arafa, Mostafa	Arenas, Azael	Arias, Wilvin
Anjam, Rehan Hassan	Antwi, Daniel	Appiah, Reagan Gyasi	Arafa, Saeed	Arenas, Michael	Arichabala, Larry
Anjam, Zohaib	Antwi, Kwaku	Appiah, Solomon	Arafat, Abul Kalam	Arevalo, Bruno	Aridici, Murat
Anjum, Faheem	Antwi, Paul	Appiah, Stephen	Arafat, Md	Arevalo, Jorge	Arif, Adnan
Anjum, Inayat	Anty, Guetchyl	Appiah, Yaw	Arafat, Md	Arfaq, Mohammad	Arif, Ahmad
Anjum, Mohammad	Anty, Guetchyl	Appih, Omin	Arafat, Md Yeasir	Arfaq, Nadia	Arif, Farhan
Anjum, Muhammad	Anuashvili, Zurab	Appoh, Muammad	Arafat, Md Yeasir	Arfat, Ziafat	Arif, Jehanzaib
Anjum, Muhammad Shiraz	Anwang, Jian An	Appuhamy, Sudesh	Arafat, Mohammad	Argenis, Radame	Arif, Jerome
Anjum, Shakeel	Anwar, Adnan	Apreku, Macdomald	Arafat, Mohammed	Argeseanu, Magdalena	Arif, Mohammad
Anjum, Shehzad	Anwar, Asad	Apu, Shaon	Arafat, Yasir	Argoty, Juan	Arif, Mohammad Arif
Anjum, Sohail	Anwar, Bilal	Apulava, Levan	Arafat, Yeasin	Argou, Elmustapha	Arif, Muhammad
Anjum, Zeeshan	Anwar, Billy	Apulido, William	Arafat, Yeasin	Argudo, Galo	Arif, Muhammad
Ankolekar, Raghunandan	Anwar, Hussain	Aqeel, Muhammad	Arafin, Akm	Argudo, Marcelo	Arif, Muhammad
Ankolekar, Raghunandan	Anwar, Kamrul	Aqib, Muhammad	Aragao, Alexandre	Argudo, Marcelo	Arif, Muhammad
Ankuma, Nathaniel	Anwar, Kbm	Aqueel, Mujtaba	Aragones, Angel	Arguello, Luis	Arif, Nabeel
Annoual, Olivier	Anwar, Mazharul	Aquino, Armando	Aragones, Yordy	Arias, Alberto	Arif, Raja Muhammad Imran
Anokhin, Michael	Anwar, Md	Aquino, Carlos	Arain, Muhammad	Arias, Alexandra	Arif, Tanjil Ahammed
Anower, Md Sabbir	Anwar, Mohammad	Aquino, Edwin Luis	Aramini, Lorenzo	Arias, Amaury	Arif, Usman
Anower, Mostafa	Anwar, Muhammad	Aquino, Francisco Romano	Arana, Christian	Arias, Argentina	Arifov, Tolib
Anower, Mostafa	Anwar, Muhammad Qasim	Aquino, Freddy A Feliz	Arana, Renzo	Arias, Armando	Ariful, Md
Ansah, Kojo	Anwar, Muhammed	Aquino, Hector	Aranda, Fredy	Arias, Aurelio	Ariola, Ferdinand
Ansar, Mohammad Ansar	Anwar, Naveed	Aquino, Jhony	Arango, Leidy	Arias, Daniel	Ariouat, Djamel
Ansari, Mohammad	Anwar, Naveed	Aquino, Jhony	Aranibar, Jose L	Arias, Denisse	Aripov, Furkat
Ansari, Mohammad	Anwar, S M Rasel	Aquino, Jonathan	Arantes, Jaques D	Arias, Dennis	Aripov, Furkat
Ansari, Mohammad Ramzan	Anwar, Shakeel	Aquino, Julissa	Araujo, Alfred	Arias, Dionisio Santana	Aripov, Ibromim
Ansari, Qalander	Anwar, Sheikh	Aquino, Luis	Araujo, Elvin	Arias, Elvyn	Aripov, Ikrom
Ansari, Shohan	Anwar, Syed	Aquino, Mike	Araujo, John	Arias, Fernando	Aris, Marylin
Ansari, Sma Mazid	Anwar, Syed	Aquino, Pedro	Araujo, Mildred	Arias, Francisco	Aristide, Stevenson
Ansary, Muhammad	Anwar, Syed Khalid	Aquino, Rafael Angel	Araujo, Nayelin	Arias, Franklin	Aristizabal, Alexander Henao

## Uber Form Letter- Drivers Names (Submission 1)

Aristizabal, Daniel	Arshad, Arslan	Arzakulov, Azamat	Ashekeen, Ashfaql	Asiamah, Patrick	Aslanoglu, Ahmet
Aristizabal, Monica Henao	Arshad, Hamza	Arzan, Giovanni	Ashfaq, Ali	Asiedu, Marcus	Aslonov, Rustamjon
Aristy, Andy	Arshad, Hussnain	Arzu, Gimy	Ashfaq, Mohammad	Asiedu, Thomas	Asmal, Maria
Aristy, Enzo	Arshad, Kamran	Arzu, Habibur Rahman	Ashfaq, Sajjad	Asiedu, Thomas	Asra, Safiaullah
Ariz, Mohamed A	Arshad, Mohamed	Asaad, Moawad	Ashfaq, Usman	Asif, Abu Bakar	Asrafali, Safraz
Ariza, Filemon	Arshad, Mohammad	Asad, Abdullah	Ashif, Khondoker	Asif, Mohammad	Assabahi, Muhammad
Ariza, John	Arshad, Mohammad	Asad, Abuadam	Ashimi, Lukman	Asif, Mohammad	Assad, Jasmin
Arkorful, Felix	Arshad, Mohammad	Asad, Ataul G	Ashiq, Muhammad	Asif, Mohammad	Asta, Solomon
Arman, Anisul	Arshad, Mohammad	Asad, Girgis	Ashmawy, Islam	Asif, Muhammad	Astacio, Emilany
Arman, Muhammad	Arshad, Mohammad	Asad, Imad	Ashraf, Arslan	Asif, Muhammad	Astacio, Justin
Arman, Shalatayev	Arshad, Mohammad F	Asadov, Sattar	Ashraf, Awais	Asif, Muhammad	Astacio, Keyner
Armand, Philippe	Arshad, Mubeen	Asadujjaman, Fnu	Ashraf, Hamza	Asif, Muhammad	Astacio, Manuel
Armanuos, Wael	Arshad, Muhammad	Asadullah, Kashan	Ashraf, Himel	Asif, Nawshad	Astfanous, Medhat
Armany, Sam	Arshad, Sajid	Asadullah, Md	Ashraf, Jamil	Asif, Nouman	Astonov, Bakhodir
Armetta, Michael	Arshad, Shahbaz	Asaduzzaman, Md	Ashraf, Mirza	Asif, Raja Mujtaba	Astudillo, Alberto Salas
Armijos, Ivan	Arshad, Sohail	Asaduzzaman, Md	Ashraf, Mohammad	Asim, Mohammad	Astudillo, Angel
Armijos, Wilson	Arshad, Umar	Asaduzzaman, Mohammad	Ashraf, Mohammad	Asim, Muhammad	Astudillo, Milton
Armstrong, Arnold	Arshad, Umar	Asaduzzaman, Mohammed	Ashraf, Mohammad	Asim, Muhammad	Asuncion, Francisco
Arnaud, Hendry	Arshad, Usman	Asaduzzaman, Muhammad	Ashraf, Mohammad	Asim, Usman	Asunción, Kervin
Arnaut, Larisa	Arshakyan, Karen	Asafuddoulah, Abu S	Ashraf, Mohammed	Asimov, Suhrob	Aswad, Rizwan
Arnold, Tiffany	Arshed, Irshad	Asamoah, Kwabena	Ashraf, Mohsin	Asitimbay, Luis	Atabey, Kamil
Arnovich, Alan	Arshid, Muhammad	Asamoah, Samuel	Ashraf, Muhammad	Asitimbay, Manuel	Atajanov, Gayrat
Arogundade, Abdulrafiu	Arslan, Muhammad	Asamoah, Stephen	Ashraf, Muhammad	Asitimbay, Victor	Atajanov, Guwanchmyrat
Aroni, Farshad	Arslan, Muhammad	Asante, A	Ashraf, Muhammad	Askar, Mansour H	Atakus, Mahmut
Arora, Daanish	Arslan, Muhammad	Asare, Evans	Ashraf, Muhammad	Aslam, Adnan	Atallah, Moussa
Arora, Jatinder	Arslan, Murat	Asare, Kwasi Antwi	Ashraf, Muhammad	Aslam, Aftab	Atallah, Shade
Arora, Prince	Arteaga, José Luis	Asencio, Alexaida	Ashraf, Muhammad Rizwan	Aslam, Ali	Atancuri, Cesar
Arora, Rajesh	Arthur, Nana	Asencio, Daniel	Ashraf, Muhammmad	Aslam, Kamran	Ataseven, Aydin
Arora, Rohit	Artice, Sabrina	Asfarjani, Kambiz	Ashraf, Raja Hassan	Aslam, Khurram	Atazhanov, Azamat
Arora, Tajinder	Artikov, Shohruz	Asgarally, Salim	Ashraf, Zaman	Aslam, Malik	Atia, Mahmoud
Arora, Varun	Artiles, Edwin	Asgar, Arfan	Ashrafi, Muhammad	Aslam, Mirza Nabeel	Atiaalla, Zaki
Arouna, Tolidji	Artone, Alan	Asgar, Arslan	Ashrafo, Eric	Aslam, Mohammad	Atietalla, Nader
Arredondo, Julio	Artyfikiewicz, Janusz	Asgar, Badar	Ashrafuzzaman, Md	Aslam, Muhammad	Atif, Mohammad
Arredondo, Julio	Artykov, Alexander	Asgar, Fardous	Ashrafuzzaman, Mohammod	Aslam, Muhammad	Atif, Muhammad
Arregui, Alberto	Arulampalam, Kovarthanan	Asgar, Jibran	Ashrif, Malik	Aslam, Muhammad	Atif, Rameez
Arregui, Jadwiga	Arulanantham, Arulrajah	Asgar, Khuram	Ashurov, Alisher	Aslam, Muhammad	Atik, Shala Uddin
Arrendell, Jonathan	Arunakirinathan, Prasanna	Asgar, Masood	Ashurov, Beni	Aslam, Muhammad	Atiles, Yrvis
Arriaza, John	Arutinov, Gari	Asgar, Mohammad	Ashurov, Firdavs	Aslam, Nabeel	Atim, Mustafa
Arrington, Lantz	Arutinovi, Levani	Asgar, Mohammad	Ashurov, Muso	Aslam, Nauman	Atinsola, Ibrahim
Arrington, Linwood	Arvelo, Antonio	Asgar, Muhammad	Ashurov, Shokhrukh	Aslam, Noman	Atmar, Mohammad
Arris, Amar	Aryadi, Wong Hendry	Asgar, Muhammad	Ashurov, Uktam	Aslam, Noman	Atoui, Hichem
Arroyave, Yilbert	Aryal, Dhananajaya	Asgar, Muhammad	Ashurov, Zukhriddin	Aslam, Shahzaib	Atrichi, Mohamed
Arroyo, Edgar	Aryal, Prakash	Asgar, Muhsan	Ashwani, Kumar Ashwani	Aslam, Shehram	Atselefun, John
Arroyo, Freddy	Aryal, Purna	Asgar, Wajid	Asi, Mamnoon	Aslamov, Bekzod	Atta, Reginald Ofori
Arroyo, Leopoldo	Aryal, Ujwal	Asgar, Zeshan	Asiago, Brian	Aslamov, Mehroj	Attal, Abdul R
Arroyo, Michael	Aryeetey, Theophilus	Asgar., Muhammad	Asiamah, Charles	Aslan, Ahmet	Attanasio, Patsy J
Arroyobrito, Javier A	Arysabay, Askar	Ashadujjaman, Md	Asiamah, Herbert	Aslan, Numan	Attar, Yunoosalli
Arrue, Roberto	Arysabay, Askar	Ashby, Jordan	Asiamah, Jonas	Aslanishvili, Leri	Attareb, Yassin

## Uber Form Letter- Drivers Names (Submission 1)

Attawia, Moaz	Avelar, Concepcion	Awawdeh, Mousa	Ayoub, Abanoub	Azcona, Ovanny Cerda	Azmeem, Molla S
Attia, Hany	Avery, Anthony	Awawdeh, Naser	Ayoub, Adil	Azcona, Ricardo	Azmeer, Muzamil
Attia, Hassan	Avetisyan, Arshavir	Awoyemi, Abayomi	Ayub, Gohar	Azeem, Ch Waqas	Azmir, Md Ariful
Attia, Samer	Avezbakiyev, Aleksey	Awwal, Umar	Ayub, Mohammad	Azeem, Fahad	Aznarashvili, Irakli
Attila, Batuhan	Avila, Amanuel	Ay, Alawi	Ayub, Muhammad Saqib	Azeem, Faisal	Azor, Steve
Attimy, Polkinson	Avila, Dcesar	Ayache, Farouk	Ayub, Rashid	Azeem, Malik	Azougagh, Rachid
Attique, Amjad	Avila, Jose P	Ayachine, Sid Ahmed	Ayyildiz, Serdar Ustun	Azeem, Mohammad	Azuga, Francis A
Attique, Ashar	Avila, Kenny	Ayad, Ashraf	Azad, Abul	Azeem, Muhammad	Azzam, Hesham
Atya, Ali	Avila, Klever	Ayad, Melad B	Azad, Abul	Azeem, Muhammad	Azzi, Wadih
Aubourg, Bertina	Avila, Paul	Ayaha, Samih Abou	Azad, Abul	Azeem, Muhammad	Azzi, Wadih
Aucancela, Diego B	Avila, Silverio	Ayala, Anthony	Azad, Abul Kalam	Azeem, Sayed	B, Bassam
Audige, Gomere	Aviles, Daniel	Ayala, Carlos	Azad, Abul Kalam	Azeem, Umar	B, Choon
Audige, Gomere	Aviles, Franklin	Ayala, Cristian	Azad, Ismail	Azemi, Max	B, Jimmy
Augury, Tetro	Aviles, Luis	Ayala, Ramon	Azad, Md	Azeroual, Maurice	B, Jimmy
Augustal, Auxelus Jean	Avramidis, Georgios	Ayanou, Kokou	Azad, Md Abul Kalam	Azeze, Natnael	B, Md
Auguste, Andrew	Avramov, Avram	Ayar, Turker	Azad, Md Abul Kalam	Azhar, Javaid A	B, Rich
Auguste, Joseph	Avsar, Zafer	Ayaz, Mohammod	Azad, Mohammad	Azhar, Mian	B, Steven
Auguste, Peterson	Awa, Hassan	Ayaz, Muhammad	Azad, Mohammad A K	Azim, Anowarul	Ba, Saidou
Auguste, Peterson	Awad, Abdulla	Aybar, Agustin	Azad, Mohammed	Azim, Ashraf	Baah, Ernest
Augustin, Eugenia	Awad, Refky G Ahmed	Aybar, Carlos Feliz	Azad, Mohammod Haque	Azim, Md Fozayal	Baalla, Mustapha
Augustin, Eugenia	Awad, Refky Gamal Ahmed	Aybar, Delvys	Azad, Muhammad	Azim, Shafiqul	Baawuah, James
Augustin, Evens	Awada, Ghaleb	Aybar, Juan Carlos Feliz	Azad, Muhammad Ayub	Azimi, Abdul	Baba, Tanimu
Augustin, Jeff	Awadalla, Asim	Aybar, Julio	Azad, Muhammad Ayub	Azimi, Abdul L	Babadjanov, Farkhad
Augusto, Joan	Awadalla, Peter	Aybar, Junior	Azad, Salauddin	Aziz, Abdul	Babaev, Khusan
Aulestia, Robert	Awadh, Adel	Aybar, Kelvin J	Azam, Abulkashem	Aziz, Abdul	Babaev, Oleg
Aulov, Arsen	Awais, Ali	Aybar, Kenneth	Azam, Asad	Aziz, Adnan	Babajanov, Kudrat
Aung, Eddie	Awais, Muhammad	Aybar, Mario	Azam, Atif	Aziz, Amjad	Babalashvili, Besik
Aung, Nyein Chan	Awais, Muhammad	Aybar, Michel	Azam, Gufran	Aziz, Azam	Babalola, Ayobami
Aung, Thant Htut	Awais, Muhammad	Aybar, Pedro	Azam, Gulzeb	Aziz, Farhaj	Baban, Constantin
Aung, Thet Khine	Awal, Md	Aybar, Randix Garcia	Azam, Hasanul	Aziz, Hasan	Babar, Hamza
Aung, Uhtay	Awan, Adeel	Aybar, Rosa	Azam, Junaid	Aziz, K Ibne	Babar, Jahangir
Aung, Yan	Awan, Aftab	Aybar, Salvador	Azam, Md Gaziul	Aziz, Md A	Babar, Kamran Umar
Auson, Anthony Alex	Awan, Ali	Aybar, Xaviel	Azam, Md M	Aziz, Mehfooz	Babar, Rizwan
Auson, Idalma	Awan, Amer	Aycicek, Gokhan	Azam, Md Mahfuzul	Aziz, Mo	Babatunde, Jimmoh
Austin, Gary	Awan, Awais	Aydarov, Daler	Azam, Md S	Aziz, Mohammad S	Babawale, Tunde
Autore, Michael J	Awan, Bilal	Aydemir, Ali	Azam, Mohamed	Aziz, Mohammed Abdul	Babayan, Ashot
Auxelus, Jean A	Awan, Javed	Aydin, Erol	Azam, Mohammad	Aziz, Muhammad Waqas	Babayarov, Otabek
Avagyan, Arman	Awan, Malik	Aydin, Kibar	Azam, Mohammad	Aziz, Qaisar	Babbar, Deepmala
Avagysn, Arsen	Awan, Malik C	Aydin, Mehmet	Azam, Mohammed	Aziz, Qaiser	Babbar, Ramesh
Avah, Isaiah	Awan, Malik Qaisar	Aydin, Onurcan	Azam, Mohammed	Aziz, S	Babekov, Dzhura
Avais, Mohammad	Awan, Mohammadali	Aydogdiyev, Begench	Azam, Mohammed	Aziz, S M	Babich, Vladimir
Avais, Mohammad	Awan, Muhammad	Aydogdiyev, Begench	Azam, Mohammed	Aziz, Tarek	Bablu, Ferdos
Avalishvili, Elguja	Awan, Muhammad	Aye, Kyaw	Azam, Muhammad	Azizi, Mahwish	Bablu, Gazi
Avalishvili, Elguja	Awan, Rashid	Ayelgasah, Paul	Azam, Muhammad	Azizi, Mohammad Arif	Babou, Ousmane
Avallone, Corey	Awan, Tanveer	Ayim, Fred	Azam, Waqar	Azizi, Rafiq	Babu, Md Atiqur Rahman
Avalos, Wilfredo	Awasthi, Bharat	Ayodele, Michael	Azari, Mohammed Azari	Azizov, Mavlonkhon	Babu, Mh
Avci, Yigit	Awawda, Adeeb	Ayon, Abtahi	Azcon, Henry	Azizullah, Mohammad	Babu, Mohammad
Avcilar, Omer	Awawdeh, Hammad M	Ayoola, Dare	Azcona, Luis Angel Polanco	Azmal, Md Hossain	

## Uber Form Letter- Drivers Names (Submission 1)

Babu, Mohammad Masudur	Baez, Jaime	Bah, Alpha	Bah, Mohammed	Baig, Mirza	Bakhramov, Ravshan
Rahman	Baez, Jansel Amaro	Bah, Alpha Misbaou	Bah, Momodu	Baig, Mirza F	Bakhronov, Faridun
Babul, Mdbarkot M	Baez, Javier	Bah, Alseny	Bah, Oumar	Baig, Mirza M Dawood	Bakhronov, Inomjon
Babunashvili, Otar	Baez, Jay	Bah, Amadou	Bah, Ousmane	Baig, Mirza Usman	Bakht, Bedar
Baburam, Winston	Baez, Jesus	Bah, Amadou	Bah, Ousmane	Baig, Mohammad Z	Bakht, Syed Humayun
Baccay, Romeo	Baez, Jordano Estevez	Bah, Amadou	Bah, Poulo	Baig, Rizwan	Bakhtadze, Revaz
Bacchus, Azweem	Baez, Jose	Bah, Amadou T	Bah, Poulo	Baig, Rizwan	Bakhtiev, Diyorbek
Bacchus, Rasheed	Baez, Jose	Bah, Bailo	Bah, Saliou	Baig, Zohaib	Bakhtiyorov, Shakhram
Bach, Alexander	Baez, Jose	Bah, Boubacar	Bah, Sheriff	Baihot, Andrei	Baki, Refedin
Bacha, Said Arshad	Baez, Juan G Baez	Bah, Boubacar S	Bah, Sory	Bailey, Robert	Baki, Selim
Bacha, Sayed	Baez, Kelin M	Bah, Edrisa	Bah, Souleymane	Bailon, Pablo	Bakiev, Faysal
Bachhal, Jaspreet	Baez, Kimberly	Bah, Habib	Bah, Souleymane	Bains, Tawinder	Bakiev, Mansur
Bachr, Nouredine	Baez, Luis	Bah, Ibrahim	Bah, Souleymane	Bairbekov, Doniyorbek	Bakro, Philippe
Badal, M A Hossain	Baez, Milton	Bah, Ibrahim	Bah, Souleymane Thierno	Baisheng, Chen	Baksh, Matthew Anthony
Badalbaev, Akbarzhon	Báez, Natanael Matos	Bah, Ibrahim	Bah, Sounounou	Baishya, Tapash	Bakshi, Mosharraf
Badawi, Abubakr	Baez, Nelson M Dhimes	Bah, Ibrahim	Bah, Thierno	Baiz, Francisco	Bakuradze, Mzia
Badawi, Hassan	Baez, Richard	Bah, Ibrahim	Bah, Thierno	Bajagain, Rabindra	Bal, Pecharam
Badawy, Belal	Baez, Victor	Bah, Ibrahim	Bah, Thierno	Bajaha, Abdulmalick	Bal, Pemba
Badawy, Karim	Baez, Victor	Bah, Ibrahim	Bah, Thierno	Bajaj, Rakesh	Bal, Umar Hayat
Badawy, Rashid	Baez, Wellington R Grullon	Bah, Ibrahim	Bah, Thierno	Bajana, Daniel	Bal, Vivek
Badawy, Reda	Baez, Yessica De La Cruz	Bah, Ibrahim	Bah, Thierno Maadjou	Bajana, Daniel	Bala, Pretish
Badeau, Gregory	Baez, Zachary	Bah, Juldeh	Bah, Thierno Mouctar	Bajimaya, Pramod	Balaev, Iskandar
Bader, Medhat	Baffour, Samuel Asare	Bah, Juria	Bah, Tidiane A	Bajracharya, Aryan	Balaggan, Kaleem Ullah
Badette, Richard J	Bagagnan, Mohamad Lamine	Bah, Lamine	Bah, Tjierno	Bajraktari, Kastriot	Balaggan, Kaleem Ullah
Badhan, Gurmail S	Bagambari, Abdoufatawo	Bah, Madiou	Bah, Zakariaou	Bajwa, Abaid	Balal, Jahangir Sarker
Badhon, Fahad Islam	Bagashvili, Luka	Bah, Mahadu	Bahar, Mohammed	Bajwa, Ajay Singh	Balantic, Charles
Badia, Luis	Bagaya, Abdoul	Bah, Mamadou	Bahar, Saifullah	Bajwa, Chander	Balasegarathnam, Pirasath
Bado, Bessolho A	Bagayoko, Oumar	Bah, Mamadou	Bahassane, Abdelali	Bajwa, Chander	Balashvili, Gela
Bado, Ousmane	Baghdad, Khaled	Bah, Mamadou	Bahia, Gurmeet Singh	Bajwa, Devinder	Balbi, Ariel
Badra, Haitham	Baguidy, Olivier	Bah, Mamadou	Bahlouli, Abdelmalek	Bajwa, Mubashar	Balbi, Francisco Ovell Paulino
Badran, Khaled Samir	Bah, Abdoul	Bah, Mamadou	Bahriev, Damir	Bajwa, Rauf	Balbir, Singh
Badruddoza, Mohammad	Bah, Abdoul	Bah, Mamadou A	Bahriev, Feruz	Bajwa, Sarfraz	Balbuen, Armando
Badrudduga, Md	Bah, Abdoul	Bah, Mamadou Bella	Bahronov, Bobir	Bajwa, Zain	Balbuena, Erick
Badsha, Don	Bah, Abdoulaye	Bah, Mamadou L	Bahronov, Davlatbek	Bak, Pepe	Balbuena, Francisco
Badsha, Don	Bah, Abdoulaye	Bah, Mamadou Moudjitaba	Bahssain, Chakir	Bakaev, Faridun	Balbuena, Francisco
Badsha, Md Akbar	Bah, Abdoulaye	Bah, Mamadou Rachid	Bahtiyar, Anil Deniz	Bakaev, Nodir	Balbuena, Hermilo Vázquez
Baez, Alejandro	Bah, Abdoulaye	Bah, Mamadou T	Bai, Gary	Bakar, Mohammed	Balbuena, Juan Reyes
Baez, Alex	Bah, Abdourahim	Bah, Mamadov	Bai, Hua	Bakar, Sayed	Balbuena, Ramon
Baez, Alexander Marquez	Bah, Abdourahmane	Bah, Mariama	Bai, Wei Long	Bakare, Oluwatoyin	Balcombe, Brian
Baez, Angel Andres Pena	Bah, Abubakar	Bah, Mohamad	Baich, Abdelkrim	Bakayoko, Bakary	Balde, Abdoul
Baez, Cesar	Bah, Ahmed	Bah, Mohamadou	Baidis, Ausamh	Bakayoko, Bakary	Balde, Abdourahamane
Baez, David	Bah, Alhassane	Bah, Mohamed	Baig, Abid	Bakayoko, Brahim	Balde, Alpha
Baez, Eduardo	Bah, Ali	Bah, Mohamed	Baig, Bilal	Bakayoko, Moussa	Balde, Alseny
Baez, Edward O	Bah, Alimu	Bah, Mohamed	Baig, Farhan	Bakayoko, Seybou Kader	Balde, Amadou H
Baez, Edwin	Bah, Alpha	Bah, Mohamed	Baig, Imran	Baker, Abu	Balde, Amadou Tafsir
Baez, Edwin	Bah, Alpha	Bah, Mohamed	Baig, Imtiaz	Baker, Abu	Balde, Diariatou L
Baez, Felix	Bah, Alpha	Bah, Mohamed	Baig, Mirza	Baker, Claudwyn Kenneth	Balde, Elhadj
Baez, Henry	Bah, Alpha	Bah, Mohamed S	Baig, Mirza	Bakhodirov, Khamid	Balde, Ibrahim



## Uber Form Letter- Drivers Names (Submission 1)

Balde, Ibrahima	Bande, Farid	Baptiste, Reginald Jean	Barki, Mohamed	Barrios, Joss	Barry, Mamadou
Balde, Ibrahima	Bandeh, Abdoulie	Baptiste, Richard Jean	Barlas, Muhammad	Barro, Mahomed	Barry, Mamadou D
Baldé, Ibranima	Bandhu, Pushap	Baptiste, Rodney Jean	Barlass, Fakhar	Barron, Latisha	Barry, Mamadou D
Balde, Mamadou	Banegas, Felix V	Baptiste, Yves Jean	Barman, Ripon	Barry, Abdoul	Barry, Mamadou L
Balde, Mamadou	Banegas, Jonnathan	Baqob, Tahir Suliman	Barmon, Dulu C	Barry, Abdoulaye	Barry, Mamadou Mouctar K
Balde, Mamadou A	Bang, Congia	Baque, Jose	Barnes, Landai	Barry, Abdoulaye	Barry, Mamadou Mouctar K
Balde, Mamadou Aliou	Bang, Hoang	Baquerizo, Luis	Barnes, Rodney	Barry, Abdoulaye	Barry, Mamadou Seydou
Balde, Mamadou B	Banga, Karamjit	Barahona, Sussan	Barnes, Rodney	Barry, Abdoulaye	Barry, Mamadou T
Balde, Mamadou Cherif	Bangali, Mafizur	Barai, Dilip Kumar	Baro, Alimou	Barry, Abdourahamane	Barry, Mody B
Balde, Mamadou S	Banger, Ajmer	Barak, Farooq Ahmad	Baro, Mohamad	Barry, Abdourahamane	Barry, Mohamed
Balde, Mamadou S	Banger, Asha	Barak, Nematullah	Barometre, Roger	Barry, Aboubacar	Barry, Mohamed
Balde, Mamadu	Bangoura, Bekaye	Barak, Phaz M	Baron, Patrick	Barry, Ahamadou Saikou	Barry, Mohamed
Balde, Sidy	Bangoura, Ida	Barakat, Haytham	Barone, Emanuel	Barry, Ahmed	Barry, Moussa
Balde, Thierno	Bangoura, Mbape	Barakati, Hedayatullah	Barot, Ajay	Barry, Alimou	Barry, Oumar Koumi
Balde, Thierno	Bangoura, Mohamed	Baraket, Hasan	Barot, Mukeshkumar	Barry, Aliou	Barry, Oury
Baldeon, German	Banik, Sagar	Baraket, Hasan	Barquia, Melbar	Barry, Alpha	Barry, Ousmane
Baldera, Alina	Banine, Mohamed	Barakou, Koffi	Barragan, Juan	Barry, Alpha	Barry, Ousmane
Baldera, Jairo	Baniya, Kishor	Baral, Basanta	Barragan, Julio Cesar Reynoso	Barry, Alpha	Barry, Saliou
Baldera, Jose	Banjo, Yetunde	Baral, Dip	Barranco, Charlie	Barry, Alpha	Barry, Soulaymane
Baleckita, Presly	Banko, Michael	Baral, Sabin	Barranco, Hector	Barry, Alpha	Barry, Souleymane
Balic, Meko	Bankole, Gbenga	Barasa, Lambert	Barranco, José	Barry, Alpha O	Barry, Thierno
Ballentine, Michael	Bankole, John	Baraskar, Wajidali	Barreno, Maria	Barry, Alpha Oumar	Barry, Thierno
Ballo, Chaka	Bankole, John	Baratov, Makhmud	Barrera, Jose Maria	Barry, Alpha Oumar	Barry, Thierno
Ballo, Lassina	Banks, Bryant	Baratov, Mukhamat	Barrera, Juan Stiven Aguirre	Barry, Alseiny	Barry, Thierno
Baloch, Imran	Banks, Sergio	Barba, Andrian	Barrera, Rigoberto	Barry, Amadou	Barry, Thierno
Baloch, Rizwan	Bano, Carlos	Barba, Jimmy L	Barrera, Roberto Jose	Barry, Amadou	Barry, Thierno
Balomog, Alexandre	Bano, Sidra	Barbagallo, Neil	Barrera, Wendy	Barry, Amadou Oury	Barry, Thierno H
Balthazar, Juan Garcia	Bansal, Neha	Barbecho, José	Barrera, William	Barry, Amadou Oury	Barry, Thierno I
Balu, Sukhjinder	Banse, Saidou	Barbee, Nathaniel	Barrera, Wilson	Barry, Bademba	Barry, Thierno M
Baluyot, Jesus	Banse, Salifou	Barberan, Patricio	Barrett, Johnalynn	Barry, Bailo	Barry, Thierno Sounounou
Baluyot, Jesus	Bansi, Leon	Barbosa, Jose	Barrett, Maurice	Barry, Barry	Barry, Umar
Bamba, Abdoulaye Z	Bansil, Dale	Barcel, Anibal	Barrie, Abdul	Barry, Boubacar	Barstugan, Sefik
Bamba, Adama	Bansil, Narinder	Barcia, Tito	Barrie, Abdul Rahman	Barry, Boubacar	Barthelemy, Bernier
Bamba, Amidou	Banson, Cicil	Barclay, Cherrieanne	Barrie, Alhaji	Barry, Diogo Moussa	Barthelemy, Gasparri
Bamba, Baba	Bantha, Suresh	Barco, Christopher	Barrie, Cherinor	Barry, Fatoumata	Barua, Anik
Bamba, Bambadjan	Bao, Lee	Bardales, Cesar	Barrie, Cherno	Barry, Ibrahima	Barua, Anutos
Bamba, Jitender	Bao, Miao	Barden, Jeremy	Barrie, Chernor	Barry, Ibrahima	Barua, Ashim
Banait, Surjit	Baou, Abdelilah	Bardman, Dmitry	Barrie, Mamadu	Barry, Ibrahima	Barua, Manash
Banait, Surjit	Bappi, Suhel	Bareau, Rudy	Barrie, Mohamed	Barry, Ibrahima I	Barua, Moitrisar
Bance, Abdoul Salam	Baptista, Clayton	Baret, Rosa	Barrie, Osman	Barry, Ibrahima Sory	Barua, Pulok K
Bance, Ayouba	Baptista, Clayton	Bari, M Fazle	Barrientos, Carlos	Barry, Kadiatou	Barua, Sham
Bance, Oumar	Baptiste, Amauris	Bari, Md	Barrientos, Carlos R	Barry, Mamadou	Barua, Shipul K
Bancila, Ciprian	Baptiste, Edwig Jean	Bari, Md R	Barrientos, Melvin	Barry, Mamadou	Barua, Shipul Kanti
Bancila, Gheorghe	Baptiste, Evens Jean	Baria, Usha	Barriga, Victor	Barry, Mamadou	Barua, Sumit
Banda, Pablo	Baptiste, Ian	Barik, Abdelali	Barriola, Samuel	Barry, Mamadou	Barua, Uthsha
Bandaralage, Upul Nilanka	Baptiste, Igor	Barikdar, Theodore	Barrionuevo, Aaron	Barry, Mamadou	Baruwal, Bimal
Bandara Malala Hetti	Baptiste, Leslie	Baring, Amardeep	Barrionuevo, Henry	Barry, Mamadou	Baruwal, Kishmat
	Baptiste, Orlando	Barker, Curtley	Barrios, Cesar Barrios	Barry, Mamadou	Baruwal, Roshan

## Uber Form Letter- Drivers Names (Submission 1)

Baryou, Elmustapha	Basnet, Santosh	Batista, Geury	Bawa, Ashish	Beauchard, Mane	Belal, Mohammad
Basak, Showrob	Basnet, Sunil	Batista, Henry	Bawa, Harminder	Beauge, Hugo	Belal, Moinuddin
Basal, Walid	Basnet, Sunil	Batista, Ilson José	Bawa, Harminder Deep Singh	Beausier, Vladimir	Belas, Amine
Basan, Glenn	Basnet, Umesh Kumar	Batista, Isidro	Bayala, Nebila Bernard	Bebawy, Mena	Belbaki, Mohamed Oussama
Basavaraj, Bhaskar	Basora, Angel	Batista, Jamie	Bayalkoti, Sita	Becerra, Enrique	Belegu, Shkumbin
Basgoze, Ferhat	Bass, Yoro	Batista, Jhon	Bayazid, Abm	Bechami, Abdelhak	Belem, Abdoul
Bashar, Abul	Basta, Fady	Batista, Joel Polanco	Baygeldi, Niyazi	Beckford, Eric	Belemkoabga, Georgette
Bashar, Abul	Bastardo, Federico	Batista, Jose	Bayi, Elmostafa	Bedaida, Billel	Belemkoabga, Richard
Bashar, Abul	Bastidas, Omar	Batista, Jose	Bayili, Julien	Bedford, Michael	Belemvire, Ahmed
Bashar, Abul	Bastidas, Omar	Batista, Jose	Baymotov, Dilshod	Bedi, Gagandeep	Belen, Jose R
Bashar, Md	Baston, John	Batista, Jose	Baynvykh, Boris	Bediako, Ekow	Belghiti, Fouzia
Bashar, Md A	Bastos, Paula	Batista, Jose R	Bayo, Mohamed	Bedir, Adem	Belguerri, Mabrouk Riadh
Bashar, Md Khairul	Basturk, Bilal	Batista, Juan	Bayoh, Lansana	Bedoya, Anderson	Belhaddad, Mohamed
Basharat, Muhammad Haleem	Basturk, Bilal	Batista, Juan Nunez	Bayomi, Mohamed	Bedoya, Elvia	Belhaddad, Youssef
Basharat, Qamar	Basu, Gautam	Batista, Junior	Bayram, Halil	Bedoya, Elvia M	Belhaj, Mohamed
Basharuli, Daviti	Basvi, Tonderayi	Batista, Kelvin	Bayramov, Shamkhal	Bedoya, Katherine	Belhamidi, Faycal
Basheer, Mohammed	Basyal, Sujan	Batista, Livanny	Bayramzade, Chimnaz	Bedoya, Omar Rolando Burga	Beliakina, Ekaterina
Basheer, Raa Mohamed	Batada, Padmini Tyman	Batista, Luis E	Bayraroglu, Aydin	Bedoya, Rubiel	Belisle, Jevon
Basher, Howlader	Batas, Rajeeb	Batista, Luis R	Baytar, Agop	Beduin, Buddhi	Belizaire, Adiles
Bashir, Abdelhai	Batchi, Nassirou	Batista, Manuel	Bayzid, Quazi M	Beecham, Mark Anthony	Belizaire, Gesner
Bashir, Ahmed	Batchuluun, Odbayar	Batista, Mike	Bazaid, Imran	Beekharry, Steve	Belizaire, Johnis
Bashir, Ali	Baten, Abdul	Batista, Rafael	Bazalar, Jose	Beg, Mirza Khurram	Belizaire, Marthelly
Bashir, Asad	Baten, Mohammad Abdul	Batista, Ramon	Bazan, Esteban Cahuas	Begelman, Michail	Belizaire, Walner
Bashir, Bilal	Baten, Sarker Abdul	Batista, Rikeltin	Bazarashvili, Iosebi	Beggs, Angie	Bell, Annette
Bashir, Danish	Bates, Richard	Batista, Robin	Bazarov, Alisher	Begolli, Lundrim	Bell, Chad
Bashir, Ehsan	Bath, Sukhwant	Batista, Robin	Bazarov, Tokhir	Begolli, Shpend	Bell, Devin
Bashir, Mohammed	Bathily, Alou	Batista, Rodolfo R Batista	Bazarov, Tokhir	Begu, Argent	Bell, Devin
Bashir, Noman	Bathily, Hamar	Batista, Salumiel	Bazbazat, Mohammad	Begum, Rahima	Bell, Jose Luis
Bashir, Rashid	Bathily, Oualy	Batista, Santiago	Bazeli, Valeriy	Behar, Yasef	Bella, Clovis
Bashir, Usman	Bathily, Oualy	Batra, Rajesh	Bazile, Jean Baptiste	Beharry, Balkaran	Bellabiod, Toufik
Bashir, Zafar	Bathily, Ousmane	Batra, Satish	Bazile, Nixon	Behl, Anuj	Bellah, Moussa
Bashir, Zahid	Batiashvili, Irakli	Batres, Edi Aroldo	Bazin, Wesner	Behl, Ashwani	Bellamy, Ronald
Basi, Bobby	Batish, Dhawal	Batsatsashvili, Irakli	Baziomo, Valery	Behl, Rohit	Bellebna, Mohammed R
Basia, Abdul	Batista, Ana Iris Polanco	Batthi, Muhammad Akhter	Bazuashvili, Lado	Behri, Joan	Bellete, Nebiyu
Basilis, Argely	Batista, Carlos	Battle, Michael J	Bazzi, Ahmad	Behzad, Brian	Belliard, Adony
Basilis, Argely	Batista, Cherla	Bautista, Alexander	Bc, Damodar	Bejaran, Wilfryn	Belliard, Jose
Basily, Sameh	Batista, Christofer	Bautista, Carlos	Bc, Khem	Bejarsn, Quilvio	Belliard, Omar
Basir, Mir	Batista, Claribel	Bautista, Danirzo	Bc, Nikesh Bahadur	Bejjani, Ernesto De Villa	Belliard, Roky
Basit, Abdul	Batista, Claudio	Bautista, Joel Alberto Bautista	Bchara, Alex	Bejjani, Ernesto De Villa	Bellini, Eddie
Basit, Abdul	Batista, Domingo	Bautista, Jose Luis	Bdah, Ashraf	Bejleri, Astrit	Bello, Dahianna
Basit, Drwan	Batista, Donald D	Bautista, Juan Urena	Be, Jonas	Bejot, Louis	Bello, Edgar
Basith, Md Shafaquath	Batista, Elisaul	Bautista, Libio	Beato, Diana	Bekele, Kaleab	Bello, Henry
Baskerville, Angela	Batista, Elisaul	Bautista, Marcial	Beato, Harlin Roman	Bekkali, Mohamed	Bello, Herve
Basman, Jack	Batista, Emmanuel	Bautista, Nector	Beato, Kelvin	Bekkouche, Abdelhak	Bello, Jose L
Basnet, Binod	Batista, Engelbert	Bautista, Oscar	Beato, Miguel Jose Gonzalez	Bekmuratov, Umed	Bello, Juan Duarte
Basnet, Binod	Batista, Evasilio	Bautista, Rafael	Beato, Reminton	Bekoa, Alexandre	Bello, Leonardo Sepulveda
Basnet, Keshab	Batista, Fausto	Bautista, Rusbert	Beaton, Carlos	Bel, Imad	Bello, Lewis Marte
Basnet, Prahlad Kumar	Batista, Gean	Bautista, Tovarick	Beaubrun, Olritch	Belabsili, Issam	Bello, Madelin

## Uber Form Letter- Drivers Names (Submission 1)

Bello, Malota	Bencosme, Yander	Bensaeid, Abbas	Bernard, Jenny	Beyay, Abdelhafid	Bhatta, Susmita
Bello, Máximo	Bendahmane, Mohamed	Bensassi, Hicham	Bernard, Jovan	Beydoun, Abdul	Bhatta, Yogendra
Bello, Oscar	Bendary, Bassem	Benson, Cheryl	Bernard, Juan	Beyene, Wendewesen	Bhattarai, Jivan
Bello, Qasim	Bendjedid, Mounir	Benson, Derek	Bernard, Melchilando	Bezbradica, Bojan	Bhattarai, Om Prakash
Bello, Rainiery	Benedict, Louis	Bentabet, Hicham	Bernardez, Junior	Bezerra, Joaquim	Bhattarai, Peshal
Belnavis, Miguel	Benedicto, Jaime	Bentaleb, Oualid	Bernardo, Alejandro	Bezhekelashvili, Shota	Bhattarai, Sunil
Belony, Himler M	Benfodda, Mohamed	Bentsel, Leon	Bernia, Jesus	Bezjian, John	Bhattarai, Sunil
Belopolsky, Vladislav	Benghaffor, Ali	Benyahiahadria, Ilyes	Berra, Cristian	Bhadra, Partha	Bhatti, Akhter Ali
Belouad, Mohamed	Benghaffor, Mohamed	Benyezza, Riad	Berrios, Victor	Bhagar, Jatinder	Bhatti, Hafiz Irshad
Beloumari, Elmokhtar	Benhassine, Mohamed	Benzaaza, Hichem	Berroa, Braian	Bhajan, Tyron	Bhatti, Imran
Beloumari, Elmokhtar	Benider, Adam	Benzan, Antonio J	Berroa, Frank	Bhalla, Gaurav	Bhatti, Johnson
Belrhali, Fouad	Benites, Randol H	Beogo, Bernard Deboi	Berroa, Valentin Peralta	Bhalli, Rehman	Bhatti, Khalid
Beltran, Cesar Javier	Benitez, Alejandro	Bepary, Imrul Hassan	Berroa, Valentin Peralta	Bhalli, Shahid	Bhatti, Mazhar
Beltran, Joanna	Benitez, Alonzo	Bepary, Imrul Hassan	Berrocales, Taryana	Bhandari, Akshay	Bhatti, Mohammad
Beltran, Pablo	Benitez, Edgar	Beralus, Mario	Berrouet, Marie Lissa	Bhandari, Ashish	Bhatti, Mohammad
Beltran, Roberto	Benitez, Edgar	Berchi, Claudio	Berti, Mark	Bhandari, Bibek	Bhatti, Mohammad
Beltre, Cristian	Benitez, Enrique	Bere, Jean Baptiste	Bertrand, Pierre	Bhandari, Bishnuhari	Bhatti, Mohammad A
Beltre, Francis M	Benitez, Francisco	Berehoudougou, Michel Mathurin	Berulava, David	Bhandari, Bodh Raj	Bhatti, Mohammad Asif
Beltre, Joan	Benitez, Francisco Emmanuel	Bereke, Daniel	Besha, Mahmud	Bhandari, Din	Bhatti, Mohammad Na
Beltre, Jose	Benitez	Berestovoi, Sergei	Beshara, Fikri	Bhandari, Hari	Bhatti, Mohammad S
Beltre, Joseph	Benitez, Imelda	Berestovoi, Sergei	Beshay, Girgis	Bhandari, Krishna	Bhatti, Muhammad I
Beltre, Osiry	Benitez, Marlon Valle	Beria, Edisher	Beshay, Ishak Fawzy Khalil	Bhandari, Rabindra	Bhatti, Mustansar
Beltre, Pedro	Benitez, Monica	Berianidze, Levan	Beshay, Magdi	Bhandari, Ram	Bhatti, Qasim
Beltre, Ramón	Benjamin, Carl	Berashvili, Khatuna	Beshay, Wael	Bhandari, Shekhar	Bhatti, Tahir
Beltre, Victor	Benjamin, Damion	Beriguete, Jesus	Beshier, Ahmed	Bhandari, Suraj	Bhatti, Tayyab H
Ben, Simou	Benjamin, Hoodritch	Beriguete, Pedro Marte	Besse, Pierre	Bhandari, Sushil	Bhatti, Umair
Ben, Yupen	Benjamin, Hoodritch	Beriguete, Pedro Marte	Best, Eric R	Bhanger, Riaz A	Bhatti, Zafar
Benaffane, Mehdi	Benjamin, La Dawn	Berikelashvili, Vasili	Betances, Engels	Bhanuka, Ranasinghe Mudiyanse	Bhatti, Zafar A
Benahmed, Fethi	Benkhelil, Issam	Berishvili, Gela	Betances, Hector	Bharadwaj, Paras	Bhatti, Zain
Benaissa, Khalid	Benkyane, Karim	Berkaliyev, Nurlan	Betances, Jose	Bharaj, Harbans	Bhatti, Zohair Ahmed
Benavides, Oscar	Benmbarek, Hassan	Berkane, Mohamed	Betances, Jose	Bharaj, Harleen	Bhatti, Zuhair
Benavidez, Juan	Benmebrouk, Redha	Bermad, Azeddine	Betances, Jose Anibal	Bharati, Hirenkumar	Bhatty, Abdullah S
Benbaih, Lahcen	Bennabi, Abdessamed	Bermello, Galo U	Betances, Joseph	Bhardwaj, Gaurav	Bhinder, Muhammad
Benbaih, Lahcen	Bennaïm, Janet	Bermello, Holger S	Betances, Kelvin	Bhardwaj, Rakesh	Bhinder, Sukhdev Singh
Benbow, Arden	Bennett, Everrod	Bermeo, Boris	Betances, Kelvin	Bhardwaj, Vikas	Bhola, Hariram
Benbrahim, El	Bennett, Horane	Bermeo, Brian	Betances, Ramia	Bhardwaj, Vikas	Bhole, Jasbir Singh
Bencheik, Salim	Bennett, Leopold	Bermeo, Carlos A	Betances, Vladimir	Bhardwaj, Vishvam	Bhote, Lakpa
Bencheik, Salim	Bennett, Shavee	Bermeo, Marcello	Betances, William	Bhasin, Rahul	Bhowmik, Bhupesh
Benchemam, Karim	Bennour, Ramzi	Bermo, Amer	Betancourt, Herminio	Bhatia, Honey	Bhowmik, Sanjoy
Bencosme, Anthony Gonzalez	Benoit, Carlyle	Bermúdez, Edward	Betancourt, Ysrael	Bhatia, Jatinder	Bhoyan, Nazir Ahamed
Bencosme, Héctor M	Benoit, Evens	Bermudez, Jeff	Betancourth, Victor Hugo	Bhatia, Moolchand	Bhuiya, Mahub
Bencosme, John	Benoit, Gabriel	Bermudez, Josesito	Betancur, David	Bhatia, Sandeep	Bhuiya, Md Nur Islam
Bencosme, José Gabriel	Benosmane, Youcef	Bernaba, Emiel	Betancur, Gustavo A Restrepo	Bhatia, Veenu	Bhuiya, Md Shamol
Bencosme, Juan	Benouis, Amine	Bernadine, Kelvin	Beverly, Edward J	Bhatt, Joovan	Bhuiya, Mohimanul
Bencosme, Lucia	Benounane, Ilyes Kada	Bernal, Guillermo	Bey, Alhaiyy	Bhatt, Vatsalya	Bhuiya, Rashid
Bencosme, Lucia	Benrhazi, Noamane	Bernal, Gustavo	Bey, Ali	Bhatta, Bishwas	Bhuiyan, Abdullah
Bencosme, Pablo	Bens, Francisco	Bernal, Iliana	Bey, Hakan	Bhatta, Jaya Raj	Bhuiyan, Ataur
Bencosme, Pablo D	Bensadek, Mohand Hocine	Bernal, Miguel	Bey, Osman	Bhatta, Raju	Bhuiyan, Bahar

## Uber Form Letter- Drivers Names (Submission 1)

Bhuiyan, Fokrul M	Bhutia, Norbu Tshering	Bin, Lin	Blake, Carl	Boboev, Shaxboz	Bonifacio, Joemil
Bhuiyan, Jahid U	Bhutta, Adnan	Bin, Pang	Blake, Howard	Bobokulov, Sardor	Bonifacio, Jose
Bhuiyan, Mahamud	Bhutta, Ghazanfar	Bindra, Sunny	Blake, Robert	Bobomuradov, Iftihor	Bonilla, Bienvenido
Bhuiyan, Masud	Bhutta, Mansoor	Binet, Denny	Blanc, Eddy	Boccia, Joseph	Bonilla, Carlos
Bhuiyan, Md	Bhutta, Muhammad	Binet, Nicomedes	Blanc, Jimmy	Bodurov, Anvar	Bonilla, Cristian
Bhuiyan, Md	Bhuyan, Asif	Binyaminov, Yakub	Blanco, Alberto R	Bogard, Evan	Bonilla, Damian
Bhuiyan, Md	Bhuyan, Md	Bioh, Abraham	Blanco, Carlos	Bogati, Arjun	Bonilla, Francisco
Bhuiyan, Md Ibrahim	Bhuyan, Md Abbas Uddin	Birbal, Shivanan	Blanco, Edgar	Bogati, Ishwor	Bonilla, Hector
Bhuiyan, Md Iqbal	Bhuyan, Md Matin	Bird, Ashley	Blanco, Jose	Bogati, Krishna	Bonilla, Juan Carlos Gonzalez
Bhuiyan, Md L Bhuiyan	Bhuyan, Md Omar Faruk	Bireir, Mohamed	Blanco, Josi	Bogati, Raj Kumar	Bonilla, Luis Manuel
Bhuiyan, Md M	Bhuyan, Mohammed M	Bisharat, Ashraf	Blanco, Kelvin Amezquita	Bogdanov, Besik	Bonilla, Olandi
Bhuiyan, Md Mahamud	Bhuyan, Mushsin Uddin	Bishokarma, Kailash	Blanco, Tirso	Bogdanov, Bogdan	Bonilla, Yohany
Bhuiyan, Md Nurul Amin	Bhuyan, Noman	Bishwakarma, Bikki	Blanco, Yefrin	Boglo, Thierry J	Bonny, Jean J
Bhuiyan, Md S	Bhuyan, Rifat Islam	Bishwakarma, Milan	Blankson, Benjamin Ansah	Bohonco, Oleg	Bonsenor, Julio
Bhuiyan, Md Tayef Alam	Bhuyan, Sumon	Bishwas, Nityananda	Blasini, Vladimir	Bohorquez, Carlos	Bonsignore, John
Bhuiyan, Mdnazad	Bhuyian, Md	Bishwas, Nityananda	Blass, Joshua	Boiragee, Paban Jesper	Bony, Md Rayhan Kabir
Bhuiyan, Mdsahadat H	Bhuyian, Md Jahid Hasan	Bishwas, Nityananda	Blenman, Akeelah	Bois, Antolin Du	Boodhoo, David
Bhuiyan, Mehedi Hossain	Biamonte, Jon	Bishwokarma, Om	Bliadze, Irakli	Boitel, Ruddy	Boone, Angelique
Bhuiyan, Mohammad	Bian, Junjun	Bishwokarma, Sandesh	Bllaca, Berat	Bokhari, Adnan	Boota, Mohammad
Bhuiyan, Mohammad	Bianchi, Alejamdro Dama	Bishwokarma, Saroj	Bloise, Juan B	Bokhari, Anum	Boparai, Sahib
Bhuiyan, Mohammad	Bianco, James	Bisono, Jose	Blount, Cheron	Bokhari, Ayesha	Bor, Bekir
Bhuiyan, Mohammad	Bibawii, William	Bisono, Keyla	Blount, Cheron	Bokhari, Sameer	Borashvili, Giorgi
Bhuiyan, Mohammad	Bibichadze, David	Bisono, Luis	Blue, Jeffry	Bokhari, Syed Hasnat	Borbor, Bernardo
Bhuiyan, Mohammed	Bido, Rony	Bist, Nrip B	Blueel, Jeddakhan	Bokht, Md Jubair	Borbor, Jossie
Bhuiyan, Mohammed	Bido, Yanibel	Bista, Binayak	Blunt, Stephanie	Bola, Balvir Singh	Borgella, Harrins
Bhuiyan, Mohammed Ahad	Bier, Robert	Bista, Bipin	Bo, Song	Boland, Hubert	Borgella, Joseph
Bhuiyan, Mohammed J	Bihi, Youssef	Bista, Indra Bahadur	Boachie, Kwame	Bolanos, Antonio	Borgella, Wilmann
Bhuiyan, Mohammed K	Bijjan, Harvinder	Bista, Tenzin	Boadi, Daniel	Bolas, Kyrillos Eid Shehata	Borja, Oswaldo
Bhuiyan, Mohosin	Bikashvili, Koba	Bisunke, Shankar	Boadi, Faye	Bolat, Hakan	Borjas, Angel
Bhuiyan, Monir	Bikashvili, Ramaz	Biswas, Arabinda	Boadi, Foster	Boles, George	Borjigin, Danzen
Bhuiyan, Moshaddaq	Bikmulin, Abdulkhamit	Biswas, Dipankar	Boadi, Kwame	Boles, Michael	Boro, Issa Magna N
Bhuiyan, Mosharaf	Bikmulin, Russell	Biswas, Gopal	Boahen, Maxwell Osei	Boliev, Khondamir	Borodin, Alexey
Bhuiyan, Muhammed	Bilal, Ahmad	Biswas, Mukul	Boakye, Marfo	Bolivar, Dartiguenave Desire	Borovikov, Vitaly
Bhuiyan, Pavalur R	Bilal, Ahmed	Biswas, Pobitra	Boamah, Joseph	Bolkvadze, Temuri	Borovykov, Dmytro
Bhuiyan, Rashidul	Bilal, Mohamed	Biswas, Sajzed	Boame, Pius Addai	Boltaev, Bakhtiyor	Borras, Gregg
Bhuiyan, Rashidul	Bilal, Mohammad	Biswas, Thomas	Boateng, Adjei	Bolton, Aziza	Borras, Yannick
Bhuiyan, Rayhan	Bilal, Muhammad	Biteille, Cheikh	Boateng, Jacob Adogya	Bomeisl, Chris	Borrero, Deivis
Bhuiyan, Saiful Islam	Bilal, Muhammad	Bitherman, Samuel Adu	Boateng, Kofi	Bomuratov, Savron	Borrero, Emanuel
Bhuiyan, Saifullah A	Bilal, Muhammad	Bitis, Vasilis Bill	Boateng, Kwabena	Bond, Edward Adam	Borrome, Veruska
Bhuiyan, Tawhidur R	Bilal, Muhammad	Bittar, Clesk	Boateng, Kwaku	Bondar, Andrei	Bosco, Missa
Bhuiyan, Wasel	Bilawal, Usman	Biygjouan, Yassine	Boateng, Samuel	Bong, Kim	Boshra, Ameir
Bhuiyan, Zakaria	Bilawal, Usman	Biyik, Dogukan	Bobadilla, Freddy	Bong, Kim Nyan	Bosse, Serge
Bhujel, Madan	Bilginer, Zeyhan	Black, Neville	Bobadilla, Jose	Bong, Susanto	Bossous, Roosevelt
Bhujel, Shreeram	Billa, Boukary	Blackwell, Ronald	Bobadilla, Juan	Bong, Susanto	Bostic, Jabriel
Bhullo, Mahfooz H	Billah, Md	Blackwood, Giovanni	Bobadilla, Osiris	Bonheur, Eric	Boston, Sherwin
Bhushan, Kul	Billah, Mohammad Hasan	Blair, Marlon	Bobadilla, Osiris	Bonhomme, Evelyn	Botero, Beatriz
Bhutia, Nawang Pintso	Billah, Naser	Blaise, Jude	Bobb, George	Boni, Seydou	Botros, Patrick
Bhutia, Nawang Pintso	Bimbaeva, Irina	Blake, Anthony K	Boboev, Farkhod	Bonifacio, Ariel	Botros, Romany

## Uber Form Letter- Drivers Names (Submission 1)

Boturov, Abbos	Bouledj, Sami	Brahmi, Mohamed Ali	Brisenault, Jean	Brown, Gauntlet	Budhai, Videsh
Bouabd, El Mustapha	Bouledjoudja, Amir	Bramble, Jamal	Bristol, Ashanay	Brown, Jerome	Budhathoki, Diwakar
Bouabdellah, Said	Boulgou, Amour Didier	Branch, John	Brito, Edwin	Brown, Joe	Budhathoki, Harihar
Bouadi, Moulay	Boulyouch, Youssef	Brandt, Shelman	Brito, Eury Gil	Brown, Latisha	Budhathoki, Pradip
Boualdja, Khaled	Boumeraou, Salim	Branin, Tony	Brito, Francisco	Brown, Leslie	Budhathoki, Sher
Bouanika, Mohammed	Bountoulougou, Mohamed	Branker, Barry	Brito, Hector	Brown, Marlon	Budhathoki, Som B
Bouaraba, Hakim	Bountouvas, Demetrios	Brantz, Yossi	Brito, Joann	Brown, Matthew	Budhiraja, Amit
Bouaroura, Mohammed	Bouqachab, Samir	Brar, Randeep Singh	Brito, John Elias	Brown, Michael	Budniak, Adélie
Boubacar, Issaka	Bouraima, Latifou	Brassell, Len	Brito, Jose	Brown, Michael	Buenaventura, Javier
Boubekeur, Malik	Bouras, Mohamed	Brataj, Seli	Brito, Jose Cruz	Brown, Petrina T	Buenaventura, Rodriguez
Bouchatri, Mounir	Bourdier, Silvio	Bratton, Gabrielle	Brito, Jostin	Brown, Petrina T	Bueno, Alexander
Bouchemma, Amine	Bourdierd, Aderly	Bratton, Gwendolyn	Brito, Juan	Brown, Rebecca	Bueno, Alexander
Bouchouit, Azzouz	Bourdierd, Erasmo Rafael Thomas	Bratuta, Vladislav	Brito, Juan Pablo Javier	Brown, Rohan	Bueno, Álvaro
Bouchra, Elhabib	Boureima, Sankare	Bravo, Benito	Brito, Lucilo	Brown, Vincent	Bueno, Augusto
Bouda, Bruno	Bouret, Juan	Bravo, Carlos	Brito, Luis	Brown, Yahudah	Bueno, Hilarious
Bouda, Hassan	Bourhlala, Adel	Bravo, Carlos	Brito, Luiz Carlos De	Browne, Shada	Bueno, Jose
Bouda, Jean	Bouri, Majid	Bravo, Georgio	Brito, Manuel	Bruce, Dione	Bueno, Jose
Bouda, Wendpagnagde	Bourke, David	Bravo, Giovanni	Brito, Miguel	Bruce, Ron	Bueno, Jose
Boudabba, Bachreddine	Bourne, Ricardo	Bravo, Kervin	Brito, Rafael	Bruneus, Evens	Bueno, Jose R
Boudendouna, Naim	Bousalem, Seyf Eddine	Bravo, Paulo	Brito, Richard	Bruno, Nelson	Bueno, Ledwi
Boudguig, Abdelali	Boussetta, Soufien	Bravo, Pedro	Brito, Victor De Jesus	Bruno, Onald	Bueno, Oliver
Boudguig, Abdelali	Boutat, Abderrahman	Braxton, Barry	Brito, Wilton	Brunson, Brian	Bueno, Ricardo
Boudi, Abdelkader	Boutiche, Rachid	Brazoba, Jose	Brito, Winston	Brunson, Steven	Bueno, Rosaina
Boudina, Abdelkader	Bouyagoub, Abdel Ilah	Brazoban, Argenis	Britwum, Akwasi	Brunson, Steven	Bueno, Windelfo
Boudjelthia, Mhamed Moussa	Bouzara, Bilal	Brazoban, Jose	Britwum, Samuel	Bruny, Emmanuel	Bueta, Jayson M
Boudjemai, Kamal	Bouziane, Youcef	Brea, Angel	Brivard, Sandes	Brutus, Eddy	Bufi, Andi
Boudjemai, Kamal	Bouzidi, Khalid	Brea, Julio	Bro, Izzy	Brutus, Henry	Bukhaidze, Vano
Boudjemai, Kamal	Bouziri, Lotfi	Brea, Rafael	Broady, David	Brutus, Henry	Bukhari, Saima
Bougdah, Tarik	Bowen, Garfield	Bredemann, Marcos	Brodersen, James	Brutus, Nelta	Bukhari, Syed
Boughrara, Himmi	Bowen, Raphael	Bregvadze, Giorgi	Bromberg, Marc	Bryan, Frank	Bukhari, Syed
Boughrara, Himmi	Bowler, Jack	Bremont, Engels	Bromberg, Yevgeni	Bryan, Jermaine	Bukhari, Syed
Bougma, Daouda	Bowman, Keegon	Brenard, Osee	Brooks, Gerald	Bryan, Morris	Bukr, Riyadh Ba
Bougma, Wendemi Ousmane	Boychuk, Ivan	Brenz, Eduardo	Brooks, Glenford	Bryant, Meltona	Bull, John
Bouhbour, Khayreddine	Boyd, Allen	Brereton, Wayne	Brooks, Kashif	Bryant, Meltona	Bullock, Armstead
Bouhechicha, Mouatez	Boyd, Sharoline	Breton, Rafael	Brooks, Monique	Bryant, Tyeisha	Bumang, Kunchhok Tsering
Bouhechicha, Noureddine	Boyd, Shawn	Breton, Raibel	Brooks, Wayne	Bryson, Brayen	Bunawan, Kirmanto
Bouhedjar, Hemza	Boyddo, Somor	Breton, Yordany	Brother, Mina	Bu, Li Bin	Bunze, Michael
Bouhontash, Jihad	Boye, Mor	Brgum, Roksana	Brou, Aman	Buadze, Anzori	Buono, Scott
Boukari, Komi	Boylorn, Tyler	Brianvil, Emmanuel Paul J	Brown, Allen	Buahyin, Mohammad	Burac, Asterio
Boukerche, Khaled	Boymatov, Sherzod	Brice, Fritz	Brown, Charles	Bucher, Keith	Buraimo, Ola
Boukhari, Tarik	Bozdag, Erhan	Briceno, Wilson H	Brown, Colin	Buckner, Russell	Burathoki, Shankar
Boukhatem, Karim	Bozorov, Rahmat	Brinkley, Rasuwl	Brown, Damian	Budha, Aayuj	Burathoki, Shiva Dev
Boukili, Said El	Brache, Manuel	Briones, Jesus	Brown, Daniel	Budha, Aayuj	Burbano, Olger
Bouktita, Abdennabi	Bracho, Jose	Briones, Manelle	Brown, Donald C	Budha, Jor Bahadur	Burger, Teresa
Boulaaouane, Saad	Brady, Rogelio	Brioso, Avis	Brown, Elijah R	Budha, Lok P	Burgess, Michael
Boulabiza, Omar	Bragg, Jamel	Brioso, Eric	Brown, Elijah R	Budha, Om	Burgess, Obed R
Boulaioune, Mohamed	Braham, Yacine	Brioso, Pedro	Brown, Evon	Budha, Sushil	Burgos, Ana
Boularoud, Hassane	Brahim, Aimen Ben	Brisenault, Jean	Brown, Ewin	Budha, Yubraj	Burgos, Daniel

## Uber Form Letter- Drivers Names (Submission 1)

Burgos, Domingo Jose Castillo	Butt, Imran	Caba, Daniel	Cabrera, Daniel	Caceres, Felix Alberto	Calcerrada, Yasmel
Burgos, Eduard D	Butt, Imtiaz R	Caba, Luis	Cabrera, Deivy	Caceres, Hans	Calder, Patrick
Burgos, Elio	Butt, Irfan	Caba, Pedro	Cabrera, Deivy Arquimedes	Caceres, Joel	Calderon, Alejandro
Burgos, Hilaria	Butt, Javed	Caba, Ramon	Cabrera	Caceres, Jonathan	Calderon, Dennis
Burgos, Jonathan	Butt, Khanzadi	Caba, Ramon	Cabrera, Edgar	Caceres, Raidy	Calderon, Ezequiel
Burgos, Jose	Butt, Khuram Shahzad	Caba, Rubi	Cabrera, Fabio	Caceres, Rene	Calderon, Ezequiel
Burgos, Junior	Butt, Mohammad	Caballero, Vanessa	Cabrera, Francisco	Cacharani, Lucio	Calderon, Fabio
Burgos, Lourdes	Butt, Muhammad	Caban, Eliezer	Cabrera, Freddy	Caddy, Jimmy	Calderon, Juan Ramon Tejada
Burgos, Manuel	Butt, Muhammad	Caban, Juan	Cabrera, Glenly	Cadesti, Patrick	Calderon, Marbelyn
Burgos, Ruben	Butt, Muhammad A	Caban, Lorenzo	Cabrera, Hector	Cadesti, Patrick	Calderon, Mike
Burgos, Wilkins	Butt, Muhammad I	Caban, Philip	Cabrera, Ionesco	Cadet, David	Calderon, Rolando
Burgospena, Hernan Burgos	Butt, Muhammad N	Cabibbo, Sarah	Cabrera, Jairo	Cadet, Fernand	Calderon, Samuel Morlas
Burgoy, Darlin Jose Gavin	Butt, Muhammad Rashid	Cabral, Alexander	Cabrera, Jose	Cadet, Frantz	Calderon, Saturnino
Burhan, Shaheedul	Butt, Muhammad Shahid	Cabral, Alvaro	Cabrera, José	Cadet, Jean	Calderon, Stiver
Burhan, Shaheedul	Butt, Muhammad Sufian	Cabral, Cesar	Cabrera, Jose R	Cadet, Jean	Caldez, Dionis
Buriev, Ilkhom	Butt, Muhammad Zahid	Cabral, Christopher	Cabrera, Joshua	Cadet, P	Caleb, Amer
Buriyev, Parviz	Butt, Nadeem	Cabral, Darwin	Cabrera, Jovanny A	Cadet, Ramonsy	Calicin, Genel
Burke, Ezra	Butt, Nadeem A	Cabral, Elsa	Cabrera, Julio	Cadet, Rico	Calixto, Darwin
Burke, Katie	Butt, Raza	Cabral, Jennifer	Cabrera, Kendry	Cadet, Robert	Calizan, Jose
Burke, Tonya	Butt, Rizwan	Cabral, Jesus	Cabrera, Kisory	Cadet, Stanlley	Calle, Flavio
Burkett, Christopher	Butt, Shahid	Cabral, Jose L	Cabrera, Leonard	Cadette, Jean Michel	Calle, Freddy
Burkhonov, Temur	Butt, Shahryar	Cabral, Jose Rafael Perez	Cabrera, Luis	Cadichon, Yonel	Calle, Glenda
Burlew, Laura	Butt, Sikandar	Cabral, Leydania	Cabrera, Manuel	Caesar, Cristina	Calletano, Gregory
Burney, Muhammad	Butt, Tahir Mahmood	Cabral, Luis	Cabrera, Marcos	Caffoor, Muhammed Adumai	Calub, Eduardo
Burrell, Jason	Butt, Umair	Cabral, Orlando	Cabrera, Mario	Cag, Yuksel	Calvo, Julio Miguel Vasquez
Burriesci, Andrea	Butt, Waheed	Cabral, Orlando	Cabrera, Mario	Caguana, Luis	Camacho, Cristhian
Burton, Khari	Butt, Waseem	Cabral, Rafael	Cabrera, Melvin	Cai, Chun Lin	Camacho, Fausto
Burton, Markham	Butt, Yasir	Cabral, Rafael	Cabrera, Miguel	Cai, Jiahui	Camacho, Gilian
Busgith, Chrisendatt	Butt, Yasir	Cabral, Randy	Cabrera, Miguel	Cai, Juhua	Camacho, Humberto
Bustamante, Ximena Paola	Butt, Zain	Cabral, Richard	Cabrera, Pedro José	Cai, Kevin Kevin Hong	Camacho, Javier
Bustos, Nicole	Butt, Zain	Cabral, Romy	Cabrera, Pedro L	Cai, Lefeng	Camacho, Jose A
Busuguru, Olivier	Butt, Zeeshan	Cabral, Virgilio	Cabrera, Pedro L	Cai, Wanhong	Camacho, Milleret S Serna
Butayev, Askar	Buttar, Shahid	Cabreja, Dangelo	Cabrera, Ramon	Cai, Wenbo	Camacho, Pedro
Butler, Babar	Buttar, Wali Farid	Cabreja, Fernando A Diaz	Cabrera, Raul	Caicedo, Kevin	Camacho, Radha
Butler, Christopher	Buyukbayram, Seyhan	Cabreja, Freddy	Cabrera, Rey	Cairo, Leandro	Camara, Abdoulaye
Butler, George	Byalou, Achraf S	Cabreja, Gergen	Cabrera, Rey	Caison, Kenny	Camara, Abdoulaye
Butt, Abid Mahmood	Bynoe, Taj	Cabreja, Kissairis	Cabrera, Robert	Caison, Kenny	Camara, Abdourahamane
Butt, Adnan	Bynum, Chamar	Cabreja, Manuel	Cabrera, Rodolfo	Caizan, Claudio	Camara, Aboubacar
Butt, Ali	Byron, John	Cabreja, Noeldaly	Cabrera, Tomas	Cajiao, Luis	Camara, Aboubacar
Butt, Amjad	C, Hasser L Quiroz	Cabrera, Adonis	Cabrera, Victo	Cajic, Dorde	Camara, Aboubakar
Butt, Arshad	C, Juan	Cabrera, Alejandro	Cabrera, Washington	Cajilima, Wilson	Camara, Adama
Butt, Atif	C, Michelle	Cabrera, Alfredo	Cabrera, Wilfredo	Cajous, Edsene	Camara, Alioune
Butt, Basil	C, Nathan	Cabrera, Amanda	Cabrera, Winston	Cajuste, Vilaire	Camara, Diafara
Butt, Faisal	C, Ruben D Rodriguez	Cabrera, Carlos	Cabrera, Yerry	Calboreanu, Calin Ion	Camara, Fode
Butt, Ferhaj	C, Segundo Dutan	Cabrera, Carlos	Cabrera, Yudelka	Calcano, Jesús	Camara, Hamidou
Butt, Habib R	C, Thalia	Cabrera, Carlos	Cabunoc, Robert	Calcano, Lidia	Camara, Ibrahim
Butt, Hassan	Caba, Ariel	Cabrera, Carlos	Caceres, Cristina	Calcano, Romer L	Camara, Ibrahima Sory
Butt, Ijaz Ahmad	Caba, Cristian	Cabrera, Cesar	Caceres, Erick	Calcano, Salomon	Camara, Ismael

## Uber Form Letter- Drivers Names (Submission 1)

Camara, Lamin Morrie	Campos, Jose	Capellan, Ana	Cardona, Maynor	Carvajal, Boris	Castillo, Argenis
Camara, Mahamadou	Campos, Julian Fernando	Capellan, Angel Miguel Reyes	Cardona, Otoniel	Carvajal, Carlos	Castillo, Carlos
Camara, Malang	Campos, Lenin	Capellan, David	Cardona, Pedro	Carvajal, Daniel	Castillo, Carlos
Camara, Mamadi	Campos, Ronald J	Capellán, Esteban	Cardona, Richard	Carvajal, Nieves	Castillo, Carlos
Camara, Mamadi	Campos, Wally	Capellan, Francisco	Cardoso, José	Carvajal, Randorf I Herrera	Castillo, Carlos
Camara, Mamoudou	Campoverde, Isidro A	Capellan, Hamlet	Carela, Freddy Santos	Carvajal, Ryan	Castillo, Carolina Helena
Camara, Modibo	Campusano, Romney	Capellán, Juan	Carelus, Jean	Casado, Alexa	Castillo, Cesar
Camara, Mohamed	Campuzano, Maximiliano	Capellan, Juan Isidro Martinez	Carestia, Steven	Casado, Diones	Castillo, David
Camara, Mohamed	Campuzano	Capellan, Nelson	Carfi, Gerval	Casado, Fernando Castillo	Castillo, Deysi
Camara, Mohamed	Can, Celal	Capellán, Randy	Caridad, Aileen	Casado, Luis	Castillo, Domingo José Castillo
Camara, Mohamed Sanoussy	Canales, Adriel	Capers, Courtnie	Caridad, Luis Ariel Jimenez	Casado, Luis	Castillo, Eddy
Camara, Naromba	Canales, Troy	Capers, Keyona	Carieri, Vincent	Casado, Manuel	Castillo, Edwin
Camara, Oumar	Canario, Junior	Capoglu, Sahap	Carlo, Julian	Casado, William	Castillo, Edwin
Camara, Ousmane	Canas, Edwin A	Capois, Ramon	Carlos, Jean	Casalderrey, Hseriff Suleiman	Castillo, Elisen
Camara, Sansy	Cancel, James	Cappellano, Cassiano	Carlos, Jean Carlos	Cascante, Cristobal Flores	Castillo, Elvin R
Camara, Sidiki	Cande, Ahmadu	Capretta, Peter	Carlos, Juan Carlos Merentes	Casco, Jorge	Castillo, Emely
Camarena, Miguel	Candelaria, Jose	Capriles, Yamil	Carlos, Pulla	Case, Ranique	Castillo, Francis
Camarena, Ruddy	Candelario, Alexander	Caprio, Vincent	Carmen, Emerson Del	Casey, Edward	Castillo, Franklin
Cambos, Khrisy	Candelario, Angel J	Carabajo, Carlos	Carmen, Henry Antonio De Jesus	Casey, Jamie	Castillo, Gerald
Camejo, Pamela	Candelario, Edward	Caraballo, Adriel	Del	Casicana, Salomon	Castillo, Gonzalo
Cameron, Andel	Cando, Frans	Caraballo, Eliodoro	Carmino, Jewel	Casilla, Jonathan	Castillo, Hilda
Camille, Jacques	Cando, Julio	Caraballo, Enrique	Carmona, Pedro	Casimir, Ernst	Castillo, Jeiston Alberto Guerrero
Camilo, Alber	Candra, Fendy	Caraballo, Eric	Carpino, Bibiana	Casimir, Johnny	Castillo, Jesus
Camilo, Anibal	Canela, Cristhian	Caraballo, Jorge	Carpio, Edgar	Casimir, Kouraogo Paligba	Castillo, Jhonny
Camilo, Anthony	Canela, Daniel E Baez	Caraballo, Jose	Carpio, Franklin	Casimiro, Wilson	Castillo, Joe E
Camilo, Benjamin	Canela, Eduany Rosario	Caraballo, Jose M	Carpio, John	Casis, Israel	Castillo, Johan
Camilo, Carlos Manuel Vasquez	Canela, Fernando E	Caraballo, Luis	Carpio, Ricardo	Cassano, Angelo	Castillo, Johan
Camilo, Desiderio Hernandez	Canela, Jose	Caraballo, Nathaly	Carpio, Rodolfo	Casseus, Edward	Castillo, Johnny
Camilo, Erber	Canelo, John	Caraballo, Luis	Carpio, Viviana	Castaneda, Luis A	Castillo, Jorge Del
Camilo, Geral	Canelo, Jose	Caraballo, Nathaly	Carranza, Marlon	Castano, Fernando	Castillo, Jose
Camilo, Jan	Cano, Cesar	Caranguí, Luis	Carrasco, Alvaro	Castano, Fernando	Castillo, Jose
Camilo, Jose C	Cano, Freddy	Caranguí, Maria	Carrasco, Carlos	Castellano, Ramses	Castillo, Jose
Camilo, Jose E	Cano, Gerardo	Carb, Edmundo	Carrasco, Rafael	Castellanos, Daniel	Castillo, Jose
Camilo, Melvin	Cano, John M Alvarez	Carbonell, Jonatan	Carrasco, Soyer	Castellanos, Gabrielle	Castillo, José
Camilo, Washington	Cano, Luis	Carbuccia, Diego Antonio	Carrenard, Ricardo	Castellanos, Jaime	Castillo, Juan
Camp, Lennox De	Cantalicio, Tchaikovsky	Carcamo, Jorge D	Carrero, Oscar	Castellanos, Jhonatan	Castillo, Juan
Campana, Lenin	Canto, Manuel	Carchi, Jose	Carrillo, Javier	Castellanos, Mauricio	Castillo, Juan
Campana, Nicanor	Cao, Bin Feng	Carchi, Wilson	Carrillo, Patricia	Castellanos, Osiris	Castillo, Lilibeth Guerrero
Campbell, Kevon	Cao, Guojiang	Carchipulla, Juan	Carrion, Alejandro	Castellar, Javier	Castillo, Lilibeth Guerrero
Campbell, Marlon	Cao, Jiayin	Cardenas, Alfonso Lozado	Cartagena, Edwin	Castillo, Alejandro	Castillo, Luis
Campbell, Norice	Cao, Jie Fang	Cardenas, Carlos	Carter, Andrea O	Castillo, Alexandra	Castillo, Luis A Disla
Campbell, Norman A	Cao, Junfu	Cardenas, Diego	Carter, David	Castillo, Alexis F	Castillo, Luis M
Campbell, Orlando	Cao, Junfu	Cardenas, Gladis S	Carter, David	Castillo, Alfonso	Castillo, Marcos Luis María
Campbell, Stevel	Cao, Liangming	Cardenas, Leugarda	Carter, George	Castillo, Angel	Castillo, Mariel
Campora, David	Cao, Xing	Cardenas, Luis	Carter, John	Castillo, Angel	Castillo, Marino
Campos, Andinkson Marizan	Cao, Zhen Qiang	Cardenas, Rafael	Carter, Kevin	Castillo, Angel	Castillo, Mario Nelson
Campos, Antonio Higino	Cao, Zheng	Cardini, Michael	Carter, Lahrell	Castillo, Angel	Castillo, Miguel Ángel Martínez
Campos, Hugo	Cao, Zhi	Cardona, Angie	Carter, Ryan	Castillo, Antonio	Castillo, Neftali
	Capellan, Ana	Cardona, Lindsay	Carty, Carol	Castillo, Antonio M	

## Uber Form Letter- Drivers Names (Submission 1)

Castillo, Nelson	Castro, Miguel N	Celestin, Jean Marc	Cermot, James	Chai, Chunhui	Chan, Wai Wan
Castillo, Omar Tejada	Castro, Miguel Salas	Celestin, Sauveur Junior	Ceron, Jesus Ernesto	Chaib, Khaled	Chan, William
Castillo, Oscar E	Castro, Orlando	Celestin, Sauveur Junior	Cerrato, Jonathan	Chakanov, Eliar	Chan, Wingcheung Cheung
Castillo, Perla	Castro, Oscar	Celestine, Cassandra	Cerrillo, Jose Maria	Chakma, Arabindu	Chance, Kareem
Castillo, Sandy	Castro, Quezia De	Cenaj, Dritan	Cervantes, Osvaldo Alexis Palma	Chakma, Ashok	Chand, Balbir
Castillo, Steven	Castro, Randy	Cenat, Jean	Cesar, Emmanuel	Chakma, Austin	Chand, Gopi
Castillo, Syenier	Castro, Randy	Cenatus, Robert	Cesar, Julio	Chakma, Binoy Aditya	Chand, Jagdish
Castillo, Taylor	Castro, Roberto	Cenli, Yunlan	César, Julio	Chakma, Ithu	Chand, Prakash Bahadur
Castillo, Tomas	Castro, Rosaura	Cennet, Levent	Cespedes, Argenis	Chakma, Papel	Chand, Sandip
Castillo, Ulises	Castro, Sayonara	Centeno, Michael	Cespedes, Bryan	Chakma, Subasish	Chand, Sher
Castillo, Wilson	Castro, Toribio	Cepeda, Alejandro	Cespedes, Edward Jose	Chakma, Subasish	Chand, Uttam
Castillo, Xavier	Castro, Wigberto	Cepeda, Amaury	Cespedes, Edward Jose	Chakor, Prashant	Chandler, Mirko
Castillo, Yeimy	Castro, Yaneri	Cepeda, Brailyn	Cespedes, Erick	Chakraborty, Rumon	Chandra, Dharma Saputra
Castillo, Yeimy	Castro, Yolenny	Cepeda, Brunilda	Cespedes, Joel	Chakraborty, Shuhars	Chandra, Lakeram
Castillo, Yonathan	Catalano, Michael	Cepeda, Deivis	Cespedes, Joel Antonio Cespedes	Chalabi, Hamza	Chandradat, Ravichand
Castillo, Zoila W	Catinac, Jesus	Cepeda, Edwin Antonio	Cespedes, Luis Luna	Chalaco, Franklin	Chandrashankar, Nitheshkumar N
Castrillon, John Harold	Cato, Anthony	Cepeda, Elton	Cespedes, Michel Perez	Chalal, Lamine	Chandrika, Guy
Castrillon, Julio	Cayemitte, Emmanuel	Cepeda, Felix	Cespedes, Milagros	Chalas, Erqui	Chang, Baohai
Castro, Anabel	Cayllahua, Walter A	Cepeda, Gelson	Cespedes, Pedro	Chaligava, Soso	Chang, Hsi
Castro, Ángel	Cayruth, Julius	Cepeda, Hayro	Cespedes, Steve	Chalise, Amri	Chang, Jaims Kowei
Castro, Antonio	Cazares, German	Cepeda, Isamar	Cespedes, Tomas	Challa, Asfchew	Chang, Kim Dae
Castro, Ariel Camilo	Cazzolla, Gianfranco	Cepeda, Jose	Cetin, Metin	Challenger, Lucky	Chang, Nicky
Castro, Arnaldo	Ceant, Karl Heinz	Cepeda, Jose	Cevallos, Angel	Challi, Jundie	Chang, Shen
Castro, Brian	Ceballo, Angel	Cepeda, Jose	Cevallos, Freddy	Chalouh, Faraj	Chang, Steve
Castro, Carlos	Ceballos, Alfonso Rodriguez	Cepeda, Josibel	Cevallos, Robert	Cham, Carl	Chang, Ting
Castro, Carlos	Ceballos, Delvin Rafael	Cepeda, Juan	Ceyhan, Gonul	Chamberlain, Robert	Chang, Yong
Castro, Dahiana	Ceballos, Ivan	Cepeda, Luis	Ceyhan, Huseyin	Chambers, Garranchia	Chang, Yong
Castro, Damián Esteban Castro	Ceballos, Jose	Cepeda, Luis	Cezzar, Mehmet	Chambers, Paul	Chanla, Marco
Castro, Daniel	Ceballos, Juan	Cepeda, Luis	Ch, Babar	Champaneri, Manish	Chao, Michelle
Castro, Diego	Ceballos, Marco	Cepeda, Luis	Ch, Steve	Chamseddine, Omar	Chao, Weixue
Castro, Donald Jonas Morel	Ceballos, Mario Ceballos	Cepeda, Luis R	Ch, Sung Churl	Chamunorwa, Byron	Chao, Yongjun
Castro, Edgardo	Ceballos, Yomayra	Cepeda, Luis R	Chaand, Suneel	Chan, Aung Pyi Nyein	Chaouki, Mohammed
Castro, Elizabeth	Ceballos, Yon	Cepeda, Miguel A Cepeda	Chabane, Rafik	Chan, Cheuck Yim	Chaowen, Lin
Castro, Emmanuel	Cébalos, Ramón	Cepeda, Miguel Angel Nunez	Chabla, Angel Lizardo	Chan, Cheuk	Chapel, Angel
Castro, Enmanuel A Rodríguez	Cebi, Unsal	Cepeda, Miguelangel	Chabla, Marco	Chan, David	Chapelle, Cristina
Castro, Enyer A Reyes	Cedager, Claudio	Cepeda, Oliver	Chabla, Walter	Chan, Derek	Chaperon, Esmeralda
Castro, Estanislao	Cedano, Alejandro	Cepeds, Helen	Chachua, George	Chan, Edmund	Chaperon, James
Castro, Gelanys	Cedeno, Angelo	Cepin, Andre	Chacom, Roberto	Chan, Jackson	Chaplin, Diamond
Castro, Henry	Cedeno, Edgar	Cepin, Juan Carlos	Chacon, Ariolfo	Chan, Jeng	Chapman, Emil
Castro, Johan	Cedeno, Edgar	Cepin, Plinio	Chacon, Maicol	Chan, Kwei	Chapman, Kenneth
Castro, Jorge	Cedeno, Patrick	Ceranic, Nikola	Chad, Kalimi	Chan, Lam Chong	Chapusette, Jean Charles
Castro, Jose	Cedeno, Wilson	Cercioglu, Tanzer	Chadha, Jatinder	Chan, Lamlei	Chari, Owen
Castro, Jose L	Cedeno, Yean	Cerda, Jorge	Chae, Duck	Chan, Nay Lin	Charible, Renold
Castro, Juan	Cedillo, Lina	Cerda, Jorge	Chaganava, Zauri	Chan, Nay Lin	Charif, Hussam
Castro, Juan	Ceesay, Abdou	Cerda, Miguel A	Chaglla, Clever	Chan, Pierre	Charles, Cameron
Castro, Julio Saldaña	Ceesay, Jebel	Cerda, Paul	Chahal, Gurkirat	Chan, Soy	Charles, Donald
Castro, Lisy Yelisa Vera	Cejas, Analia	Cerda, Rosa	Chahal, Jagdeep Singh	Chan, Stephen	Charles, Eddie
Castro, Michael Pedreros	Celestin, Jean Edy	Ceridor, Samnel	Chahal, Sanjiv K	Chan, Tin Sang	



## Uber Form Letter- Drivers Names (Submission 1)

Charles, G	Chaudhri, Tahir	Chaumette, Edner	Cheema, Muhammad	Chen, Feng F	Chen, Jin Xin
Charles, Guilbert	Chaudhry, Abdul Q	Chavarria, Ivan	Cheema, Mustafa	Chen, Gang	Chen, Jingguang
Charles, Jean	Chaudhry, Arbab	Chavarria, Jerry G	Cheema, Sital	Chen, Gang	Chen, Jinyan
Charles, Jean	Chaudhry, Asif	Chavarria, Roger	Cheema, Sumair	Chen, Guangsheng	Chen, Johnny
Charles, Josue	Chaudhry, Aslam	Chavarro, Oscar	Cheema, Waqas Ahmad	Chen, Gui	Chen, Jun
Charles, Julin	Chaudhry, Aslam	Chavez, Boris	Cheema, Wasim	Chen, Guiquan Quan	Chen, Jung
Charles, Omar	Chaudhry, Ayesha	Chavez, Bryant	Cheema, Yasar Akram	Chen, Guobin	Chen, Justin
Charles, Reginald	Chaudhry, Azeem	Chavez, Carlos	Cheikh, Gueye	Chen, Hai	Chen, Kai
Charles, Reginald	Chaudhry, Bilal Maqbool	Chavez, Carlos	Chekole, Solomon	Chen, Haihong	Chen, Kai
Charles, Roodly	Chaudhry, Hafeez	Chavez, Cesar	Chelidze, David	Chen, Haihong	Chen, Ke
Charles, Rousvel Jean	Chaudhry, Imran	Chavez, Cristhian	Chelihi, Nassredine	Chen, Haiqiang	Chen, Ke
Charles, Shawon	Chaudhry, Imran	Chavez, Diego	Chem, Fei	Chen, Haiqiang	Chen, Kenny
Charles, Shiler	Chaudhry, Jamal	Chavez, Jorge	Chemiaa, Mustapha	Chen, Haiyu	Chen, Konglu Lu
Charles, Wendell	Chaudhry, Kamran Khan	Chavez, Juan Jose	Chemjong, Bimal	Chen, Han	Chen, Lei
Charles, Wilson	Chaudhry, Kashif	Chavez, Mario	Chemssy, Samir	Chen, Han	Chen, Lei
Charlot, Jean	Chaudhry, Khalid	Chavez, Noel	Chen, Aiyu	Chen, Hang	Chen, Leo Cry
Charlot, Raoul	Chaudhry, Manzoor Ahmad	Chavez, Radhames	Chen, Alexander	Chen, Hang	Chen, Liang
Charyyev, Serdar	Chaudhry, Moodassar	Chavez, William	Chen, Bai	Chen, Hang	Chen, Liang
Chase, Nicholas	Chaudhry, Muhammad	Chawla, Gagandeep	Chen, Baisheng	Chen, Hangcan	Chen, Liang
Chatha, Adnan S	Chaudhry, Muhammad	Chawli, Mohamad El	Chen, Bao	Chen, Hao	Chen, Liang Sheng
Chatha, Rajni	Chaudhry, Muzaffer S	Chayed, Md A	Chen, Baron	Chen, Hao	Chen, Liang Yun
Chatir, Kamal	Chaudhry, Nadeem	Che, Shengfan	Chen, Bin	Chen, He	Chen, Linfei
Chatir, Kamal	Chaudhry, Nida	Che, Weiwen	Chen, Bin Hai	Chen, Hong	Chen, Ling
Chatmon, Marshall	Chaudhry, Pervez	Chebchoub, Said	Chen, Bingquan	Chen, Hua	Chen, Lingjian
Chattha, Saadullah	Chaudhry, Rashid	Chebli, Naim	Chen, Binyu	Chen, Hua	Chen, Lingjian
Chattwal, Darpan	Chaudhry, Saeed	Chechey, Nfn	Chen, Binyu	Chen, Hua	Chen, Longqing
Chau, Benny	Chaudhry, Saleem	Checo, Bernardo	Chen, Cai	Chen, Huadeng	Chen, Lunhuan
Chau, Cheung Po	Chaudhry, Sarosh	Checo, Jesus	Chen, Chang Wei	Chen, Huamei	Chen, Miao
Chau, Kwok	Chaudhry, Shabab	Checo, Jesus	Chen, Changjian	Chen, Huangwu	Chen, Mike
Chau, Manh	Chaudhry, Shabab	Checo, Joe	Chen, Chao	Chen, Hui	Chen, Ming
Chauca, Esteban	Chaudhry, Sohaib	Checo, Jose	Chen, Chaoji	Chen, Hui	Chen, Ming
Chauca, Esteban	Chaudhry, Suhail	Checo, José L	Chen, Che	Chen, Huilin	Chen, Ming Xing
Chaudhary, Abbas	Chaudhry, Taimoor	Checo, Martín	Chen, Cheng	Chen, Jacky	Chen, Minghao
Chaudhary, Anjum	Chaudhry, Tariq M	Checo, Pedro	Chen, Chien	Chen, Jerry	Chen, Mo
Chaudhary, Anjum	Chaudhry, Tariq M	Checo, Raynier Castillo	Chen, Chien H	Chen, Ji	Chen, Nelson
Chaudhary, Ashraf	Chaudhry, Usman	Checo, Raynier Castillo	Chen, Chung Yi	Chen, Ji Hai	Chen, Peng
Chaudhary, Manawar	Chaudhry, Wajid	Cheek, Jacquelyn	Chen, Chunhuo	Chen, Jia	Chen, Peter
Chaudhary, Mohammad	Chaudhry, Waleed	Cheema, Abdul Jabbar	Chen, Chunlian	Chen, Jian	Chen, Ping
Chaudhary, Mohammad	Chaudhry, Waleed	Cheema, Arslan	Chen, Daoyu	Chen, Jian	Chen, Ping
Chaudhary, Osman	Chaudhry, Zeshan	Cheema, Asif	Chen, Dehao	Chen, Jianbin	Chen, Qi
Chaudhary, Qamar	Chaudry, Imran	Cheema, Chandbir Singh	Chen, Deqian	Chen, Jianjun	Chen, Qi
Chaudhary, Rajan	Chaudry, Javed A	Cheema, Choudhry	Chen, Dong	Chen, Jianqing	Chen, Qian
Chaudhary, Shahab	Chaudry, Javed A	Cheema, Ghulam Mustafa	Chen, Dongming	Chen, Jianxin	Chen, Qiang
Chaudhary, Sheher Yaar	Chaudry, Shahjahan	Cheema, Irfan	Chen, En De	Chen, Jiaren	Chen, Qiaoqiao
Chaudhary, Shoaib	Chaug, Mauricio Subia	Cheema, Jagdeep	Chen, Enkai	Chen, Jihui	Chen, Qichuan
Chaudhary, Shree Prasad	Chauhan, Binod Thapa	Cheema, Kashif	Chen, Enlin	Chen, Jimmy	Chen, Qin
Chaudhary, Waquas	Chauhan, Hanif	Cheema, Khaqan	Chen, Enyun	Chen, Jin	Chen, Qin
Chaudhary, Zafar	Chauhan, Vinayak	Cheema, Mohammad	Chen, Fei	Chen, Jin H	Chen, Qin

## Uber Form Letter- Drivers Names (Submission 1)

Chen, Qing Fu	Chen, Xiaoming	Chen, Zhongle	Chettri, Shekhar Karki	Chique, Manuel	Chophel, Karma
Chen, Qiquan	Chen, Xiaosheng	Chen, Zhongqi	Cheung, Colby	Chiriboga, Xavier	Chophel, Tenzin
Chen, Qizhi	Chen, Xiaoshu	Chen, Zhongzhong	Cheung, Kam	Chiripanyanga, John	Chopra, Abhishek
Chen, Quan	Chen, Xin	Chen, Zhou	Cheung, Kylin	Chiu, William	Chopra, Anurag
Chen, Quantum	Chen, Xing	Chen, Zhudi	Cheung, Max	Chiusano, Gerard	Chopra, Kewal
Chen, Rafael	Chen, Xing Su	Chen, Zi An	Cheung, Sin Hing	Chkadua, Levan	Chopra, Ranbir
Chen, Rongda	Chen, Xingduan	Chen, Zong	Cheung, Siu Kwan	Chkhetiani, Zurabi	Chopra, Stephen
Chen, Rongqing	Chen, Xingyu	Chen, Zongyao	Cheung, Sung	Chkhvimiani, Betkil	Choque, Feliciano
Chen, Ryan	Chen, Xiong	Chencho, No Name Given	Cheung, Tsz Hong	Chkhvimiani, David	Chorneyi, Vitalii
Chen, Sanyou	Chen, Xueguang	Cheng, Gray	Cheung, Yau	Cho, Choul J	Choton, Mohammad
Chen, Shangbo	Chen, Xueguang	Cheng, Hinhing Hing	Cheung, Yau	Cho, Hyun M	Chou, Bob
Chen, Sheng	Chen, Yanbing	Cheng, Kiangchung	Chevalier, Inoel	Cho, Leong	Choucair, Ali
Chen, Sheng	Chen, Yanshuo	Cheng, Kwong	Chhab, Ahmed	Cho, Sun Gil	Choudhary, Mohammad
Chen, Shi	Chen, Yanyun	Cheng, Li	Chhabra, Perminder	Cho, Young	Choudhary, Waqas
Chen, Shiming	Chen, Yao	Cheng, Ming Wai	Chhabra, Raghav	Chobot, Daniel	Choudhri, Mumtaz A
Chen, Shiwei	Chen, Yao Shi	Cheng, Qu	Chhantyal, Bhim	Chodak, Dawa	Choudhry, Hamayun
Chen, Shou Le	Chen, Yeshi	Cheng, Shouqin	Chhantyal, Jhak Prasad	Chodak, Lobsang	Choudhry, Muhammad
Chen, Si	Chen, Yi	Cheng, Tak	Chhantyal, On Bahadur	Choden, Tenzin	Choudhry, Mujahid
Chen, Sichai	Chen, Yifeng	Cheng, Vicente	Chhantyal, Tejindra	Choechog, Tenzin	Choudhry, Mumtaz
Chen, Siyuan	Chen, Ying	Cheng, Wang Jin	Chhetri, Aakash Gharti	Choedup, Nyima	Choudhry, Omer
Chen, Songjun	Chen, Yiping	Cheng, Yunfeng	Chhetri, Krishna	Choedup, Nyima	Choudhry, Salim B
Chen, Su Yong	Chen, Yizhe	Chengyang, Deng	Chhetri, Krishna	Choegyan, Tenzin	Choudhry, Sanjay
Chen, Victor	Chen, Yong	Cheong, Yeong Shyan	Chhetri, Krishna B Kadel	Choephel, Samten	Choudhry, Shahid
Chen, Wang	Chen, Yong	Chep, Shing J	Chhetri, Kul B	Choesang, Tenzin	Choudhry, Shoaib
Chen, Wei	Chen, Yong Yue	Chephel, Rinzin	Chhetri, Lokendra Khatri	Chohan, Faisal	Choudhury, Abadur R
Chen, Wei	Chen, Yonggui	Cherestal, Roosevelt	Chhetri, Pradeep	Chohan, Mehmood	Choudhury, Abirul
Chen, Wei Dong	Chen, Yongxin	Cherestal, Roosevelt	Chhetri, Prakash	Chohan, Muhammad	Choudhury, Abuhena
Chen, Wei Ming	Chen, Yongzhou	Cherestant, Maxyn	Chhetri, Santosh	Chohan, Waqas Anjum	Choudhury, Dewan
Chen, Wei Wei	Chen, You	Cherif, Abou	Chhetri, Sher	Choi, Dongchul	Choudhury, Dewan
Chen, Weidong	Chen, You Xin	Cherif, Ferhat Ait	Chhetri, Suban Raut	Choi, Kyu Chul	Choudhury, Dhaeef
Chen, Weidong	Chen, Youzhi	Cherif, Mohamed	Chhetri, Suraj Nayak	Chok, Yeefun	Choudhury, Dhaeef
Chen, Weifu	Chen, Yuan	Cherif, Mohamed	Chi, Andy	Choliashvili, Ilia	Choudhury, Hammad
Chen, Weiguo	Chen, Yuhan	Cheriff, Mohamed	Chi, Guoping	Cholula, Javier M	Choudhury, Jubair
Chen, Weihan	Chen, Yun	Cherniy, Nazar	Chiang, Jay	Cholula, Miguel	Choudhury, Khaled
Chen, Weiping Wei	Chen, Yunzhi	Cherno, Marouna	Chibirashvili, Nugzar	Chomakhidze, Valerian	Choudhury, Khalil
Chen, Weisong	Chen, Yuqi	Chernov, Evgeniy	Chicas, Daniel Antonio Funes	Chompel, Namgyal	Choudhury, Mahfuzur
Chen, Weitang	Chen, Yuqing	Chery, Frantz	Chicoye, Gabriel	Chon, Mann Mann	Choudhury, Mashud A
Chen, Weiwei	Chen, Yutong	Chery, Jean Marc	Chiguichon, Aida	Chong, Carl P	Choudhury, Mazharul
Chen, Wenguang	Chen, Zenglang	Chery, Jean R	Chiguichon, Aida	Chong, Chiou Shyan	Choudhury, Md Moynul H
Chen, Wenhao	Chen, Zhao	Chery, Legitime	Chiguichon, Luis	Chong, Chioushyan Shyan	Choudhury, Md Sodrul Islam
Chen, Wenhui	Chen, Zhaojian	Chery, Legitime	Chikhladze, Gogi	Chong, Kok	Choudhury, Minhaz
Chen, Wu	Chen, Zhenyu	Chery, Marc	Chikyab, Tsundue	Chong, Marcos	Choudhury, Mohammad
Chen, Xi	Chen, Zhi	Chery, Medgine	Chimbo, Freddy	Chong, Wai Kiat	Choudhury, Mohammed T
Chen, Xiang	Chen, Zhi Hua	Chery, Rony	Chin, Corrie	Chong, Yin	Choudhury, Monsur A
Chen, Xiaodong	Chen, Zhijian	Chery, Saurel	Chin, Samuel	Chong, Yin Choy	Choudhury, Sabbir
Chen, Xiaodong	Chen, Zhijian	Chetoui, Ismail	Chin, Shawn	Choo, Yew Chuan	Choudhury, Sajid Mahmood
Chen, Xiaohua	Chen, Zhixin	Chetri, Dilip	Chingo, Manuel Morente	Chopak, Tenzin	Choudhury, Shajon
Chen, Xiaolong	Chen, Zhong Qiang	Chettah, Ahmed	Chioukh, Abderrahmane	Chopal, Tsering	Choudhury, Shakik Anam

## Uber Form Letter- Drivers Names (Submission 1)

Choudhury, Shamim	Chowdhury, Istiak	Chowdhury, Nurul	Chowdury, Joubaere	Cicek, Ahmet	Civil, Jalls
Choudhury, Shumit	Chowdhury, Istiak	Chowdhury, Nurul H	Chowdury, Kaysar	Ciceron, Reginald	Cj, Stefania
Choudhury, Tanim	Chowdhury, Jahangir	Chowdhury, Oliur Rahman	Christian, Stanley	Cid, Jean Lutherson	Clare, Barry
Choudhury, Towhdul	Chowdhury, Jalal	Chowdhury, Omar	Christolin, Ronald	Cid, Sigfredo	Clare, Julian
Choudrhy, Ghaffar	Chowdhury, Kamranul	Chowdhury, Pulak	Christophe, Dorette	Cie, Raymond	Clark, Ashley
Choudry, Iftikhar	Chowdhury, Kamrul	Chowdhury, Raihan	Christopher, Mitchell	Cifre, Eduardo	Clark, William
Choudry, Iftikhar	Chowdhury, Kamrul	Chowdhury, Rajibur	Chros, Nitasa	Cifre, Eduardo	Clarke, Corey
Choufnjfi, Pallob	Chowdhury, Ma Rahman	Chowdhury, Rakib Haider	Chu, Jose	Cigarroa, Julio	Clarke, Cornelius
Chouhan, Gagandeep	Chowdhury, Mahbubul	Chowdhury, Rasel	Chu, Savio	Cigarroa, Julio	Clarke, Cornelius
Chouia, Mohamed	Chowdhury, Mahmudul Hasan	Chowdhury, Rasel	Chu, Yuansheng	Cinelli, Peter	Clarke, Courtney
Chouloute, Jean	Chowdhury, Mahtabul	Chowdhury, Rashid	Chuah, Boonboon	Cinelli, Peter G	Clarke, Dextha
Chour, Ali	Chowdhury, Majharul	Chowdhury, Rejaul	Chubhahan, Ryehan	Cinero, Luis Miguel Polanco	Clarke, Fiona
Chow, Kam Wai	Chowdhury, Mamun	Chowdhury, Riadul H	Chuchuca, Christian	Cinozgumus, Gurhan	Clarke, Gavin
Chow, Kam Woon	Chowdhury, Masud	Chowdhury, Roarul	Chudal, Tekraj	Cintron, Kenneth	Clarke, Leary
Chow, Raymond	Chowdhury, Matiur Rahman Khan	Chowdhury, Robiul	Chuephel, Tsundu	Cioffi, Christopher	Clarke, Ryan
Chowdavarapu, Venkata Ramana	Chowdhury, Md	Chowdhury, Roman H	Chughtai, Muhammad Faheem	Ciprian, Miguel	Claros, Alexis
Chowdhoury, Abdul M	Chowdhury, Md A	Chowdhury, Ruhel	Chujit, Anusorn	Ciprian, Pedro	Clase, Jose J
Chowdhoury, Javad	Chowdhury, Md A	Chowdhury, Ruhel	Chukhin, Viktor	Ciprian, Wilson Landy	Clase, Yeison Matos
Chowdhoury, Masud	Chowdhury, Md Abu Naser	Chowdhury, Sabbir	Chuks, Emmanuel	Ciriaco, Carlos	Claudy, Chery
Chowdhury, Abdul	Chowdhury, Md Atik	Chowdhury, Sadikul I	Chukuezi, Adanna	Ciriaco, Fredy	Claver, Minougou Pingdwende
Chowdhury, Abed	Chowdhury, Md Azizul Haque	Chowdhury, Sahadat	Chukuezi, Angus	Cirkic, Admir	Pierre
Chowdhury, Abid	Chowdhury, Md Fahad	Chowdhury, Sahadath	Chukwudi, Igweh	Ciscal, Andres	Clement, Neffatieria
Chowdhury, Abidur Rahman	Chowdhury, Md Forkan	Chowdhury, Salam	Chulak, Mikhail	Cisco, Johan Fran	Clerge, Jhonny
Chowdhury, Abu Sayeed	Chowdhury, Md Iqbal Hossain	Chowdhury, Salim	Chulukhadze, David	Cisco, Leonard	Clermont, Malden
Chowdhury, Adnan	Chowdhury, Md Mamun	Chowdhury, Salim	Chumaceiro, Alberto Mendes	Cisnero, Johan Ramón Rodríguez	Cleto, Keldy
Chowdhury, Ahmed	Chowdhury, Md Samir R	Chowdhury, Samu	Chumber, Dinesh	Cisnero, Josbel	Clinkscales, Richard
Chowdhury, Ahsan	Chowdhury, Md Shohel	Chowdhury, Shafiul	Chumber, Mandeep	Cisse, Abdoulaye	Cloud, Frantz Saint
Chowdhury, Alihassan	Chowdhury, Mehdi Bokth	Chowdhury, Shahriar	Chumburidze, Maia	Cisse, Babacar	Clouden, Deidron
Chowdhury, Aminul	Chowdhury, Milon	Chowdhury, Shajadul H	Chun, Chen Shi	Cisse, Boureima	Clyburn, Warddell
Chowdhury, Aminur	Chowdhury, Mizanur	Chowdhury, Shakhoat	Chun, Kye Bok	Cisse, Brahim	Clymore, John
Chowdhury, Amirozzaman	Chowdhury, Mizanur R	Chowdhury, Shamim	Chung, Andy	Cisse, Cheick	Coarety, Erik
Chowdhury, Ashraf	Chowdhury, Mohammad	Chowdhury, Shihabur	Chung, Brenetha	Cisse, Demba	Cobas, Bryan
Chowdhury, Asm Junayed	Chowdhury, Mohammad	Chowdhury, Shohel	Chung, Chongwon	Cisse, Ibrahim Kalil	Cobas, Ramon
Chowdhury, Atik	Chowdhury, Mohammad	Chowdhury, Shueb	Chung, David	Cisse, Ishaka	Cobles, Jose
Chowdhury, Atiqul	Chowdhury, Mohammad N	Chowdhury, Shueb Ahmed	Chung, In C	Cisse, Issa	Cochea, Cinthia
Chowdhury, Bishwjit	Chowdhury, Mohammad Rajib	Chowdhury, Shuza	Chung, Jacky	Cisse, Issa	Cochrane, Keith
Chowdhury, Dinul	Chowdhury, Mohammed	Chowdhury, Sohag	Chung, Jong Hee	Cisse, Mahamed	Codner, Anthony
Chowdhury, Diponkor Deb	Chowdhury, Mohammed	Chowdhury, Sujan	Chung, Kai	Cisse, Mamadou	Coelho, Marcos
Chowdhury, Fahad	Chowdhury, Mohammed	Chowdhury, Taharam	Chung, Woosuk	Cissé, Manga	Coello, David
Chowdhury, Farhan	Chowdhury, Mohammed	Chowdhury, Tahmid	Chunzho, Carlos	Cisse, Mikail	Cofresi, Elmer
Chowdhury, Faruque	Chowdhury, Mohammed	Chowdhury, Tanvir	Chunzho, Carlos	Cisse, Mohamed	Cohen, Marcos
Chowdhury, Foyjul I	Chowdhury, Mohammed Jubyer	Chowdhury, Tanvir	Chuqui, Freddy	Cisse, Mory	Coimin, David
Chowdhury, Gholam	Ahmed	Chowdhury, Tanvir	Chutsang, Choeko	Cisse, Sidiki	Coiro, Luis
Chowdhury, Gulam Hafiz	Chowdhury, Mokabber	Chowdhury, Towkir	Chuva, Manda	Cisse, Soualiho	Cojanu, Ioan
Chowdhury, Gulzar	Chowdhury, Morshed	Chowdhury, Zahid	Chy, Md Rashadul Alam	Cisse, Vamory	Colangelo, Dominick
Chowdhury, Ibrahim S	Chowdhury, Mustafizur	Chowdhury, Zahir R	Chy, Rabiul	Cisse, Youssouf	Colavito, Francesco
Chowdhury, Imtiaz Abul Fozol	Chowdhury, Muzammil	Chowdory, Jakir H	Chye, Chew Kee	Cisse, Zoumana	Colbert, Carol
Chowdhury, Istiak	Chowdhury, Nazrul	Chowdory, Jakir H	Cibuku, Klajdi	Cissoko, Boubacar	Cole, Omar

## Uber Form Letter- Drivers Names (Submission 1)

Cole, Paul	Colon, Joaquin	Content, Lionel Nelson	Cordero, Andrew	Correa, Luis Reyes	Crespo, Marcelo
Cole, Peter	Colon, Jonathan	Contiliano, Alysha	Cordero, Ashley	Correa, Wilhem	Crespo, Myrna
Cole, Rodolfo	Colon, Jose	Contin, Carmen	Cordero, Benjamin Elimax Mercedes	Corsino, Ery L	Crick, Ashley
Cole, Samantha	Colon, Jose	Contin, Carmen	Cordero, Denis Humberto Pena	Corso, Pat	Crisostomo, Felix J
Coleman, Antwon	Colon, José	Contin, Vianela	Cordero, Gina	Cortes, Heriberto	Crisostomo, Rudy
Coleman, Steven	Colon, Jose Colon	Conto, Ranulfo	Cordero, Jose Alexander	Cortes, Heriberto	Crisostomo, Sharon
Colin, Alix	Colon, Juan	Contreras, Chalmy	Cordero, Justin Victoriano	Cortes, Jenny	Crispin, Eridania
Collado, Augusto	Colon, Kelvin	Contreras, Charlie	Cordero, Ramon	Cortes, Jonathan	Crispin, Juan
Collado, Candido Humberto	Colón, Kenny	Contreras, Charlie	Cordero, Roberto	Cortes, Jose	Crispín, Víctor
Collado, Carlos	Colon, Luis	Contreras, Dario	Cordero, Ronny Leonel Gomez	Cortez, Elvis	Cristian, Junior
Collado, Carlos	Colon, Luis	Contreras, Elias	Cordero, Sadawel	Cortez, Elvis	Cristopher, Rafelixander Polanco
Collado, Davis	Colon, Luis	Contreras, Elvis	Cordoba, Diego E	Cortorreal, Juan	Croll, Jovane
Collado, Davis	Colon, Luis	Contreras, Esterlin	Cordova, Carmen	Corzo, Ibeth	Croquer, Carlos Alberto Delgado
Collado, Emnoel Martinez	Colon, Manuel	Contreras, Francis	Cordova, Jose	Cosenzo, Robert	Cross, Owen
Collado, Félix Antonio	Colon, Maximo	Contreras, Franklin	Cordova, Ricardo	Cosio, Anthony	Croston, Funmi
Collado, Franklin	Colon, Robert Adolfi	Contreras, Jessica	Corey, Jimmy	Cossio, Armando	Crousset, Inocencia F
Collado, Ivan F Bello	Colon, Roberto	Contreras, John	Coriano, Orialy	Costa, Ajoy	Cruceta, Francisco
Collado, Jesus A Cruz	Colon, Santiago	Contreras, Jorge	Cornejo, Karla	Coste, Manuel	Cruel, Yenifer
Collado, Joan J	Colon, Victor	Contreras, Jose	Cornelio, Claudio	Costello, Christopher	Cruz, Abel
Collado, Jose	Colon, Wally	Contreras, Jose	Cornely, Sandy	Cote, Andres	Cruz, Adrian
Collado, Jose	Colovic, Ivan	Contreras, Jose	Corniel, Angel	Cotman, Denis	Cruz, Adriel Lizardo
Collado, Jose Miguel	Colta, Alexander	Contreras, Joseph	Corniel, Jose	Cotoc, Pedro Siquina	Cruz, Alan M
Collado, Lissette	Coluccio, Ant	Contreras, Rolando Contreras	Corniel, Marino	Cottes, Freddy	Cruz, Alexander De La
Collado, Luilly Acosta	Columna, Andreina	Contreras, Rudy	Corniel, Saury	Cottiere, Hudson	Cruz, Alexander De La
Collado, Mario D Nunez	Comayagua, Vilma	Contreras, Vladimir	Corniel, Victor J	Cottini, Victor	Cruz, Alfred
Collado, Mary	Compaore, Aboubakare	Converse, Johndavid W	Cornielle, Andy	Cotton, Charisse	Cruz, Amaurys De La
Collado, Michael	Compaore, Ali	Converso, Matthew	Corona, Noe Corona	Cottrell, J	Cruz, Andy Cornielle De La
Collado, Miguel	Compaore, Lamoussa	Conway, Dan	Corona, Rayniel	Cottrell, Jennifer	Cruz, Angel
Collado, Rafael	Compaore, Lassane	Conway, Dan	Coronado, Daniel	Cotzomi, Gregorio	Cruz, Angel M Diaz
Collado, Raiphy	Compres, Esmeldy	Cooke, Fabien	Coronado, Roman Ferreira	Coulibaly, Adama	Cruz, Angel Morales
Collado, Sixto A	Compres, Victor M	Cooper, Carmen	Coronado, Wilfredo	Coulibaly, Baidriss	Cruz, Angel De La
Collado, Steves Joan Urena	Concepcion, Adolfo	Cooper, Daniel	Coronel, Christian	Coulibaly, Daouda	Cruz, Antonio
Collado, Victor	Concepcion, Alberto	Cooper, Katrina	Coronel, Ivan	Coulibaly, Dramane	Cruz, Aramis
Collado, Vladimir	Concepcion, Alex Espinal	Cooper, Sean	Coronel, Luis	Coulibaly, Issa	Cruz, Aridio A Nuez
Collaso, Jane	Concepcion, Alexander	Cooper, Terrel Mison	Corpas, Jorge Rueco	Coulibaly, Siriman	Cruz, Arnaldo
Collier, Sakinah	Concepcion, Jessi	Cooray, Ramesh Patabendige	Corporan, Julio	Coulibaly, Soumaila	Cruz, Aronny De La
Collier, Victoria	Concepcion, Luis	Coplin, Eunices Green	Corporan, Salvador Rojas	Couto, Christianno Moreira Vieira	Cruz, Benito
Collin, Gerald	Conde, Abdoulaye	Coppiano, Peggy	Corrales, Erly	Do	Cruz, Bernarda
Collins, Esther	Conde, Ibrahima	Corbin, Brian	Corraya, James	Cox, Curtis	Cruz, Brandid De La
Coloma, David	Conde, Nouhou	Corbo, Michael	Corraya, Jerry	Cox, Mike	Cruz, Carlos
Colomba, Antonio	Conde, Thierno	Corchado, Jaime	Correa, Abel	Cox, Preston	Cruz, Carlos De La
Colome, Martires	Cong, Han	Corchado, Jaime	Correa, Andeline	Cox, Walter	Cruz, Carlos De La
Colon, Alejandro Diaz	Cong, Yi	Corcino, Alexander	Correa, Diego N	Coyotl, Erick	Cruz, Carlos De La
Colon, Alexander	Conley, Charles	Corcuera, Miguel	Correa, Frank Vasquez	Crawford, Melshon J	Cruz, Cesar De La
Colón, Angel Gonzalez	Connor, Darral	Corcuera, Raul F	Correa, Jorge Francisco	Creary, Nicola	Cruz, Dalmacio De La
Colon, Antonio L	Constant, Gesner	Corddoba, Luis	Correa, Luis	Crespo, Bolivar A	Cruz, Daniel
Colon, Benjamin	Constantinides, Aris			Crespo, Enrique A	Cruz, Daniel
Colon, Denise				Crespo, John	Cruz, David
Colon, Elvyn					

## Uber Form Letter- Drivers Names (Submission 1)

Cruz, David	Cruz, Joshua Jeisen Miliano	Cruz, Roberto Elisaul Estrella	Cuevas, Eladio	Da, Lierikou	Dai, Yi
Cruz, David Narvaez	Cruz, Juan	Cruz, Roy De La	Cuevas, Johan	Da, Wa	Dai, Yibing
Cruz, Dennis	Cruz, Juan A	Cruz, Rubén Dario Medina	Cuevas, Jose	Dabaji, El Mokhtar	Dai, Yubo
Cruz, Domingo A	Cruz, Juan Carlos	Cruz, Ruben De La	Cuevas, Joseph	Daban, Batuhan	Daila, Athanase
Cruz, Eddison	Cruz, Juan Carlos De La	Cruz, Samantha	Cuevas, Katherine D Oleo	Dabbah, Abderrahim Ed	Daim, Muhammad
Cruz, Eddison	Cruz, Juan Perez De La	Cruz, Samuel Rafael De La	Cuevas, Leonardo	Dabe, Rodolphe	Daitey, Norman
Cruz, Eduardo	Cruz, Julio De La Cruz De La	Cruz, Saul De La	Cuevas, Louie	Dabo, Abdoul	Dakpa, Dawa
Cruz, Elias	Cruz, Junior	Cruz, Saul De La	Cuevas, Miguel	Daceus, Max	Dakua, Mohammad
Cruz, Elvis	Cruz, Junior Ruben De La	Cruz, Sergio De La	Cuevas, Miguel	Dacosta, Carlos	Dal, Sirajmohmed
Cruz, Elvis De La	Cruz, Karina	Cruz, Sergio De La	Cuevas, Samuel	Dadajanov, Khamidulla	Dalce, Stephane
Cruz, Erik	Cruz, Katherine Maria Corona De	Cruz, Sonelky De La	Cuhadar, Huseyin	Dadouat, Messaoud	Dale, Ernest
Cruz, Felipe De La	Cruz, Kenny De La	Cruz, Sonny Dela	Cui, Amy	Dadzie, Michael	Daley, Christopher
Cruz, Felix	Cruz, Leibniz	Cruz, Steven	Cui, Hangjian	Daeis, Samir	Dalia, Ismael
Cruz, Felix	Cruz, Leisha	Cruz, Steven	Cui, Hufan	Daghash, Jadallah	Dalie, Koffi G
Cruz, Felix A Gutierrez	Cruz, Liliana	Cruz, Steven	Cui, Tianrui	D'Agnese, Anthony R	Dallape, Gregory Louis
Cruz, Ferick Dela	Cruz, Lissette	Cruz, Vianca	Cui, Xiangquan	Dagobert, Serge	Dalmau, Jonathan
Cruz, Fernando	Cruz, Luis	Cruz, Victor	Cui, Yingji	Dagundaridze, Ann	Dalmau, Terry
Cruz, Francisco Javier Escoto De La	Cruz, Luis	Cruz, Virgilio De La	Cujilema, Francisco	Dah, Paul	Dalrymple, Henry
Cruz, Frank	Cruz, Luis	Cruz, Waddy	Culianos, Nichols	Dahab, Alaa	Dalusma, Beninio
Cruz, Franklin	Cruz, Luis	Cruz, Wellin	Cummings, Renaldo	Dahab, Alaa	Dalusma, Sadrac
Cruz, Franklin	Cruz, Luis De La	Cruz, Yelisa	Cunningham, Duane	Dahal, Bishnu	Damai, Sammare
Cruz, Fredy Dela	Cruz, Marleidy	Cruz, Yeltsin Onasis	Curet, Phillip	Dahal, Bishnu	Damala, Abdel Djelil
Cruz, Gabriel	Cruz, Marlon	Cruz, Yosary	Curillo, Danilo	Dahal, Bishnu	Dambre, Guenaba
Cruz, Giliana De La	Cruz, Moises Garcia	Cruz, Yosefir	Curta, Alex	Dahal, Bishnu P	Damdul, Kalsang
Cruz, Ginel De La	Cruz, Nelson	Cruz, Yovanny	Curtin, Steven	Dahal, Jagan	Damian, Ivan E
Cruz, Healston	Cruz, Nelson	Csvs, Gabriel	Cusano, Frank	Dahal, Nabin	Damian, Iván E
Cruz, Hector Liriano	Cruz, Nelson Cruz	Cu, Jianqiang	Custodio, Carlos	Dahbi, Mohammed	Damiao, Romel
Cruz, Henry	Cruz, Nelson De La	Cu, William S	Custodio, David	Dahbi, Salaheddine	Damiba, Idrissa
Cruz, Idalgo De La	Cruz, Niurka De La	Cuadros, Rafael A	Custodio, Rodys Elizabeth	Daheur, Walid	Dammipy, Wepia Freddy
Cruz, Ivan De La	Cruz, Noah	Cuaji, Hoover	Encarnacion	Dahn, Moses	Damus, Joshua
Cruz, Ivelina	Cruz, Odeiny	Cuán, Sabas Orlando	Cutino, Luis	Dahong, Lu	Damus, Joshua
Cruz, Jairo	Cruz, Oscar	Cuartas, Yeimy	Cutino, Luis	Dahou, El Houssain	Dancil, Gregory
Cruz, Jankel	Cruz, Ottis	Cuastumal, Juan	Cuvi, Patricio	Dai, Bin	Dandakis, George
Cruz, Jean Pierre	Cruz, Pablito Dela	Cuates, Alexis	Cuz, Leni	Dai, Bin	Dangi, Bharat
Cruz, Jeanpierr	Cruz, Pedr De La	Cubilete, Miguel	Cuzco, Luis	Dai, Cheng	Dangi, Hitesh
Cruz, Joel	Cruz, Ragfy	Cuduco, Freddy	Cyrus, Ian	Dai, Guan	Dangol, Bhuwan
Cruz, Johanny Frias De La	Cruz, Ramon	Cuello, Francisco	D, Demba	Dai, Jianning	Dangol, Bijay
Cruz, Jorge De La	Cruz, Ramon	Cuello, Jose A Catano	D, Demba	Dai, Jie	Dangol, Daisy
Cruz, Jose	Cruz, Ramón A	Cuello, Pedro	D, Elio	Dai, Jie	Dangol, Rinyuj Maharjan
Cruz, Jose	Cruz, Ramon Alberto Garcia	Cuello, Yascary	D, Firdavs	Dai, Junjie	Dangol, Yogesh
Cruz, Jose	Cruz, Ramón D	Cuenca, John Paul	D, Jaime	Dai, Qiang	Daniel, Ndukwu
Cruz, Jose	Cruz, Ramon Peña	Cuesta, Nayeli	D, Jose	Dai, Rong	Daniels, Jamar
Cruz, Jose	Cruz, Raúl Bello Morillo	Cuesta, Yuviris	D, Liu Dong	Dai, Ronghua	Daniels, John
Cruz, Jose	Cruz, Rebeka	Cueto, Luis	D, Luis	Dai, Ruiqian	Daniels, Kareem
Cruz, José	Cruz, Reginald	Cuevas, Anthony	D, Nunez Arismendy	Dai, Sheng	Daniels, Kareem
Cruz, Jose De Jesús	Cruz, Ricardo	Cuevas, Antonio	D, Sore Saibou	Dai, Suibao	Daniels, Olatunde
Cruz, Jose De La	Cruz, Richard	Cuevas, Cesar	D, Yacouba Ongoiba	Dai, Sunyong	Danisevich, Vladimir
Cruz, Jose L De La	Cruz, Richard A Cruz	Cuevas, Edwin	Da, Ac	Dai, Xiao	Danish, Mahboob

## Uber Form Letter- Drivers Names (Submission 1)

Danish, Muhammad	Das, Peplu	Davis, Eric	Decatus, Maxime	Delgado, Mariana	Deng, Wan Zhi
Danish, Muhammad	Das, Pintu	Davis, Keith	Decena, Luis	Delgado, Michell	Deng, Zhuojun
Dansira, Kanda Kasse Trawally	Das, Prabir	Davis, Kenneth	Dedar, Anowar	Delgado, Miguel	Denis, Edwitch
Dansira, Muhammed Camara	Das, Ranjit	Davis, Leroy F	Dedeyn, Robert	Delgado, Oscar	Denis, Michelet
Danso, David	Das, Ronjon Kumer	Davis, Rudolph	Degheidy, Islam	Delgado, Sara	Denis, Robert
Danso, Ebrima	Das, Sahadeb	Davis, Rudolph	Degirmencioglu, Kamil Sezai	Delgado, Victor	Denkus, Peter
Danso, Tumade	Das, Sailen	Davis, Timothy E	Degrammont, James	Delgado, Wellington S	Dennis, Francis
Danut, Ursu	Das, Samal	Davitaia, Davit	Degraw, Donnamarie	Deliard, Jean	Dennis, Oscar
Danville, Jermaine	Das, Shanti Das	Davitaia, Giorgi	Deguzman, Armando	Delice, Luckner	Deoja, Chandana
Danyal, Mohammad	Das, Shaymal C	Davlat, Dzholiev	Deh, Adama	Delinois, Homere	Deoleo, Julio
Danyal, Muhammad	Das, Shubon K	Davron, Nazir	Deho, Raja Riaz	Dellacrocce, Fernando	Deonarine, Virjanand
Dao, Bazoumana	Das, Uttam C	Davronov, Azimjon	Dejesus, Wenssy	Deller, Mario	Depa, Dewa
Daoud, Ashraf	Dash, Ashish	Davronov, Behzod	Dejesusgomez, Carlos	Delly, Carly	Depasquale, Stacey
Daoud, Hamida	Dash, Rakesh	Davronov, Dalerjon	Dekanosidze, Lasha	Delmonte, Wiver	Deraz, Ayman
Daoud, Omar Karim	Dashti, Abdoulreza	Davronov, Ganisher	Delacruz, Brian	Delossantos, Cesar	Derilus, Reginald
Dar, Imnan	Dasilva, Alessandro	Davronov, Maksudjon	Delacruz, Carlos	Delossantos, Félix	Derin, Vladimir
Dar, Mohammad	Dasilva, Anderson	Davronov, Maksudjon	Delacruz, Danny	Delossantos, Hamilton	Deris, Elbito E
Dar, Nokhaiz	Dasilva, Carlos	Davronov, Mizrob	Delacruz, Jonathan	Delpilar, Leonidas	Derisma, Ederson
Dar, Sarfraz	Dasilva, John	Dawa, No Name Given	Delacruz, Jose	Delsoin, Frantz	Derisma, Marck
Darai, Bipan	Dasilva, Silvani	Dawn, Saidur	Delacruz, Leonardo	Delva, Alhair	Derival, Mario
Darang, Ernst	Dasrao, Samiran	Dawoko, Moumouni	Delacruz, Michael	Delva, Jerome	Derival, Pierre
Darboe, Sankung	Dasrao, Subir C	Dawood, Muhammad	Delanuez, Giovanni	Delva, Yves	Dermyschi, Jurgen
Darboe, Totala	Dass, Anand	Dawood, Muhammad Umar	Delarosa, Armando	Delvalle, Jason H	Derouiche, Soufyane
Darchidze, Tornike	Dastan, Ferhat	Dawood, Sayed	Delarosa, Jose	Delvalle, Jonathan	Dervishi, Edlir
Darigo, Evans	Datashvili, Zurab	Dawood, Sharjeel	Delarosa, Nelson	Delvalle, Ricardo	Desai, Dushyant
Dario, Ruben	Dateshidze, Lolita	Dawoud, Jihad	Delek, Tenzin	Dem, Cherno	Desai, Mahesh
Darko, Francis Otchere	Dathey, Tete I	Dawoud, Mohamed	Deleon, Amaury	Dema, Dechen	Desarden, Zaida
Darling, Tommy	Datta, Bijan	Day, Jean	Deleon, Cayetano	Demaj, Defrim	Desir, Augustin
Darmawan, Wawang	Datta, Swapan	Dayal, Shermile	Deleon, Edil	Demaj, Isuf	Desir, Guy
Darsalia, David	Daud, Mohammad	Dayani, Hamid	Deleon, Estatler Argelis De Leon	Demba, Pape	Desir, Jean E
Darvishi, Mehdi	Daud, Mohammed Atif	Dayarathna, Ruchira	Deleon, Hansel	Dembele, Bassiriman	Desir, Johnathan
Darwish, Ahmed	Daula, Qayyum	Dc, Binod	Deleon, Joshua	Dembele, Cheich	Desir, Mykle
Darwish, Haissam	Davalos, Hernan	Dcosta, Nirmal	Deleon, Michael	Deme, Babacar	Desir, Patrick
Darwish, Mahmoud	Davalos, Patricia	Dcruze, Boby	Deleone, Joseph	Demesvar, Kenrick	Desir, Roland
Darwish, Mohamed	David, Kenol	Dean, Dwayne	Deleta, Akmel	Demianyshyn, Hryhorii	Deskoulidis, Dimitrios
Darwish, Sufwatt	David, Michael	Deas, Juan	Delgadillo, John	Demir, Nihat	Deskulidi, Dimitrios
Das, Adhir Ranjan	David, Rami Ben	Deb, Dipankar	Delgadillo, Raudy	Demorizi, Hermes	Desnoyers, Alex
Das, Aradhana	David, Ron	Deb, Nirmolendu	Delgado, Carlos	Demosthene, Flore	Desnoyers, Alex
Das, Arajit	Davidov, Abdulla	Debes, Ahmad	Delgado, Cesar	Demus, Ruslan	Desnoyers, Alex
Das, Avijit	Davies, Dominic	Debnam, Kimell	Delgado, Christian	Denard, Jacob	Desouky, Mohamed
Das, Bhuban	Davifson, Randolph	Debnath, Saumitra	Delgado, Cristopher	Denaro, Mark	Desouza, Pamela
Das, Bidyut K	Dávila, Alberto	Debora, Fausto	Delgado, Danny	Denegri, Daniel	Desrivieres, Gary
Das, Bikash	Davila, Eduardo	Debora, Yahaira	Delgado, Darwin	Deng, Bingzhu	Desroches, Geth M
Das, Dipta	Davila, Victor C	Debrah, Ansong	Delgado, Darwin	Deng, Guohan	Dessources, Rigaud
Das, Dulal Chandra	Davis, Akeim	Decamp, Lloyd	Delgado, Darwin	Deng, Jian	Destefano, Michael
Das, J	Davis, Danniell	Decamps, Carlos Manuel	Delgado, Eiser E	Deng, John	Destin, Fenel
Das, Ken Jefferies	Davis, David	Decastro, Angel	Delgado, Mabel	Deng, Kefu	Destin, Fenel
Das, Mithun	Davis, Devon	Decastro, Yeshua	Delgado, Marcos	Deng, Liangping	Destin, Wilner

## Uber Form Letter- Drivers Names (Submission 1)

Deswal, Gaurav	Dhendup, Yeshi	Diaby, Hadji	Diallo, Ahmadou	Diallo, Hassimiou	Diallo, Mamadou Abdoulaye
Deus, Eddy Michel	Dhillon, Dharminder	Diaby, Ibrahim	Diallo, Ahmadou	Diallo, Hassimiou	Diallo, Mamadou Aliou
Devanandam, Amal Prasad	Dhillon, Mandeep	Diaby, Inza	Diallo, Ahmed	Diallo, Ibrahima	Diallo, Mamadou Aliou M
Deveci, Kalip	Dhillon, Pardeep	Diaby, Karamoko	Diallo, Alhassane	Diallo, Ibrahima	Diallo, Mamadou Aliou Mad
Devecj, Kalip	Dhillu, Chaudhry Naimat Ullah	Diaby, Lyman	Diallo, Alhassane	Diallo, Ibrahima	Diallo, Mamadou Alpha
Devgan, Vishal	Dhiman, Akshit	Diaby, Mahmoud	Diallo, Alhousseny	Diallo, Ibrahima	Diallo, Mamadou Alpha
Devkota, Abinash	Dhiman, Rahul	Diaby, Mamadou	Diallo, Alidou	Diallo, Ibrahima	Diallo, Mamadou B
Devkota, Subway	Dhiman, Ranjiv	Diaby, Mamadou	Diallo, Alimou	Diallo, Ibrahima	Diallo, Mamadou B
Devone, Linda Baugh	Dhingra, Gurjot S	Diaby, Vakanoule	Diallo, Aliou	Diallo, Ibrahima	Diallo, Mamadou Cellou
Dewan, Ahmed	Dhital, Binaya	Diagana, Mamadou	Diallo, Aliou	Diallo, Ibrahima D	Diallo, Mamadou Dian
Dewan, Jay Zillur	Dhonden, Lobsang	Diagne, Adama	Diallo, Allassane	Diallo, Idrissa	Diallo, Mamadou L
Dewan, Manmohan	Dhonden, Lobsang	Diagne, Moustapha	Diallo, Alpha	Diallo, Idy	Diallo, Mamadou Lamine
Dewan, Md Shahed	Dhondup, Gyurmey	Diagne, Moustapha	Diallo, Alpha	Diallo, Ismail	Diallo, Mamadou M
Dewan, Raihan Ahmed	Dhondup, Jamyang	Diagne, Papa	Diallo, Alpha	Diallo, Issa	Diallo, Mamadou Macky
Dewitt, David	Dhondup, Kunchok	Diagouraga, Mahamadou	Diallo, Alpha	Diallo, Issa	Diallo, Mamadou Maka
Dey, Diprojith	Dhondup, Lhakpa	Diakhaby, Habib	Diallo, Alpha	Diallo, Lamarana	Diallo, Mamadou Maka
Dey, Nirmal	Dhondup, Lhakpa	Diakhaby, Habib	Diallo, Alpha Amadou	Diallo, Lamine	Diallo, Mamadou Mouctar
Dey, Satyagit	Dhondup, Migmar	Diakhoumpa, Aliou	Diallo, Alpha M	Diallo, Lassna	Diallo, Mamadou Moustapha
Dey, Shusanta	Dhondup, Ngawang	Diakite, Abdoulaye	Diallo, Alpha O	Diallo, Madalfa	Diallo, Mamadou O
Dey, Sumon K	Dhondup, Nyima	Diakite, Elhadji A	Diallo, Alpha Oumar	Diallo, Mahmoud	Diallo, Mamadou Saile
Deyab, Khaled	Dhondup, Rinzin	Diakite, Ibrahim	Diallo, Alpha Oumar	Diallo, Maimouna	Diallo, Mamadou Saliou
Dezamat, Azer	Dhondup, Rinzin	Diakité, Moro	Diallo, Alpha Ousman	Diallo, Mamadou	Diallo, Mamadou Tahirou
Dhaiti, Emmanuel	Dhondup, Sonam	Diakite, Taliby	Diallo, Alpha S	Diallo, Mamadou	Diallo, Mamadou Tanou
Dhaiti, Marc Arthur	Dhondup, Tashi	Diallo, Mamadou	Diallo, Alseny	Diallo, Mamadou	Diallo, Mamoudou
Dhakal, Ramesh	Dhondup, Tsering	Diallo, Abdoul	Diallo, Amadou	Diallo, Mamadou	Diallo, Mamoudou
Dhali, Abdul	Dhoot, Amit	Diallo, Abdoul Goudousse	Diallo, Amadou	Diallo, Mamadou	Diallo, Mariama
Dhali, Imtiazuddin	Dhouib, Nejib	Diallo, Abdoul Mazid	Diallo, Amadou	Diallo, Mamadou	Diallo, Mariama
Dhali, Paritosh	Dhukartsang, Tsering L	Diallo, Abdoul Rachid	Diallo, Amadou	Diallo, Mamadou	Diallo, Mariama
Dhali, Paritosh K	Dhundub, Pasang	Diallo, Abdoulaye	Diallo, Amadou	Diallo, Mamadou	Diallo, Mohamed
Dhalianik, Mdalamin	Dhundup, Lhakpa	Diallo, Abdoulaye	Diallo, Amadou O	Diallo, Mamadou	Diallo, Mohamed
Dhaliwal, Harnek	Dhundup, Lobsang	Diallo, Abdoulaye	Diallo, Amadou Oury	Diallo, Mamadou	Diallo, Mohamed
Dhaliwal, Malkit S	Dhundup, Pasang	Diallo, Abdoulaye	Diallo, Amadou Saikou	Diallo, Mamadou	Diallo, Mohamed
Dhaliwal, Ranjit S	Dhundup, Pema	Diallo, Abdoulaye	Diallo, Amar	Diallo, Mamadou	Diallo, Mohamed Tahirou
Dham, Satya J	Dhundup, Tashi	Diallo, Abdoulaye	Diallo, Bademba	Diallo, Mamadou	Diallo, Mouctar M
Dham, Satya J	Dhungana, Ramesh	Diallo, Abdoulaye	Diallo, Boubacar	Diallo, Mamadou	Diallo, Mouhamadou
Dhamchoy, Dhamchoy	Di, Huanyao	Diallo, Abdoulaye	Diallo, Boubacar	Diallo, Mamadou	Diallo, Moussa
Dhami, Kishan S	Dia, Aly	Diallo, Abdoulaye	Diallo, Boubacar	Diallo, Mamadou	Diallo, Moussa
Dhamrait, Balbir	Dia, Amadou	Diallo, Abdoulaye	Diallo, Boubacar	Diallo, Mamadou	Diallo, Moussa
Dhanao, Gifty	Dia, Fadhilou	Diallo, Abdoulaye	Diallo, Boubacar	Diallo, Mamadou	Diallo, Oumar M
Dhansar, Sanjay	Dia, Ibou	Diallo, Abdourahmane	Diallo, Boubacar S	Diallo, Mamadou	Diallo, Oumarou S
Dhanwani, Anil Kumar	Dia, Souleymane	Diallo, Abdourahmane	Diallo, Boubakar Mouhamed	Diallo, Mamadou	Diallo, Ousmane
Dhar, Moloy	Diabate, Mamadou	Diallo, Abdourahmane	Diallo, Brahim	Diallo, Mamadou	Diallo, Ousmane
Dhar, Uzzal	Diabate, Mohamed	Diallo, Abdourahime	Diallo, Djibril	Diallo, Mamadou	Diallo, Ousmane
Dhargyal, Lobsang	Diabate, Vamara	Diallo, Abdourahmane	Diallo, Djoulde	Diallo, Mamadou	Diallo, Souleymane
Dhargyal, Thinley	Diabuo, Stephen	Diallo, Abdourahmane	Diallo, Elhadj	Diallo, Mamadou	Diallo, Souleymane
Dhargye, Sonam	Diaby, Aboubakar	Diallo, Abdourahmane Tangaly	Diallo, Elhadj	Diallo, Mamadou	Diallo, Therno
Dhari, Zaid Al	Diaby, Alpha	Diallo, Aboubacar Salmana	Diallo, Elmadiou	Diallo, Mamadou	Diallo, Thierno
Dhekyong, Tenzin	Diaby, Basekou	Diallo, Aboubakri	Diallo, Hassane	Diallo, Mamadou	Diallo, Thierno

## Uber Form Letter- Drivers Names (Submission 1)

Diallo, Thierno	Diaz, Danilo	Diaz, Lenin	Diba, Mor	Dincer, Erdinc	Disla, Kelin
Diallo, Thierno Oumar	Diaz, Darlin Diaz	Diaz, Leni	Diba, Mor	Ding, Beibei	Disla, Marino
Diallo, Thierno Souleymane	Diaz, Deiby	Diaz, Libio	Dibbell, Harry	Ding, Feng	Disla, Marvin
Diallo, Tidiane	Diaz, Diana Diaz	Diaz, Libio	Dibende, Benewende A	Ding, Jiangtao	Disla, Nelson
Diallo, Yaya	Díaz, Dilenia	Díaz, Libio	Dicarolo, Andrew	Ding, Jiangtao	Disla, Olbis
Diamantopoulos, Alex	Diaz, Dionicio	Diaz, Librado	Dicent, Willy	Ding, Jiangtao	Disz, Mario Diaz
Diane, Hassane	Diaz, Dionis R Holguín	Diaz, Lisaury	Dicent, Willy	Ding, Wei	Ditanna, Quirino
Diane, Kabine	Diaz, Edward R	Diaz, Luis	Dickey, Nfn	Ding, Wei	Diva, Omar
Dianov, Dmitry	Diaz, Edwin	Diaz, Luis	Dickey, Phur	Ding, Xiaoyuan	Dixon, Andre
Diao, Youchaou	Diaz, Edwin	Diaz, Luz	Dicko, Bouboukari	Ding, Yi	Dixon, Cardiffi
Diapa, Robila	Diaz, Edwin	Diaz, Mario	Didar, Ahmed	Ding, Zhang	Dixon, Max
Diarra, Adalgisa Payero Payero	Diaz, Endris	Diaz, Marquis	Didar, Fnu	Dinos, Constantinos	Dixon, Michael
Diarra, Adama	Díaz, Eriberto Nunez	Diaz, Martin	Didar, Javad	Diokhane, Mamadou	Djaballah, Sidi
Diarra, Amara	Diaz, Ericson	Diaz, Mecias	Didarul, Md	Diomandé, Habib	Djabborov, Mukhammadrizo
Diarra, Claver	Diaz, Ernesto	Diaz, Melvin R	Didat, Mohammed	Diombera, Adama	Djafarov, Iskandar
Diarra, Hassan	Diaz, Esteban	Diaz, Missael	Diene, Alioune	Dionysios, Messaris	Djalalov, Firdavs
Diarra, Mohamed	Diaz, Fausto Z	Diaz, Nahtael Camilo	Dieng, Abdoulaye	Diop, Ahmadou	Djalilov, Alex
Diarrassouba, Yaya	Diaz, Francisco	Diaz, Narciso	Dieng, Assane	Diop, Ahmadou	Djalo, Abdulai
Diarrs, Mohamed	Diaz, Francisco	Diaz, Nelson	Dieng, Bassirou	Diop, Cheikh	Djamiou, Omorou
Dias, Bickey G	Diaz, Gregory	Diaz, Obed	Dieye, Dame	Diop, Elhadji	Djelil, Fouad
Dias, Paulo	Diaz, Harrington	Diaz, Odali	Dieye, Mor T	Diop, Habib	Djellali, Mahmoud
Dias, Paulo	Diaz, Henry	Diaz, Rafael	Dieye, Mouhamed	Diop, Idrissa	Djerad, Samir
Diawara, Abdoul Razzaq	Diaz, Henry	Diaz, Rafael	Dífo, Damián Taveras	Diop, Lamine	Djibo, Hatimi
Diawara, Bakary	Diaz, Herbert	Diaz, Rafael A Rodriguez	Difo, Kerlin	Diop, Lamine	Djie, Yudha
Diawara, Fouseyni	Díaz, Herminio Mena	Diaz, Rafael Jose Martinez	Diiop, Mohamed	Diop, Madocki	Djiguiba, Mody
Diawara, Fousseyni	Diaz, Herry J	Diaz, Ramon	Dilawar, Noami	Diop, Maty	Djiguimkoudre, Christophe
Diawara, Sidy	Diaz, Jacqueline	Diaz, Ramon A	Dilawar, Noami	Diop, Modou	Djire, Ousmane
Díaz, A Andrés N Ramírez	Diaz, Jennifel Tavares	Diaz, Raquel	Dilgo, Tashi	Diop, Mor	Djobo, Zibilila
Diaz, Abel	Diaz, Jenrry	Diaz, Raul	Dills, Tyrone	Diop, Mor	Djumaev, Sherzod
Diaz, Alexandro	Diaz, Jinnette	Diaz, Regis	Dilmen, Akif	Diop, Ousmane	Djuraev, Saidjon
Diaz, Amy	Diaz, John	Diaz, Reinaldo	Dilone, Gabriel	Diop, Ousmane	Djurakulov, Shokhrukh
Diaz, Angel	Diaz, Johnny	Diaz, Ricardo	Dilonepeguero, Edgard	Diop, Papa	Dm, Alexander
Díaz, Angeli	Diaz, Johnny	Diaz, Richard	Dilshan, Sangeeth	Diop, Papa Mouhamadou	Doagbodzi, Assouh
Diaz, Aquilino Antonio Collado	Diaz, Jorge	Diaz, Richard	Dilshod, Radjabov	Diop, Sidy	Dobizhi, David
Diaz, Aquilino Vasquez	Diaz, Jose	Diaz, Roberto	Dilshodi, Uktamzod	Diop, Taha	Dobos, George
Diaz, Aracelis	Diaz, Jose	Diaz, Romy	Dim, Joseph	Diop, Youssou	Dodikhudoev, Isfandiyor
Diaz, Aramis Alberto	Diaz, Jose	Diaz, Ronald Luis Jimenez	Dimanche, Marc	Diouf, Mademba	Dodkhudoev, Mekhrob
Diaz, Aris	Diaz, Jose	Diaz, Sanders	Din, Ahmad	Diouf, Marieme	Dodouel, Thinle
Diaz, Aris	Diaz, José	Diaz, Sarah Y Perez De	Din, Jalal Ud	Dioum, Papa	Dogan, Sebahattin
Diaz, Bernard J	Diaz, Jose Luis Nicasio	Diaz, Simon B Ruiz	Din, Nizam Ud	Dipoo, Rakesh	Dogan, Serkan
Diaz, Bralmin	Diaz, Jose R Ordonez	Diaz, Tony Zaid	Din, Riaz M	Dirawi, Yusuf	Doivilus, David
Diaz, Carlos	Diaz, Jose Rafael	Diaz, Wally	Din, Rizwan	Direnc, Jesse	Dolce, Francois
Diaz, Casildo Amable	Diaz, Jose Roberto Espinal	Díaz, Willghells	Din, Salahud	Direnc, Jesse	Dolcy, Joseph
Diaz, Cesar	Diaz, Joselito	Diaz, Willi	Din, Zia	Dirjee, Tsering	Dolkar, Tshering
Diaz, Cesar	Diaz, Juan	Diaz, Wilson	Dinatale, Alessandro	Disla, Angel	Dolo, Lomeni
Diaz, Daniel	Diaz, Juancarlos C Diaz	Diaz, Yinet	Dinc, Metin	Disla, Grecia	Dolores, William
Diaz, Daniel	Diaz, Julissa Alejandra	Diba, Khadim	Dinc, Orcun	Disla, Hector M Alvarado	Dom, Eug
Diaz, Daniel	Diaz, Kevin R	Diba, Mame	Dinc, Orcun	Disla, Jordany	Domba, Sow Hassane



## Uber Form Letter- Drivers Names (Submission 1)

Dominguez, Joe	Don, Irosha Dilhan	Dorcely, Darline	Dorrell, Samantha	Drame, Mady	Duggal, Baljinder
Dominguez, Adrian	Don, Manuka Kahavitage	Dorcena, Danica	Dorsainvil, Wiselin	Drame, Mahamadou	Duhabet, Richard
Dominguez, Alexander	Don, Mikey	Dorcena, Sheldon	Dorsey, Katherine	Drame, Sekou	Duke, Moe
Domínguez, Alexander	Don, Sat Lum	Dorelus, Melaner	Dortch, Robert	Drammeh, Alasana	Dukens, Jeano
Dominguez, Andres	Don, Xi	Dorfman, Eric	Dorvil, Charles B	Drammeh, Bubacarr	Dukpa, Karma
Domínguez, Carlos	Donado, Javier	Dorfman, Samantha	Dorville, Faustino	Drammeh, Yankuba	Dukuly, Amara B
Dominguez, Cesar	Donadze, Levan	Dorgee, Dorgee	Dorvilus, Fred	Drammeh, Yusupha	Dukuly, Fumba
Dominguez, Danny	Donatin, Nyket	Doris, Samantha	Dosseh, Follykue Folly	Draughn, Fatia	Dukuly, Losene
Dominguez, Edwin Polanco	Donden, Lobsang	Dorje, Karma	Dossou, Komigan	Drongpa, Rinzin	Dukuly, Yaya
Dominguez, Elias	Dondrup, Thubten	Dorje, Phunjo	Dossoumou, Abdalla	Droppa, Thomas	Dukuray, Biyag
Dominguez, Eloy	Dong, Feng	Dorjee, Chimie	Dosunmu, Taofeek	Drummond, Glen	Duman, Enrique
Dominguez, Elvi	Dong, Feng	Dorjee, Choyang	Doucoure, Abdoulaye Issa	Dsuze, Cesar A	Duman, Pedro
Dominguez, Esmeralda	Dong, Hua	Dorjee, Namgyal	Doucoure, Amadou	Du, Fengsi	Dumas, Mark
Domínguez, Francisco	Dong, Jimmy	Dorjee, Nfn	Doucoure, Kande	Du, Han	Dume, Darwin
Dominguez, Franklyn	Dong, Jingliang	Dorjee, Pasang	Doucoure, Lassana	Du, Jihui	Dumervil, Patrick Hans
Dominguez, Gustavo	Dong, Jingxiu	Dorjee, Pema	Doucoure, Mahamadou	Du, Peng	Dumont, Djempsty
Dominguez, Gustavo	Dong, John	Dorjee, Pema	Doucoure, Youssouf	Du, Wenlu	Dunbar, Janei
Dominguez, Jairo Eliezer Rosario	Dong, Junbo	Dorjee, Phurbu	Douglas, Paul	Du, Xin	Dunbar, Michelle
Dominguez, Johan	Dong, Meng	Dorjee, Phurbu	Douglas, Stephanie	Du, Yunsheng	Duncan, Pernell
Dominguez, Jonathan	Dong, Mingjian	Dorjee, Samdup	Doukoure, Mahamadou	Du, Zhi	Duncan, Robert
Dominguez, Jordan	Dong, Shengxi	Dorjee, Sonam	Doukoure, Souleymane	Duan, Dong	Duncan, Roland
Dominguez, Jose	Dong, Shouying	Dorjee, Tashi	Doukoure, Vazoumanan	Duan, Haifeng	Dundor, Thinly
Dominguez, Jose	Dong, Weimin	Dorjee, Tashi	Doumairi, Fatima	Duan, Haifeng	Dunham, Asia
Dominguez, Juan F Mendoza	Dong, Wen	Dorjee, Tse	Doumbia, Djibril M	Duan, Zenghui	Dunlap, Ricky O
Dominguez, Juancarlos	Dong, Xing Tong	Dorjee, Tsering	Doumbia, Falikou	Duarte, Alvaro	Dunleavy, Denis
Dominguez, Juancarlos	Dong, Xinghe	Dorjee, Tsering	Doumbia, Ousmane	Duarte, Andris Raul	Dunleavy, Denis
Dominguez, Julio	Dong, Xingjin	Dorjee, Tsering	Doumbia, Siaka	Duarte, Daniel	Dunn, Lenworth
Dominguez, Julio	Dong, Yibing	Dorjee, Tsering	Doumbia, Souleymane	Duarte, Erlin	Duodu, Dominic Osam
Dominguez, Julio Melvin	Dong, Yonghua	Dorjee, Tsewang	Doumbouya, Bangaly	Duarte, Erlin	Duperval, Jean Woldsen
Dominguez, Kedwin Jose Polanco	Dong, Yongliang	Dorjee, Tsewang	Doumbouya, Demba	Duarte, Horacio	Dupont, Tislam
Dominguez, Kenia	Dong, Yu F	Dorjee, Tsultrim	Doumbouya, Mory	Duarte, Julissa	Duque, Frederick
Dominguez, Miguel	Dong, Zhi Qiang	Dorji, Chencho	Dounoh, Moussa	Duarte, Maria	Duque, Frederick
Dominguez, Pedro J	Dong, Zhiyuan	Dorji, Fnu Wangdak	Dousoky, Mamdouh	Duarte, Pedro L	Duque, Hector
Dominguez, Ramón	Dongchu, Tashi	Dorji, Kinley	Dousoky, Mamdouh	Duba, Tshering	Duque, Jorge I
Dominguez, Roberto	Dongchu, Tashi	Dorji, Kinley	Doutoum, Mahamat Saleh	Dubois, Joseph Clivens	Duque, Norman
Domínguez, Roberto	Dongo, Luis	Dorji, Kuenzang	Dove, Atiba	Dubousquet, Rene	Duquela, Alfredo Reyes
Dominguez, Rosanny	Dongsheng, Zheng	Dorji, Passang	Dove, Atiba	Dubreuze, Maurinel	Duramaz, Aydin
Dominguez, Shayna	Dongxu, Wang	Dorji, Pelden	Dove, Sitar	Dubuche, Max	Duran, Angel
Dominguez, Victor	Donis, Robert	Dorji, Phub	Dove, William	Duenas, Arnold	Duran, Bryan
Domínguez, Víctor	Doniyorov, Amin	Dorji, Phuntsho	Dowidar, Mohamed	Duenas, Maite	Duran, Darío De Jesús
Domínguez, Victoria	Donmez, Erhan	Dorji, Sherab	Drabo, Alassane	Dueno, Nicholas	Duran, Desiderio
Domínguez, Wanda	Donna, Claudy	Dorji, Sonam	Drake, Marvin	Duffault, Gaensly	Duran, Elizabeth
Dominguez, Yoleivi	Donoso, Flavio A	Dorji, Thinley	Drakes, Christa	Duffus, Chevon	Duran, Gerardo
Dominguez, Zulec	Donzo, Ishmael	Dorn, Carol	Drakes, Christa	Duffus, Donald	Duran, Javier
Dominici, Ray	Doolittle, David	Dornagon, Eliseo	Drakpa, Yeshey	Duffy, Christopher	Duran, Jirlis
Dominique, Samson	Doqueluche, Bobby	Dornecia, Joshua	Drame, Demba	Dufrene, Jean	Duran, Joel
Domond, Bignon	Doran, Charles	Dornellas, Juswha	Drame, Demba	Dugarte, Jose	Duran, Jonathan
Dompreeh, Jeffrey Oduro	Dorce, Jean Marie	Dorosario, Ricardo E	Drame, Ibrahim	Dugarte, Jose	Duran, Jonathan

## Uber Form Letter- Drivers Names (Submission 1)

Duran, José	Dzhalolov, Parviz	Edwards, Jose Ángel	Elaldi, Mustafa	Elgarba, Abdellatif	Elkholy, Mahmoud
Duran, Josefina Díaz	Dzhasheev, Shamil	Edwards, Rashleigh	Elalfi, Shahin	Elgawly, Makram	Elkilani, Mohammed
Duran, Julio	Dzhumaev, Alisher	Edwards, Reuben	Elamaway, Sherif	Elgendi, Mohamed	Elkilany, Ebraheem I
Duran, Julio	Dzidzikashvili, Giorgi	Eessa, Ashraf H	Elamaway, Sherif	Elgendy, Tamer	Elkouhen, Anas
Durán, Luis Alberto	Dzneladze, Tsotne	Efrati, Ehud	Elamaway, Sherif	Elgezery, Hesham	Ellahi, Zahoor
Duran, Manuel	E, Alberto	Egamberdiev, Bobur	Elamaway, Sherif	Elghalide, Youssef	Ellahiji, Hicham
Duran, Mario	E, David	Egamkulov, Shokhrukh	Elamaway, Sherif	Elghamri, Allaa	Ellen, Carl
Duran, Marlon	E, Jorge C Burgos	Egamov, Bekzod	Elamaway, Sherif	Elghamri, Allaa	Ellis, Andrew
Duran, Max	Ea, Siegfredo	Egamov, Gayrat	Elamaway, Sherif	Elgharabawy, Elsayed	Ellis, Edward
Duran, Rafael Alexander Polanco	Eashan, Shahriar	Egan, Ciaran	Elamaway, Sherif	Elgharabawy, Elsayed	Ellis, Jasson Jimenez
Duran, Robert	Eatman, Daniel	Egbert, Mary J	Elamaway, Sherif	Elgharabawy, Mohamed	Ellis, Jermaine
Duran, Ruberky F	Ebead, Mohamed	Egbeyemi, Oladele K	Elamaway, Sherif	Elghawalbie, Ahmed	Ellis, Kevin
Duran, Scarlet	Ebidou, Tamer	Egbon, Blessing	Elamaway, Sherif	Elghoraby, Ahmed	Ellis, Mark
Duran, Vanessa	Ebidou, Tamer	Egilmez, Hakan	Elamaway, Sherio	Elgohary, Ahmed	Ellis, Oneil
Duran, Waldri	Ebieter, David Elombo	Egwim, Agugua	Elamrousy, Maged	Elgohary, Aslam	Ellis, Oneil
Duran, William	Eborson, Michael	Egwuatu, Favour	Elanayake, Chamila	Elguerch, Mohammed	Elmanfalouty, Ragy
Duran, Wilson Romano	Ebrahim, Ahmed	Ehasan, Sma	Elancry, Albert	Elhachimi, Jeff	Elmansoury, Ihab
Duran, Zoilo	Ebrahim, Amr	Ehigie, Noghayin	Elarqem, Mohamed	Elhadad, Hassan	Elmaraghy, Osama
Duran, Zoilo T	Ebrahim, Emad	Ehiosu, Ken	Elarsy, Elkhedr	Elhadrami, Ahmed	Elmastouri, Abdelmoula
Durante, Eugene	Ebrahimi, Edmond	Ehiosun, Ramsey	Elassiouti, Sherif	Elhafnaoui, Abdelilah	Elmazi, Drilon
Durbar, Mallik	Ebrhem, Fadi	Ehiosun, Ramsey	Elawad, Sami Abbas Ahmed	Elhagan, Walid	Elmeghrabi, Allaa
Durdu, Atalay	Eccles, Kimberly	Eid, Elie	Elbaadani, Alhelali	Elhagar, Hesham	Elmekkaoui, Mohamed
Durrani, Muhammad Adris	Ech, Ruddy	Eid, Fadi	Elbadawi, Omar	Elhariry, Tarek	Elmerzak, Mohammed
Durrani, Mukarram	Echala, Hamza	Eid, Talal	Elbakidze, Zaza	Elharji, Mohamed	Elmesmary, Saied S
Duru, Mustafa	Echavarria, Daniel	Eissa, Mohammed H	Elbana, Abdelkader	Elhassan, Farris	Elmetknany, Yasser
Durzi, Zahi	Echavarria, Eduardo	Ejaz, Sheikh M	Elbanhawy, Khaled	Elhelwa, Hassan	Elmof, Ali
Dushkevich, Oleg	Echevarria, Curtis	Ejimbe, Chinelo	Elbarawy, Abdelhamid	Elhi, Rai Mahboob	Elmofti, Ali
Dusmuratov, Anvar	Echevarria, Erik	Ekanem, Ini B	Elbarhdali, Abderrahim	Eliacin, Emmanuel	Elmofti, Hamza
Dutan, Carlos Heriberto	Echevarria, Jessica Figueroa	Eke, Joachin	Elbaz, Mohamed	Elian, Antoine	Elmon, Pierre
Dutan, Juan S	Echeverry, Gerardo	Ekeh, Donatus	Elbaly, Hesham	Elian, Arnon	Elmosalami, Ahmed
Dutan, Lenin	Echeverry, Pedro	Ekekum, Anthony	Elcicek, Bekir	Eliancy, Paulson	Elmosallamy, Khaled
Dutan, Manuel Morocho	Eddine, Khermaza Zine	Ekene, Okeke	Elcicek, Muhammed	Elias, Mohammed	Elmouki, Youness
Dutan, Santiago F	Eddini, Mohamed	Ekene, Okeke	Eldabah, Abdelrahman	Elidrissi, Samir	Elmsiyah, Abdelali
Dutta, Ashok	Eddy, Felix Jean	Ekomba, Maximus	Eldabah, Abdelrahman	Elie, Allen	Elmuratov, Khabibulla
Duval, Kimani Cadet	Edem, Joseph	Ekra, Koffi	Eldabah, Mohamed	Elie, Magnouce	Elmurodov, Murod
Duvanov, Andrey	Edermiro, Montero	El, Ravanna Blue	Eldakhakhany, Mohamed	Eliev, Muhammadjon	Elnaggar, Adham
Duverge, Yinat	Edgar, Wayne	Elaaddam, Abdelaziz	Eldawy, Mohamed	Eligio, Then V	Elnaggar, Amr
Duvivier, Henry	Edmeade, Elvin	Elabed, Omar	Eldengawi, Tamer	Eliott, Alouidor	Elnaggar, Ashraf
Duwadi, Kamal	Edmond, Harry	Elachraoui, Khalid	Eleiwa, Amr	Eljammal, Abdulkarim	Elnaggar, Hossam
Duzel, Haluk	Edo, Vincent	Elahi, Afzal	Elemikan, Rafiu A	Elk, Mohamed	Elnahas, Tarek
Dwamena, Cyprian	Edouard, Claude	Elahi, Khaled F	Elemine, Jiddou	Elkanashvili, Ramin	Elnegomi, Mabarak
Dwarakanath, Deepak	Edouard, Frerot	Elahi, Mahmud	Eleskandarany, Ayman	Elkanawaty, Rami	Elnegomi, Mabarak
Dwomoh, K	Edouard, Gladys	Elahi, Mohammed	Eleskandarany, Mahmoud	Elkastali, Mohamed	Elnour, Magdy
Dyaram, Lokenauth	Edouard, Joel	Elahi, Nasim	Elfakharany, Younes	Elkerdawy, Hazem Taha Ibrahim	Elobeid, Abdelkariem
Dyer, Ernis	Edris, Taher	Elahi, Saif	Elfenne, Abdelmjid	Elkhalifa, Mohamed	Eloi, Gerald A St
Dyer, Rudy	Edward, Bo	Elahi, Tanvir	Elfiky, Ahmed	Elkhalifa, Mohamed	Elopez, Fausto Enmanuel
Dyette, Nikki	Edwards, Doris	Elahi, Zahoor	Elgaml, Mohamed	Elkhauly, Ashraf	Elouahidi, Abdelhadi
Dzhafari, Afis	Edwards, Gary	Elakrmi, Tariq	Elganzoury, Hassan	Elkhideer, Mohamed	Elouali, Mustapha

## Uber Form Letter- Drivers Names (Submission 1)

Elouazri, Abdelmalek	Elsobky, Ahmed	Encarnacion, Edgar	Erkan, Yildirim	Espinal, Ángel M	Espinal, Yosi
Elqader, Eslam Abd	Eltahawi, Ashraf	Encarnacion, Eucario	Erkan, Yildirim	Espinal, Anthony	Espinales, Ralph
Elreda, Mohamad	Eltahrawy, Rashad K	Encarnación, Gregorio	Erkomaishvili, Alexander	Espinal, Anyelo	Espinales, Ruben
Elrefay, Yasser	Eltayeb, Tamer	Encarnacion, Johnny S	Erminal, Gardy	Espinal, Carlos	Espino, Maiky A
Elrefy, Abdelaziz	Eltayeb, Tariq	Encarnacion, Jose	Ernazarov, Azamat	Espinal, Carlos	Espínola, Sandra
Elroubat, Essam	Eltemamy, Hany F	Encarnacion, Jose	Ernest, Luc	Espinal, Carlos	Espinosa, Alfred Antigua
Elroubat, Nayef	Eltemamy, Hany F	Encarnacion, Juan	Ernst, Leroy Junior	Espinal, Cesar Manuel Peralta	Espinosa, Daniel
Elrowmeim, Ibrahim	Eltosam, Sam	Encarnacion, Luis	Eroglu, Muhammed	Espinal, Claudia	Espinosa, Francisco
Elrwiny, Mahmoud	Eltweel, Ehab	Encarnación, Mario Soto	Es, Errsin	Espinal, Claudia	Espinosa, Máximo
Elsadany, Haytham	Elva, Mahdalia	Encarnacion, Michael	Esa, Ali	Espinal, Cristian	Espinosa, Máximo
Elsafty, Waleed	Elva, Mahdalia	Encarnacion, Michael	Esanov, Alisher	Espinal, Deny	Espinosa, Meilyn
Elsaid, Mahmoud	Elysee, Daniel	Encarnacion, Saul	Escalante, Lorenzo Silverio	Espinal, Edwin	Espinosa, Miguel
Elsalakawy, Mahmoud	Elysee, Daniel	Encarnacion, Saul	Escalante, Mario	Espinal, Eligio Espinal	Espinosa, Rafael Frias
Elsaleh, Abdulrahman	Elysee, Sharyn	Encarnacion, Shana	Escalante, Phillies	Espinal, Elio	Espinosa, Ronald
Elsayed, Ihab	Elzeaary, Mohamed	Encarnación, Soranyi	Escalante, Rafael	Espinal, Felix	Espinosa, Ronald
Elsayed, Khaled	Emam, Abdalla	Encarnacion, Vicente	Escalante, Rosa	Espinal, Frederic	Espinosa, Welinton
Elsayed, Maged	Emam, Ismail	Encarnación, Victor A	Escalona, Oscar A	Espinal, Froilan	Espinoza, Cesar J
Elsayed, Mohamed	Emam, Walid	Encarnacion, Yeison	Escamilla, Liselott	Espinal, Harlin Manzueta	Espinoza, David
Elsayed, Mohamed	Emanuelli, Marcos	Engenheiro, Marcel	Escandon, Fernando	Espinal, Hector	Espinoza, Jose
Elsayed, Mohamed	Emanuelli, Marcos	England, Godfrey	Escanio, Jose	Espinal, Iris	Esquer, Roxana
Elsayed, Nasser	Emanweel, Magdi	English, Delroy	Escano, Juan	Espinal, Jorge	Esquivel, Juan Manuel
Elsayed, Ramadan	Emara, Ramy	Ennab, Tarek	Escano, Rafael	Espinal, Jose	Esquivel, Julio César
Mohamed	Embaba, Gomer Embaba	Ennassiri, Youssef	Escano, Rafael Anibal	Espinal, Jose	Essa, Adam
Elsebai, Elsayed	Eme, Ogbureke	Enosse, Ernesto Salomao	Escarraman, Francisco Ozuna	Espinal, Jose M	Essaadi, Abdelhakim
Elsebai, Elsayed	Eme, Ogbureke Sunday	Enukidze, Irakli	Escobar, Angel	Espinal, Jose Miguel	Essabir, Abdellah
Elseedy, Osama	Emeagwali, Micah	Enver, Muhammad	Escobar, Nubia	Espinal, Jose Y	Essaedi, Marwan
Elsegeiny, Medhat	Emefiele, Felix	Enyinna, Ezinwa	Escoboza, Karina	Espinal, Josy	Essam, Shima
Elsersawy, Mohamed	Emenike, Justin	Epelman, Lev	Escorcía, Roberto	Espinal, Jovanny Medrano	Esserghini, Richard
Elsevyf, Luis	Emeribe, Livinus	Epino, Jason	Escoto, Jefry Guzman	Espinal, Juan G	Esskalli, Abdelilah
Elseweiry, Walid	Emirzakov, Damir	Eradze, Irakli	Escoto, Joel	Espinal, Kevin	Esskalli, Chouaib
Elshabassy, Hany	Emmanuel, Dieucel	Eradze, Irakli	Escusel, Bryan	Espinal, Manuel	Estay, Leandro
Elshabassy, Yasser	Emmons, Diana	Eraite, Onasis Orlando	Eserokpe, Michael	Espinal, Melvin Reyes	Estevex, Octavio
Elshaer, Osama	Emole, Christopher	Erazo, Christian	Eserokpe, Sonnie	Espinal, Nelson	Estevez, Albania
Elshahat, Mohamed	Emon, Saidul Islam	Erazo, Raymond	Esguerra, Julian	Espinal, Neudy	Estevez, Alberto
Elshamy, Tarek	Emon, Sharyer	Erazo, Victor	Eshaq, Ahmed	Espinal, Nicodemo	Estevez, Andrew
Elsharidy, Aly M	Emor, Ramy	Erazo, Walter	Eshaq, Ahmed	Espinal, Oscar	Estevez, Arlina Baez
Elshawa, Ahmed	Empapy, Saad	Erfani, Pete	Eshesh, Gamal	Espinal, Pablo	Estevez, Daniel J Grullon
Elshazly, Saleh	Emran, Md Babus	Ergashev, Dilmurod	Eshquvvatov, Olim	Espinal, Ramon	Estevez, Edwin
Elsherbieny, Mazen	Emrech, Nadine	Ergashev, Istam	Esiaba, Chinwendu	Espinal, Ramon	Estevez, Estela
Elsherbiny, Sherif	Emrovic, Mirsad	Ergashev, Sharaf	Eskinazi, Eli	Espinal, Ronaldo	Estevez, Francisco A Rodriguez
Elsherif, Mohamed	En, B	Ergashev, Tulkin	Esmailzada, Ali	Espinal, Ronaldo	Estevez, Geisy
Elsherif, Walid	Enam, Shah	Ergashev, Ulugbek	Esmiel, Ahmed	Espinal, Ruddy Batista	Estevez, German Antonio Lopez
Elshiekh, Moata	Encalada, Mariela	Ergashov, Shakhbos	Esmaillat, Edy	Espinal, Sandy	Estevez, German Antonio López
Elshiekh, Moataz	Encarnacion, Anthony	Ergun, Eren	Espejo, Erinson Santiago Payano	Espinal, Walyn	Estevez, Guillermo
Elshourbagy, Ayman S	Encarnacion, Bachesky	Erhahon, Osabuohien G	Espejo, Juan	Espinal, Wandy	Estevez, Isidro
Elsiddig, Hassan	Encarnacion, Carlos	Erick, Alexis	Espejo, Xavier	Espinal, Willy	Estevez, Joel Nicolas
Elsigheer, Mustafa	Encarnacion, Daniel	Erick, Figaro	Espinal, Alberto	Espinal, Yokelvys	Estevez, Jose
Elsimary, Ahmed	Encarnacion, Diego	Erickson, Christopher	Espinal, Alquides Alexander Cruz	Espinal, Yonattan Sanchez	Estevez, Jose

## Uber Form Letter- Drivers Names (Submission 1)

Estevez, Jose	Etienne, Salomon	Fabre, Karen	Fajardo, Juan	Fanjul, Rommel	Farooq, Muhammad
Estevez, Juan	Etienne, Wislet	Fabunmi, Taiwo	Fajri, Mustapha	Farag, Ahmed	Farooq, Muhammad
Estevez, Juan	Etman, Ahmed	Fadakar, Yahya	Fajutu, Temitope	Farag, Esam	Farooq, Muhammad Umar
Estevez, Kelian	Etoumou, Emmanuel	Fade, Hamza	Fajuyigbe, Timothy	Farag, Shaker	Farooq, Muhammad Umar
Estevez, Kelvin	Ettai, Mustapha	Fadiga, Abdoulaye	Fak, Ismail	Farag, Wael	Farooq, Shahbaz
Estevez, Luis	Ettalii, Khalid	Fadir, Foddit	Fakhri, Danish N	Farah, Ali M	Farooq, Tahir
Estevez, Marcos	Ettangi, Mahmoud	Fadir, Foddit	Fakhri, Nabeel	Farah, Ali M	Farooq, Umair
Estevez, Pedro Nelson	Ettounsi, Talal	Fadl, Adil I	Fakih, Ismail	Farahat, Mohamed	Farooq, Umar
Estevez, Ramon	Etwaru, Alyssa	Fadoul, Adam	Fakiri, Sher	Farazi, Md K	Farooqi, Muhammad S
Estevez, Roderick	Eu, Tack Fatt	Fadul, Alberto	Fakoya, Samson	Farciert, Abelino	Farooqi, Qaiser
Estevez, Ruky	Eugene, Antoine	Fadulhashim, Mohamed Dawood	Falco, Nicholas	Fardous, Ali	Farooque, Md Shawkat
Estevez, Wilton	Eugene, Berkovich	Fagbola, Oluwatosin	Falcon, Belkys Josefina Rodríguez	Fareed, Muhammad	Farooque, Md Shawkat
Estevez, Yunio Ant	Eugene, Berkovich	Fahad, Kamran	Falcon, Luis Delgado	Fares, Alex	Farooqui, Mohammed A
Estilin, Patrick	Eugene, Frotz	Fahad, Md	Fall, Ahmeth	Fares, Hassan	Farooque, Omar
Estime, Eddy	Eugene, Max	Fahad, Md	Fall, Bachir	Fares, Hussein	Farrell, Gordon
Estrada, Brahian	Eugene, Sony	Fahad, Md Tamim	Fall, Mbaye	Farghaly, Ahmed	Farrina, Luis
Estrada, Jose	Eusebio, Candida	Fahad, Muhammad	Fall, Mboye	Farghaly, Wael	Faruk, Abul H
Estrada, Norma	Eusebio, Francisco Garcia	Faheem, Hafiz	Fall, Ousmane	Farhad, Nurul A	Faruk, Md Omar
Estrella, Albaro	Evans, Ana M	Fahid, Lattoo	Fall, Taleb	Farhan, Fnu	Faruk, Mohammad Omar
Estrella, Alfredo	Evans, Garry J	Fahie, Tysheen	Faller, Jack	Farhan, Muhammad	Faruk, Omar
Estrella, Alfredo	Evans, Henry	Fahim, Md Mijanur Rahman	Falquez, Frank	Farhat, Mohammad	Faruk, Omar
Estrella, Candy	Evans, Henry A	Fahim, Omer	Falu, Jaime	Farhat, Rana	Faruk, Omar
Estrella, David	Evans, Warren	Fahin, Md Mijanur Rahman	Falzone, Darin	Farhat, Wael	Faruk, Rayhan
Estrella, Enmanuel	Eve, Deivy Aneudy Duran	Fahrutdinov, Sherzod	Famegni, Gilbert	Farias, Wimper	Farukuee, Mahmud
Estrella, Holanda	Eve, Juan	Fahssi, Ilyes	Familia, Freddy D	Farias, Wolney	Faruq, Mohammad
Estrella, Isidro	Eveillard, Paul	Faican, Armando	Familia, Gerome	Farid, Gm	Faruq, Mohammad Feroz
Estrella, J	Everett, Darrell	Faican, Gustavo Aucapina	Familia, Juan	Farid, Kerrouche	Faruqi, Manzurur
Estrella, Joel	Evluce, Ismet	Faican, Gustavo Aucapina	Familia, Marcos	Farid, Kerrouche	Faruque, Golam
Estrella, Johnny Urena	Eweada, Mena	Fairclough, Sandra	Familia, Santa	Farid, Khawar	Faruque, Kamran Al
Estrella, Jose	Eweka, Osamede	Faisal, Abdul H	Familia, Whellington	Farid, Qolqazi	Faruque, Omar
Estrella, Jose	Exume, Antes	Faisal, Alamdar H	Famous, Jerome	Farkas, William	Faruque, Omar
Estrella, Juan	Eyzell, Carlos	Faisal, Md	Fan, Jianhong	Farman, Papayev	Faruque, Omor
Estrella, Juan	Ezechie, Ebuka Emmanuel	Faisal, Mohammad	Fan, Jingqi	Farmawy, Ahmed Fathi Mohamed	Faruque, Rofi A
Estrella, Juan Carlos	Ezzaher, Abdelkebir	Faisal, Mohammad	Fan, Peizheng	Farmer, Joel	Farzam, Ghulam
Estrella, Juan J	Faba, Tolulope	Faisal, Mohammed	Fan, Pilin	Farmer, Joel	Fashola, Olushola
Estrella, Kelvin	Fabal, Eybin	Faisal, Mohammed Z	Fan, Quanbin	Farmer, Lawrence	Fasingha, Charles
Estrella, Kelvin	Faber, Boyke	Faisal, Muhammad	Fan, Wei	Farmer, Marlon	Fassa, Djeidi
Estrella, Luis Manuel García	Fabian, Carlos Manuel Polanco	Faisal, Muhammad	Fanfair, Vernon	Farook, Mir	Fatajo, Mustapha
Estrella, Maximo Eduardo Pineda	Fabian, Eric	Faisal, Smq	Fang, Chang	Farooq, Abdul	Fatakhov, Oleg
Estrella, Ramon Emilio Moscoso	Fabian, Gloribel	Faiz, Abdul	Fang, Chao	Farooq, Abdul	Fatema, Sethi
Estrella, Richart	Fabian, Jarol	Faiz, Mohammad S	Fang, Deping	Farooq, Adil	Fathalla, Moustafa M
Estrella, Rodny	Fabian, Joel	Faiz, Rahmattullah	Fang, Kevin	Farooq, Adil	Fathy, Essam
Estrella, Starlin	Fabian, Johnny	Faiz, Sm Mohiuddin	Fang, Mingji	Farooq, Atif	Fattah, Rasem
Estrella, Valeria	Fabian, Starlyn	Faiz, Sultan M	Fang, Shizhen	Farooq, Feroz	Fattah, Ziaul
Estupinan, Rae	Fabiano, Michael	Fajardo, Carlos	Fang, Shizhen	Farooq, Feroz	Faust, Amin Osei Bey Ex Rel Bobby
Esuku, Ruth	Fabien, Gardy	Fajardo, Carlos Fajardo	Fang, Xiudong	Farooq, Imran	Faustin, Jean Lesly
Etienne, Antoine	Fabio, Jonathan Norman	Fajardo, Diego	Fang, Yu	Farooq, Mobeen	Faustin, Roolse
Etienne, Renaldo	Fable, Bertley	Fajardo, Godofredo Bowdoin	Fang, Yuqin	Farooq, Mohammad	Faustov, Lev
			Fang, Zhijiang	Farooq, Muhammad	

## Uber Form Letter- Drivers Names (Submission 1)

Faye, Ibrahima	Felix, Rommel	Fermin, Eddy Rafael Guzmán	Fernandez, Jose	Fernandez, Roberto	Figuereo, Miguel Angel
Fayerman, Vyacheslav	Felix, Rommel	Fermin, Genly	Fernandez, Jose	Feroj, Fahim	Figueroa, Francisca
Fayez, Tamer	Felix, Valery Jean	Fermin, George	Fernandez, Jose	Ferreira, Anthony	Figueroa, Gabriel
Faysal, Md Fakhrul I	Feliz, Carlos	Fermin, Giovanni	Fernandez, Jose	Ferreira, Diony	Figueroa, Joenet
Faysal, Naim	Feliz, Carlos	Fermin, Joel	Fernandez, Jose	Ferreira, Ignacio Martin	Figueroa, Jonathan
Fayyaz, Mohammad	Feliz, César	Fermin, Luisanna	Fernández, José	Ferreira, Jose	Figueroa, Lilibeth
Fayyaz, Mohammad	Feliz, Elizabeth	Fermin, Miguel	Fernandez, Jose Gabriel	Ferreira, Josimar	Figueroa, Michael
Fayyaz, Mohsin	Feliz, Elvis Joel	Fermin, Pedro	Fernández, José M	Ferreira, Juan J Baez	Figueroa, Patricia
Fayyaz, Muhammad	Feliz, Evelyn	Fermin, Raymundo	Fernandez, Jose M Estrella	Ferreira, Julio	Figueroa, Pedro
Fayyaz, Raheel	Feliz, Evelyn	Fernandes, Camilo	Fernández, Juan Rafael Rodriguez	Ferreira, Leonardo Liborio	Figueroa, Yessenia
Fayziev, Alisher	Feliz, Irvin	Fernandes, Joao	Fernandez, Kelvin	Ferreira, Lidia	Filatov, Denis
Fayziyev, Azamat	Feliz, Jonathan	Fernandes, Neil Mario	Fernandez, Kevin	Ferreira, Lidia	Filho, Nilo Leles
Fazal, Abid	Feliz, Jose R	Fernandez, Alberto	Fernandez, Leopoldo	Ferreira, Marcos Leandro Payero	Filin, Vyacheslav
Fazal, Abid	Feliz, Juan J Cespedes	Fernandez, Alexius	Fernandez, Luis	Ferreira, Nicolas	Filip, Lucian
Fazal, Abul Fazal Nur	Feliz, Juan Sánchez	Fernandez, Aneurí	Fernandez, Luis	Ferreira, Sergio	Filippov, Aleksandr
Fazal, Mohammed	Feliz, Mike	Fernandez, Angel	Fernandez, Luis	Ferreira, Stacy	Filpo, Antonio
Fazel, Mohammad	Feliz, Paulo	Fernandez, Angel	Fernández, Luis	Ferreira, Yokasta Tiburcio De	Filpo, Ramon
Fazilov, Akmal	Feliz, Victor M	Fernandez, Anthony	Fernandez, Mario	Ferreiro, Carlos J	Filpo, Yohany V Bonilla
Fazilov, Farzod	Fellahi, Simohamed	Fernandez, Anthony Peralta	Fernandez, Marlin Mosquea	Ferrer, Charles	Finke, Mario
Fazle, Adnan	Feltane, Juba	Fernandez, Aron Estevez	Fernandez, Mery	Ferrer, Jassiel	Fiovi, Kokouvi
Fazliev, Muzaffar	Feltes, Ezzat	Fernandez, Belen	Fernandez, Miguel	Ferrer, Joseph	Firdaus, Muhammad
Fazloon, Faizer	Fenegoue, Sylvestre	Fernandez, Bryan	Fernandez, Miguel	Ferrer, Ruben	Firer, Ernest
Fazylov, Aleksandr	Fenelus, Boniface	Fernandez, Byron	Fernandez, Miguel Ángel Carpio	Ferrer, Susy	Firhad, Mohammad
Febles, Anthony	Fenelus, Renaud	Fernandez, Carlos	Fernandez, Miguel Ángel Carpio	Ferreras, Alfredo	Firoz, Md
Febles, Sandy	Feng, Chai Yu	Fernandez, Carlos De Leon	Fernandez, Nerys	Ferreras, Eudis	Firpo, Jayson
Febriano, Aria	Feng, Hao	Fernandez, Christina M	Fernandez, Odalis Miguel	Ferreras, Johann	Fisler, Eric
Febrillet, Edward	Feng, Jian Shi	Fernandez, Danny	Fernandez, Paul	Ferreras, Luis	Fitzgerald, Kenneth
Feddag, Fatima	Feng, Jinwan	Fernandez, Delvin	Fernandez, Rafael	Ferreras, Zuleica Yolkirys	Fiyyaz, Adnan
Fedoul, Nouredine	Feng, Jinwan	Fernandez, Dennis	Fernandez, Rafael	Ferreras, Zuleica Yolkirys	Flamuri, Altin
Feican, Miguel A	Feng, Lin	Fernandez, Diana Holguin De	Fernandez, Ramon	Ferro, Jose	Flannery, J
Feihua, Huang	Feng, Lin Jin	Fernandez, Diego	Fernandez, Ramon Alexis	Fersaca, Domingo	Fleche, Nicolas
Feknous, Amin	Feng, Min	Fernandez, Elizabeth	Fernandez, Ramon Alexis	Ferzouk, Mohammad	Fleetwood, Carmelita Gordon
Feldman, Henri	Feng, Qidong	Fernandez, Elizabeth	Fernandez, Randy	Feseru, Marie	Fleming, Mark
Feldman, Nino	Feng, Rongpeng	Fernandez, Elizabeth	Fernandez, Robert	Fettal, Abdelkader	Fletcher, Kemar
Feliciano, Roberto	Feng, Rongpeng	Fernandez, Emmanuel	Fernández, Rolando	Fezga, Enea	Fletcher, Quentin
Felipe, Adriana	Feng, Shi	Fernandez, Erick	Fernandez, Ronny	Fiadu, Israel	Flete, Frankely
Felipe, Ronny Acevedo	Feng, Yan	Fernández, Fausto	Fernandez, Ronny	Fiadu, Raphael	Flete, Jovanny
Felissaint, Damas	Feng, Yuan	Fernandez, Fernando	Fernandez, Rosanna	Fiadu, Victor	Fleur, Rubert Saint
Feliu, Leydiana De La Cruz	Feng, Zhang	Fernandez, Gissell	Fernandez, Rosanna	Fiala, Ahmed	Fleurantin, Frantzy
Felix, Buffon	Fennell, Michael	Fernandez, Henry Miranda	Fernandez, Simona	Fiallo, Fabio Patiño	Fleuridor, Derdley
Felix, Glen	Fenning, Joseph	Fernandez, Jeffri A	Fernandez, Soly	Fiaz, Chaudhry	Fleuristil, Jean
Felix, Guillermo	Ferdous, Istiaque	Fernández, George	Fernandez, Victor	Fidan, Rifat	Flieger, Paul S
Felix, Jean	Ferdous, Mohammed	Fernandez, Jerry	Fernandez, Wendy	Fiedler, Bruce George	Flor, Danilo
Felix, Jesus	Fergui, Youcef	Fernandez, Johnn	Fernandez, Wilton	Fiedler, Bruce George	Florant, Paul Saint
Felix, Luis	Ferguson, Ian	Fernandez, Jorge	Fernandez, Xiomara	Fife, Trevor	Florat, Carlos
Felix, Luis B	Ferguson, Jodi Ann	Fernandez, Jorge	Fernandez, Yelfe Duran	Figuereo, Elvin	Florentino, Gabriela Morillo
Felix, Luis B	Ferkane, Rahim	Fernandez, Joribert	Fernando, Duwage	Figuereo, Joel	Florentino, Jose
Felix, Paul	Fermin, Cecilia	Fernandez, Jose	Fernando, Kurukulasuriya	Figuereo, Luz	Florentino, Joshua

## Uber Form Letter- Drivers Names (Submission 1)

Florentino, Juan	Fofana, Aboubakar	Foster, Leonar	Francois, Lawrence	Fu, Min	Gabriel, James
Flores, A Portilla	Fofana, Alhusainey	Foster, Taylor	Francois, Max	Fu, Pengfei	Gabriel, Rumienigge
Flores, Agustin	Fofana, Baboye	Fotih, Adnan	Francois, Vaina	Fu, Xingyou	Gabriel, Vielka
Flores, Alex	Fofana, Boubacar	Fouda, Mohamed	Francois, Valentiny	Fu, Xingyou	Gabriel, Wilner
Flores, Alvaro L Cabral	Fofana, Issa	Fougere, Junior	Franks, Bill	Fu, Yu	Gabroshvili, Giorgi
Flores, Andres Figuereo	Fofana, Makoula	Fountain, Montrell	Fraser, Aldrin	Fu, Yu	Gabunia, Erekle
Flores, Anthony	Fofana, Mamadou	Fourkan, Abunayim	Fraser, Peter	Fube, Sailas	Gad, Ayman
Flores, Anthony E	Fofana, Mamadou	Fournier, Andy	Fraser, Walter	Fuente, Abel De La	Gad, Mohamed
Flores, Carlos	Fofana, Mamadou	Fourrien, Jonson	Frazer, Angel W	Fuentes, Angel	Gad, Mohamed
Flores, Chris	Fofana, Moyabi	Foushee, Kevin	Frazier, Cecil	Fuentes, Michael	Gadaev, Avaz
Flores, David	Fofana, Ndiata	Fouzi, Salem	Frazier, Richard	Fujita, Bob	Gadalla, Ehab
Flores, Fernando	Fofana, Saikou	Fowler, Lizel	Free, Walter	Fuks, Alex	Gadalla, Ehab
Flores, Fernando J	Fofana, Saikou	Fowler, Sidonia	Freedman, Alex	Fukumitsu, Makoto	Gadayev, Beniamin
Flores, Gabriel	Fofana, Sory	Foy, Hector	Freel, Lesly	Fuld, Robert	Gaddi, Emil C
Flores, Gabriel	Fofana, Vassidiki	Foyshal, Mohammed A	Freeman, Acey	Fulgencio, Javiezel	Gadelrabb, Ihab
Flores, Heber	Folds, Joshua Stephen	Francis, Flammarion	Freeman, Brett	Fulgencio, Marcial	Gadhavi, Harshadkumar
Flores, Henry	Fondeur, Guillermo	Francis, Gary	Freitas, Alison De	Fulleda, Adrian	Gadiaga, Ndiaga
Flores, Jaime F	Fondio, Mamadou	Francis, Nwaodu	Freitas, Alison De	Fulmore, Gary Q	Gadiaga, Talla
Flores, Jesus	Fong, Felipe	Francis, Omoighe	Fremont, Macaire	Fung, Ching Kwan	Gadirov, Aydin
Flores, Jose	Fong, Frantz	Francisco, Agonaldo	Freni, Nick	Funtanar, Marlou	Gadlinkar, Sandip
Flores, Jose	Fonrose, Kervens	Francisco, Agonaldo	Frhan, Mena	Furcar, Osiris	Gado, Ahmed
Flores, Larry	Fonrose, Mack Derly	Francisco, Ernesto	Frias, Amin	Furkan, Muhammad	Gado, Ahmed
Flores, Marcos	Fontaine, Anthony	Francisco, Guillermo	Frias, Andres	Furlonge, Bruce	Gado, Ahmed
Flores, Mary L	Fontanez, Juan	Francisco, Jose	Frias, Daniel	Furquan, Mohammad	Gadoev, Umedzhon
Flores, Norberto	Fontus, Calixte	Francisco, Jose	Frias, Isidro	G, Alfonzo	Gaffar, Md Abdul
Flores, Omar Vega	Fontus, Devon	Francisco, José	Frias, Jose	G, Azafack Florient	Gaffin, Stephen
Flores, Pedro	Fook, Compton Tiam	Francisco, Julio	Frias, José	G, Chistian Mogrovejo	Gafforov, Khasan
Flores, Pedro Nunez	Fook, Ronald Tiam	Francisco, Julio	Frias, Kelvin	G, Howard	Gafurov, Daler
Flores, Ramel	Foong, Chew Peng	Francisco, Klen	Frias, Lenny	G, Luis	Gafurov, Sean
Flores, Richard Camilo	Fopa, Alvi Fokou	Francisco, Luis	Frias, Luis	G, Mauricio García	Gafurov, Umedzhon
Flores, Richard M	Forbes, Sindie	Francisco, Marcos	Frias, Luis	G, Ozzie	Gafurova, Dilfuza
Flores, Roberto	Ford, Almas	Francisco, Marcos	Frias, Marino	G, S T	Gagin, Natalie
Flores, Rogelio Rueda	Ford, Oneisha	Francisco, Sandy	Frias, Marino	G, Stanley	Gagishvili, Teimuraz
Flores, Romilio	Forde, Adrian	Francisco, Sandy R	Frias, Reynaldo	G, Wilmer	Gago, Jose
Flores, Tami	Forero, Martin	Francisco, Veloz	Frias, Reynaldo	G, Wilmer	Gago, Jose F
Flores, Taysha	Forgene, Woodson	Franck, Kouassi Koffi	Frías, Yajaira	G, Xiu	Gaha, Kesh
Flores, Welinston	Forhan, Syed A	Franco, Felix	Frica, Antonio	Gaba, Ankush	Gahalrassoul, Amro
Florestal, Romel	Forman, Hovie	Franco, Fremio Cabral	Friday, Daereon	Gaba, Gaurav	Gahatraj, Arjun
Florian, Alfredo Florian	Forman, Noah	Franco, Javier	Fridenberger, Roy	Gaba, Mukesh	Gahelrassoul, Sayed
Florian, Henry	Fortuna, John	Franco, Jose	Friedlander, Shalom	Gaballa, Adly	Gahin, Mamdouh
Florian, Henry	Fortunato, Pedro	Franco, Juan G	Frimpong, Jacob	Gaballa, Adly	Gai, Jinhui
Flowers, Curtis	Fortune, Eugene	Franco, Lnette	Frimpong, Kwaku	Gabay, Shellyann	Gaimou, Daan Gentilini
Fludd, Princess	Fortune, Hugues	Franco, Michael	Frimpong, Patrick Osei	Gabeliia, Elza	Gaimou, Fatou Danielle
Fluellen, Bruce	Fortuno, José Luis Davila	Franco, Raymundo	Fritzes, Adaimys	Gaber, Gubran Ahmed	Gaire, Jiban
Fnu, Bantee	Fory, Ocardine	Francois, Dimmy	Fructuoso, Marco	Gaber, Gubran Ahmed	Gaire, Jiban
Fnu, Sheryar	Foshanji, Nazir Ahmad	Francois, Gerald	Fruitwala, Abdul K	Gabriel, Carolyn	Gajjar, Bankimchandra
Foez, Mohammed	Foster, Eric	Francois, Jean	Fruitwala, Nauman	Gabriel, Dariel	Gakou, Modibo
Fofana, Abdoulaye	Foster, Leo M	Francois, Junior	Fruitwala, Nauman	Gabriel, Eduard	Galagedara, Piyal

## Uber Form Letter- Drivers Names (Submission 1)

Galal, Moamen	Ganguly, Elvis	Garay, Jose	Garcia, Eric	Garcia, Josue	Garcia, Silvia
Galan, Carlos	Gani, Md Shafiul	Garboa, Johnny D	Garcia, Erica	Garcia, Juan	Garcia, Steven David Reinoso
Galara, Cedric	Ganiev, Artur	Garbuja, Mahesh	García, Erica	García, Juan	Garcia, William
Galarza, Maria	Ganson, Jaquai	Garbuja, Suresh	Garcia, Ericka	Garcia, Juanito	Garcia, William
Galbame, Edmond	Ganushchak, Mikhailo	Garces, Jorge W	Garcia, Erison	Garcia, Jubrainy	Garcia, Willy
Galbane, Issouf	Ganvir, Neeraj	Garcia, Adeiano	Garcia, Esteban Hernandez	Garcia, Jubrainy	Garcia, Wilson Almonte
Galbani, Harouna	Gao, Chen	Garcia, Alam	García, Esteban Hernandez	Garcia, Kasey	Garcia, Xaviel
Galeano, Fidel Cáceres	Gao, Dakang	Garcia, Alberto	Garcia, Fabio	Garcia, Kelvin	Garcia, Ygor
Galeano, Ramao Duarte	Gao, Erik	Garcia, Alejandro	Garcia, Flavia Cruz	Garcia, Kelvin	Garcia, Yorbi
Galgamuge, Aruna	Gao, Fei	Garcia, Alfonso	Garcia, Francisco	Garcia, Lenny	García, Ysa
Galhotra, Anil	Gao, Fei	Garcia, Alida	Garcia, Franklin	Garcia, Leon	Garcia, Ysidro
Galib, Muhammad	Gao, Fei	Garcia, Alvin	Garcia, Gabriel	García, Leonidas Beltre	Gardinet, Amalfi
Galindo, Eduardo	Gao, Feng	Garcia, Amaurys	Garcia, Gerardo	Garcia, Luis Eduardo	Garib, Gregory
Gallagher, Denis	Gao, Fusheng	Garcia, Andres	Garcia, German	Garcia, Luis Emil Lucas	Garnica, R
Gallardo, Diego	Gao, Gong Qin	Garcia, Andres	Garcia, Gianni	Garcia, Luis M	Garnier, John Anthony
Gallardo, Jorge	Gao, Guixu	Garcia, Andy	Garcia, Glabertd	Garcia, Luis R	Garrett, Maria
Gallardo, Ricardo	Gao, Hong	Garcia, Angel	García, Glabertd	Garcia, Luis R Nunez	Garrick, Leo
Gallego, Arcesio	Gao, Huiyang	Garcia, Angel	Garcia, Guillermo Quero	Garcia, Manuel	Garrido, Giovanni
Gallego, John	Gao, Jian	García, Ángel	Garcia, Gustavo	Garcia, Manuel Domingo	Garrido, Nilton
Gallego, Jorge	Gao, Jianming	Garcia, Angie	García, Gustavo	Garcia, Marco Colin	Garth, J Albert
Gallegos, Ricardo	Gao, Jin Bao	Garcia, Anthony	Garcia, Hector Manuel De Los Santos	Garcia, Marcos	Garves, Jhonny
Gallo, Ms Michelle	Gao, Jinpeng	Garcia, Anthony	Garcia, Heriberto	Garcia, Marta	Garvin, Cierra
Galstyan, Hovhannes	Gao, Jinqing	Garcia, Antonio	Garcia, Iliana	Garcia, Melvin	Garvin, Craig
Galstyan, Hovhannes	Gao, Kai	Garcia, Antony	Garcia, Irvin Hernandez	García, Melvin A Astacio	Garvin, Craig
Galva, Darling	Gao, Lin	Garcia, Armando Garcia	Garcia, Ismael	Garcia, Misael	Garwood, Peter E
Galva, Randol Castro	Gao, Longfei	Garcia, Arturo	Garcia, Jaime	García, Octane	Garzon, Diego
Galva, Randol Castro	Gao, Nanqiang	Garcia, Branly	Garcia, Jaime	Garcia, Oliver	Garzon, Jesus A
Galvan, Hector	Gao, Peng	Garcia, Candida Garcia	García, Jansy	Garcia, Oscar	Garzon, Oscar
Galvan, Kurt	Gao, Qihang	Garcia, Carlos	Garcia, Jason	Garcia, Oscar	Gasi, Mubarak
Galvez, Jorge	Gao, Qing	Garcia, Carlos	Garcia, Javier	Garcia, Patricia	Gasi, Mutasim Mustafa Mohamed
Galvez, Jose	Gao, Quan	Garcia, Carlos	Garcia, Javier	Garcia, Pavel	Gasimov, Ramin
Galvez, Pavel	Gao, Shiwei	Garcia, Cesar Andres Silva	Garcia, Jean Carlos	Garcia, Pedro	Gassab, Zakaria
Galvis, Hernando	Gao, Weidong	Garcia, Christopher	Garcia, Jenifer	Garcia, Pedro	Gassama, Sheku
Galvis, Yesid Galvis	Gao, Xiang	Garcia, Darin	García, Jesus	Garcia, Rafael D	Gasser, Mohamed
Gambo, Kamal D	Gao, Xiaowei	García, Daurys	Garcia, Joelvis	Garcia, Richard	Gassi, Gassi
Gambo, Omar	Gao, Xidong	García, Daurys	Garcia, Johery	Garcia, Rober J	Gatas, Izzat
Gamdlishvili, Merab	Gao, Xingguang	Garcia, David	Garcia, Johnrman	Garcia, Robert	Gathungu, Daniel
Gan, Haigang	Gao, Xuelin	Garcia, David	Garcia, Jorge	Garcia, Roberto	Gatiiatullin, Fail
Gan, Jinliang	Gao, Xuezhang	Garcia, Demetrio	Garcia, Jose	Garcia, Roberto	Gaton, Angel Valentin Sanchez
Ganas, Ivan	Gao, Xunxing	Garcia, Diana	Garcia, Jose	Garcia, Romel D	Gatson, Eric
Ganay, Jose	Gao, Zhiming	Garcia, Eduardo Molfa	Garcia, Jose	Garcia, Ruddy	Gauchan, Bikash
Gandega, Wassoulou	Gao, Zhong	Garcia, Edward	Garcia, Jose	Garcia, Sandy	Gauchan, Bishal
Gandhi, Amandeep Singh	Gaonkar, Viraj Naik	Garcia, Eira Janet	Garcia, Jose	Garcia, Santiago	Gauchan, Dipesh
Gandolfo, Carl	Garafola, Glenn	Garcia, Elias Pichardo	Garcia, Jose	Garcia, Santos	Gauchan, Tej B
Ganemtore, Boukare	Garas, Mamdouh	Garcia, Elpidio	García, José	Garcia, Santos	Gaulman, Sharon
Ganga, Jagdesh	Garate, Alfonso	Garcia, Enrique	Garcia, Jose F	García, Santos	Gautam, Dambar
Gangaram, Anandi	Garay, Carmelo	Garcia, Eri Deyby	Garcia, Jose Luis	Garcia, Sergio	Gautam, Janardan
Gangshar, Chime	Garay, Joaquin			Garcia, Sergio	Gautam, Prakash

## Uber Form Letter- Drivers Names (Submission 1)

Gautam, Resham	Genao, Jose	German, Junior	Ghandour, Fahd	Ghotra, Fur Deep	Gilani, Musaddiq
Gavilanes, Daniel	Genao, Jose	German, Luis	Ghani, Ansar	Ghotra, Jatinder S	Gilani, Syed A
Gavilanez, Luis	Genao, Luiz	German, Luis Santana	Ghani, Md Osman Osman	Ghotra, Kulvinder	Gilbert, Pinchus
Gaviria, Diego Garcia	Genao, Miguel	Germosen, Elvis J	Ghani, Muhammad	Ghotra, Parminder Singh	Gilbert, Reuben
Gawish, Alaaeldin Sayed	Genao, Pedro	Germosen, Garcia	Ghani, Muhammad	Ghotra, Sumeet	Gilbert, Shadrack
Gawish, Alaaeldin Sayed	Genao, Pedro	Germosen, Orlando	Ghani, Muhammad Usman	Ghotra, Yuvraj	Gilkarov, Aaron
Gaybullaev, Sanjar	Genao, Rauly	Gerona, Oliver	Ghani, Usman	Ghougha, Hacene	Gill, Carl
Gaye, Abdou	Genao, Rauly	Geronimo, Akenaton	Ghannam, Nabil El	Ghoumrassi, Abdennaceur	Gill, Gurmeet
Gaye, Alhsji E	Genao, Rauly	Gerrero, Kelvin	Ghannoum, Enmar	Ghoumrassi, Mohamed	Gill, Jasmail
Gaye, Amadou	Genco, Richard	Gershan, Steven	Gharibashvili, Giorgi	Ghous, Mohammad	Gill, Jasvir S
Gaye, Khadim	Gendi, Said	Gersher, Alex	Gharti, Durgalal	Ghous, Mohammad	Gill, Jit S
Gaye, Mandaw	Gendi, Said	Gervais, Glodys	Gharti, Jagat B	Ghouzali, Ahmed	Gill, Jit S
Gaye, Mouhamed	Gendy, Hany	Gervasi, John	Gharti, Jagat B	Ghrouf, Lieth	Gill, Ravinder
Gayed, Michael Fikry	Gene, Arthur Young Chav	Gestalk, David Cabba	Gharti, Sushan	Ghuffar, Muhammad	Gillani, Syed
Gaygusuz, Riza	Genere, Rodolfo	Gethaun, Tibebu	Ghasre, Ghassimou Ould	Ghulais, Ali	Gillani, Syed
Gayle, Coll	Geng, Yu	Gezzaz, Rachid	Ghatani, Dol	Ghulam, Mustafa	Gillani, Syed Wajih
Gayle, Francis	Genis, Jose	Ghabed, Mohamed El	Ghauri, Shehzad K	Ghulam, Zahid	Gillen, Tim
Gazel, Alexandre Jorge	Georgalis, Ilias	Ghacham, Hussein A	Ghaw, Elvis	Ghuman, Bilal	Gilles, Joseph L
Gazetas, Konstantinos	Georgallis, Panagioti	Ghacham, Jamal	Ghazi, Amani	Ghuman, Javaid	Gilliam, A
Gazi, Md Sumon	George, Akindele	Ghafari, Mohamed	Ghazi, Amani	Ghumman, Khalid	Gilliam, Devante
Gazi, Md Zahid H	George, Johnnie	Ghaffar, Abdul	Ghazlan, Ahmed Essam	Giani, Ranjit Singh	Gilmore, Rahshawn
Gaziev, Anvar	George, Kvirikashvili	Ghaffar, Chaudhary	Ghaznavi, Mahmood	Gibbs, Krashna	Gimir, Salah
Gbadamassi, Achraf	George, Shalaby	Ghaffar, Fazal	Ghebremichael, Yonatan	Gibbs, Willie	Gindy, Jimmy
Gbadebo, Timothy	George, Shirlan	Ghaffar, Zubair	Ghebretzadick, Dawit	Gibishvili, Revaz	Ginebra, Danilo
Gbaguidi, Rodrigue	Georges, Andre	Ghaffour, Radouane	Gherasimenco, Denis	Gibly, Ezra	Ginenthal, Rick
Gbati, Sonhayé	Georges, Emmanuel	Ghafoor, Ghufan	Ghidey, Aklilu	Gibor, Gilad	Ginsberg, Ezra
Gbenga, Akindejoye	Georges, Ghassan	Ghafoor, Muhammad U	Ghimire, Bijay Raj	Gibor, Ran	Giraldo, Juan
Gc, Suman	Georges, Michelet	Ghafoor, Zafran	Ghimire, Deepak	Giegerich, Patricia	Girgis, Amir
Gc, Surendra G	Georges, Valery	Ghafoori, Sadiq	Ghimire, Subhash	Gigolashvili, Zurab	Girgis, Basem
Ge, Yongqiang	Georgiou, Georgios	Ghaili, Rakesh	Ghimire, Suman	Gil, Beatriz	Girgis, Fady
Gebregziabher, Tt	Gerald, Altanya	Ghaili, Waleed Al	Ghimire, Surya P	Gil, Benjamin	Girgiss, Samer
Gedeon, Edenson	Geraldino, Eduardo	Ghaili, Waleed Al	Ghimire, Surya Prasad	Gil, Ezequiel	Giri, Bikash
Gedeon, Nukson	Geraldino, Rosy N	Ghaithi, Nasr	Ghising, Shakti Man	Gil, Hamlet	Giri, Bishal
Gedeon, Pierre Raynold	Gerardino, Jeremy	Ghale, Bashudev	Ghobrial, Rami	Gil, Johan	Giri, Deepak
Gedeon, Widchardson	Gerardo, Carlos	Ghale, Chhiring	Ghocha, Jikme	Gil, Joshua	Giri, Rajesh
Gedun, Fnu Tenzin	Gerassimov, Artur	Ghale, Gyan	Ghoniem, Amgad	Gil, Luis	Giri, Ramesh
Geffrard, Orliche	Gerassimov, Ilia	Ghale, Rajesh	Ghoniem, Basem	Gil, Manuel	Giri, Ravi
Geiner, Joseph	Gerber, Mikhail	Ghale, Sonam	Ghorasainee, Madan	Gil, Marcos	Giri, Roshan
Gelashvili, Giorgi	Gereis, Mina	Ghali, Fathi El	Ghosh, Ashoke	Gil, Michael Alberto Perez	Giri, Shankar
Gelek, Rigzin	Gerena, Irma	Ghaly, Adel	Ghosh, Chironjit	Gil, Miguelina	Giri, Shankar
Gelfand, Vladimir	Gerewu, Alex	Ghaly, Amro	Ghosh, Mahesh	Gil, Oscar	Giri, Suraj
Gelin, Ronald	Gerges, Ebram	Ghaly, Ayman	Ghosh, Moni Lal	Gil, Ricardo	Girn, Harbans
Genao, Alberto	Germain, Hood	Ghaly, Basel	Ghosh, Pankaj	Gil, Ronald	Giron, David
Genao, Alfred	Germain, Jean	Ghaly, Mike	Ghosh, Shoboj	Gil, Ronald	Gisher, Marc
Genao, Aneudy	Germain, Joslin Saint	Ghaly, Youssef	Ghosh, Shomvo K	Gil, Ronald	Gittens, Cyril
Genao, Christian	Germain, Onald	Ghambashidze, Joni	Ghosh, Sumon	Gil, Willie	Given, Monika No Name
Genao, Danny	Germán, Francisco	Ghandilyan, Arsen	Ghotra, Amarinder	Gil, Willy Herrera	Given, No Name
Genao, Jonarly	German, Jordanes	Ghandilyan, Arsen	Ghotra, Daljit	Gilani, Musaddiq	Given, Shishpal No Name



## Uber Form Letter- Drivers Names (Submission 1)

Giyasov, Azimjon	Gomaa, Ahmed	Gomez, Ghiorka	Gomez, Roberto A	Gonzalez, Ariel	Gonzalez, Jahaira
Gjeka, Ilir	Gomado, Kwami	Gomez, Goethel Vladimir Castillo	Gomez, Roberto Tang	Gonzalez, Ariel	Gonzalez, Jean
Glanton, Diyea	Gombré, Richard M	Gomez, Hector	Gomez, Ronny	Gonzalez, Ariel	Gonzalez, Jeffrey B
Glasgow, Kadeem	Gomera, Diomedes	Gomez, Jimmy	Gomez, Roy	Gonzalez, Ariel Rey	Gonzalez, Jesus
Glezelis, Panagiotis	Gomera, Handerlin	Gomez, Johan	Gomez, Sam	Gonzalez, Brian	Gonzalez, Joel
Glover, Andre	Gomes, Anup	Gomez, Johan	Gomez, Uribe	Gonzalez, Bryan	Gonzalez, Joffre
Glover, Isaiah	Gomes, Ariosvaldo	Gomez, Johan	Gomez, Vicente	Gonzalez, Carlos	Gonzalez, Jonathan
Gluckstern, Joseph L	Gomes, Carlos	Gomez, Jorge	Gomez, Vilmania	Gonzalez, Cesar R	Gonzalez, Jorge
Glukh, Lora	Gomes, Gabriel	Gomez, Jose	Gomez, Virgilio	Gonzalez, Daniel	Gonzalez, Jorge
Gnambodenon, Oluwachei	Gomes, Gabriel	Gomez, Jose	Gomez, Wilbert	Gonzalez, Dawrin	Gonzalez, Jose
Gnanam, Rajkumar	Gomes, Herbet	Gomez, Jose	Gomez, William	Gonzalez, Dennis	Gonzalez, Jose
Gnime, Hamza	Gomes, Hugo	Gomez, Jose	Gomez, Willie	Gonzalez, Devin	Gonzalez, Jose
Gning, Ibrahima	Gomes, Hugo R	Gomez, Jose Dominguez	Gomez, Wiston	Gonzalez, Edderson	Gonzalez, Jose
Gnolou, Daleba	Gomes, James	Gomez, José M	Gomez, Yandri Gustavo Morel	Gonzalez, Eddie Gonzalez	Gonzalez, Jose
Gnoumou, Nissinieyiri	Gomes, Jhonnantan Lima	Gomez, Josmeidi	Gomez, Yorkis	Gonzalez, Eddy	Gonzalez, Jose E
Gobran, Saber	Gomes, Philip	Gomez, Jovani Martinez	Gomma, Alaa	Gonzalez, Eddy R	Gonzalez, Jose García
Gocaj, Shkelzen	Gomes, Promod Allen	Gomez, Juamby	Goncalves, Sonia Regina	Gonzalez, Edgar	Gonzalez, Joselyn
Goda, Amr	Gomes, Vincent	Gomez, Juan	Vendrame	Gonzalez, Edison	Gonzalez, Juan
Godabrelidze, Inga	Gomes, Xavier	Gomez, Juan	Goncalves, Uziel G	Gonzalez, Edison	Gonzalez, Juan
Godar, Anil	Gomez, Alberto	Gomez, Juan	Gondal, Khalid	Gonzalez, Edward	Gonzalez, Juan
Godfrey, Imani	Gomez, Alejandro	Gomez, Juan Andres Cabrera	Gondal, Khalid	Gonzalez, Edward	Gonzalez, Juan Andres
Godinez, Lucas	Gomez, Alex	Gomez, Julio	Gondal, Raza	Gonzalez, Eileen	Gonzalez, Juan Pablo Pena
Godoy, Carlos	Gomez, Alicia M	Gomez, Julio	Gondal, Raza	Gonzalez, Eliud	Gonzalez, Juan R
Goez, Jhon	Gomez, Ana	Gomez, Leonicio	Gondal, Waqas	Gonzalez, Elvis	Gonzalez, Juana
Goez, Santiago Ramirez	Gomez, Anthony	Gomez, Luis	Gonde, Amadou	Gonzalez, Elvy	Gonzalez, Julio Cesar Diaz
Gogarty, Thomas	Gomez, Arianette V	Gomez, Luis	Gonell, Fausto M	Gonzalez, Erick	Gonzalez, Kalex A
Goghar, Manjit Singh	Gomez, Bily	Gomez, Luis M	Gonell, Willy A	Gonzalez, Erick	Gonzalez, Karina
Gogiberidze, Mamuka	Gomez, Blanca	Gomez, Luis Miguel Suero	Gong, Honghui	Gonzalez, Ernesto	Gonzalez, Keruin
Goginashvili, Davit	Gomez, Brailin Miliano	Gomez, Marcel	Gong, Wei Zheng	Gonzalez, Ernesto	Gonzalez, Kevin
Gogitidze, Gurami	Gomez, Brian Nunez	Gomez, Máximo	Gongora, Giselly	Gonzalez, Eugeminis	Gonzalez, Kevin
Gogitidze, Gurami	Gomez, Carlos	Gomez, Mery	Goni, Osman	Gonzalez, Evelina	González, Lázaro Gerardo
Gogoberishvili, Levan	Gomez, Christopher	Gomez, Michael	Gonikishvili, Mikheil	Gonzalez, Francisco	González
Gogrichianil, Zaza	Gomez, Cristopher	Gomez, Miguel	Gonne, Doua	González, Francisco	Gonzalez, Lilia
Gohil, Raju	Gomez, Diego	Gomez, Onasis	Gonpo, Chime	Gonzalez, Gabriel	Gonzalez, Lilia
Goicochea, Benjamin	Gómez, Diover	Gomez, Osiris	Gonpo, Rinchen	Gonzalez, Garibaldy G Sos	Gonzalez, Luis
Goings, Destiny	Gomez, Eduard	Gomez, Osiris	Gonzales, Eugene	Gonzalez, Garibaldy German Sosa	Gonzalez, Luis
Gois, Ereninson	Gomez, Enrique	Gomez, Pedro J Pena	Gonzales, Nube	Gonzalez, Gary	González, Luis
Goita, Soulemne	Gomez, Erick Carmelo	Gomez, Phillips	Gonzalez, Abel Santos	Gonzalez, George	Gonzalez, Luis M
Gokcek, Guney	Gomez, Erick Carmelo	Gomez, Rafael	Gonzalez, Abel Santos	González, Gilberto	Gonzalez, Luisa
Goksu, Nihat	Gomez, Erika	Gomez, Ramon	Gonzalez, Alberto	Gonzalez, Gregory Gomez	Gonzalez, Manuel
Golany, Mohammed	Gomez, Eudi Gomez	Gomez, Ramon	Gonzalez, Alberto	Gonzalez, Gregory Gomez	González, Manuel A
Goldberg, Stu	Gomez, Felix	Gomez, Ramon	Gonzalez, Alberto	Gonzalez, Guillermo	Gonzalez, Martin
Goldberg, Stuart	Gomez, Felix	Gomez, Ramón A	Gonzalez, Alejandro	Gonzalez, Guillermo A	Gonzalez, Matthew
Goldblatt, Ron	Gomez, Francisco	Gomez, Ramon F	González, Alex	Gonzalez, Guioivanni	Gonzalez, Maximo
Golden, Sam	Gomez, Francisco	Gomez, Ramon V	Gonzalez, Alexis	Gonzalez, Hairon Contreras	González, Melitón
Golding, Hopeton	Gómez, Francisco	Gómez, Rangel	Gonzalez, Angel	Gonzalez, Hector	González, Milton
Golik, Bartholomew	Gómez, Francisco	Gomez, Raul	Gonzalez, Angel	Gonzalez, Heriberto	Gonzalez, Nestor J Javier
Golub, Aleksander	Gomez, Franklyn	Gomez, Reinaldo	Gonzalez, Angelica	González, Hugo	Gonzalez, Noel
	Gomez, George	Gomez, Renzo M	Gonzalez, Antonio	Gonzalez, Humberto	Gonzalez, Nordin

## Uber Form Letter- Drivers Names (Submission 1)

Gonzalez, Orileyda	Gory, Kehi	Green, Ashanti	Grullon, Leandro	Guerra, Francisco	Guez, Doron
Gonzalez, Pedro	Gosal, Karmveer	Green, Brenda	Grullon, Manaurys	Guerrero, Brady	Gufron, Kasymov
Gonzalez, Peter	Gosh, Babu	Green, Dominique	Grullon, Marcos	Guerrero, Candido Humberto	Gugunashvili, Ekaterine
Gonzalez, Rafael Alberto Linares	Goslar, Michael	Green, Euwan	Grullon, Melissa	Collado	Guichardo, Brunildo
Gonzalez, Raynaldo	Gotey, Ibrahim	Green, Melvin Leonardo	Grullon, Nelson	Guerrero, Cesar	Guichardo, Brunilson
Gonzalez, Ricardo	Gothelf, Royce	Green, Michael	Grullon, Óscar	Guerrero, Elvyn	Guien, Luis
Gonzalez, Ruben	Gotsiridze, Shota	Green, Michael Lett	Grullon, Pedro M	Guerrero, Franklyn	Guienne, Mamoudou
Gonzalez, Ruddy	Gotua, Merab	Greenberg, Dennis E	Grullon, Raimy	Guerrero, Geury	Guigma, Issoufou
Gonzalez, Salvador	Gouba, Adama	Greenberg, Mark	Grullon, Sergio	Guerrero, Jansel	Guigma, Kiswendside
González, Samuel A	Gouba, Adama	Greene, Davon	Grullon, Wandy F	Guerrero, Jansel	Guilamo, Reymundo Guilamo
Gonzalez, Sandra	Gouba, Arnaud Yanick	Greene, Gerald	Grunhaus, Ichiel	Guerrero, Jasson	Guilao, Serge
Gonzalez, Santiago	Gouba, Jean Claude	Greene, James	Guadalupe, Jose	Guerrero, Joel	Guilcapi, Karina
Gonzalez, Taisha	Gouba, Jean Claude	Greene, Lushon	Gualdrón, Gerardo A Brito	Guerrero, Joel	Guiliani, Michael
Gonzalez, Tes	Gouba, Leontine	Greenwald, Harry	Gualpa, Jorge	Guerrero, Jonathan	Guillandeaux, Ana
Gonzalez, Victor	Gouba, Taraboure	Gregoire, Marcel	Gualpa, Jose Vincent	Guerrero, Jorge	Guillaume, Alcindor
Gonzalez, Victor	Gouda, Mahmoud Mohamed E	Gregoire, Phillippe	Gualpa, Norma	Guerrero, Julio C	Guillaume, Beaudelaire
Gonzalez, Victor	Gouem, Abdoul K	Gregoriadis, Socrates	Guaman, Elio	Guerrero, Luis	Guillaume, Jacques
Gonzalez, Vincent	Gouem, Abdounourou	Gregory, Georges Luc	Guaman, George	Guerrero, Luis	Guillen, Amauri
Gonzalez, Walter	Gouem, Abdounourou	Gregory, Jermaine O	Guaman, Jg	Guerrero, Marco	Guillen, Felipe
Gonzalez, Wilton	Gouem, Karim	Grewal, Kewal Singh	Guaman, Jose	Guerrero, Melvin	Guillén, Humberto
Gonzalez, Xavier	Gouldbourne, Natalie	Griffen, Lamone	Guaman, Lorenzo	Guerrero, Miguel	Guillen, Orlando
Gonzalez, Yasell	Goulferni, Brahim	Griffen, Tristyn	Guaman, Louis	Guerrero, Miguel	Guillermo, Edgar
Gonzalez, Yefri	Goumbala, Serigne Modou	Griffin, Derek A	Guaman, Luis	Guerrero, Neyda	Guillermo, Jaime
Gonzalez, Zuleika	Gourdet, Jean	Griffith, Andy	Guaman, Manuel	Guerrero, Ronny	Guillermo, Jose
Gooden, Mark	Gousse, Jean	Griffith, Irvin	Guaman, Segundo M	Guevara, Fernando	Guilmanov, Airat
Goodwin, Stewart	Gouty, Ravil	Grigolava, Vakhtangi	Guaman, Xavier	Guevara, German	Guinanzaca, Jorge
Goomer, Gurpreet	Gowda, Dheeraj	Grigorian, Samvel	Guambana, Boris	Guevara, Jorge	Guira, Alizeta
Goondall, Adnan	Goyounho, Akiaguwe Mohamed	Grigoryan, Stepan	Guambana, Manuel	Guevara, Jose	Guira, Pengdwende
Gopal, Ram	Graciano, Amaury	Grigt, Kharen	Guan, Jie	Guevara, Marcos	Guirguis, Abram
Gopal, Rohit	Graciano, Xiomara	Grillo, Juan	Guan, Jintang	Guevara, Miguel	Guirguis, Hani
Gopali, Dharmendra	Graham, Antoine	Grisales, John	Guan, Wei	Guevara, Oscar	Gujabidze, Mikheil
Goparma, Nima	Granada, Heber	Grisales, Oscar	Guan, Will	Guevaras, Maria	Gujjar, Baldev
Gorbata, Galyna	Grande, Hugo Ramos	Grover, Arjun	Guan, Xiaowen	Gueye, Abdou	Gujjar, Bila
Gorbokonev, Aleksey	Grande, Milton	Grover, Ashish	Guanga, Juan	Gueye, Abdoulaye	Gujjar, Usman
Gordillo, Andrew	Granger, Kayla	Grover, Karan	Guanipatin, Christian	Gueye, Abibou	Gul, Erdogan
Gordon, Andrew James	Graniero, Frank	Grover, Ketan	Guaño, Carmen	Gueye, Aliou	Gul, Kamran
Gordon, Derrick	Graniero, Pamela Blachowiak	Grudic, Selim	Guardia, David	Gueye, Bassirou	Gul, Mehran
Gordon, Marvin	Grannum, Lester	Grullon, Aaron	Guarionex, Kelvin	Gueye, Boubacar	Gul, Saiel
Gordon, Michael	Grant, Alexia	Grullon, Charles	Guarna, Hernan	Gueye, Daouda	Gul, Usman
Gordon, Uhlrick	Grant, Ba	Grullon, Claude	Guayara, Jairo L	Gueye, Djiby	Gul, Waseem
Gore, Ramsey	Grant, Basim	Grullon, Darlene	Guberskaya, Tatiana	Gueye, Ibou	Gulati, Sonu
Gorelik, Michael	Grant, Brandon J	Grullon, Federico	Gue, Victor	Gueye, Ibra	Gulati, Vikas
Goreziani, Irakli	Grant, Fitz	Grullon, Frank	Guebre, Salama	Gueye, Magatte	Gulec, Murat
Gorgy, George	Grant, Fitz	Grullon, Helinton	Guelce, Guerda	Gueye, Mbaye	Guliyev, Shahin
Goris, Genesis M Goris	Graves, Larry	Grullon, Juan	Guendeba, Souleymane	Gueye, Modou	Guljon, Sohir
Goris, Gianilda	Grzelidze, Irakli	Grullon, Juan Carlos	Guene, Ousseynou	Gueye, Moussa	Gull, Naghman
Goris, Victor	Greaux, Louis Malik Salim	Grullon, Junior	Guerin, Volvedge	Gueye, Ousmane	Guller, Ruslan
Gorodetskiy, Yefim	Grechko, Alexey	Grullon, Kelly	Guernah, Mo	Gueye, Ousseynou	Gulliford, William

## Uber Form Letter- Drivers Names (Submission 1)

Gulliver, Arnold	Gureshidze, Gurami	Gurung, Hemant Bahadur	Gurung, Ramesh	Gurung, Vijay Kumar	Guzman, Alexis
Gulmammadov, Elchin	Gurguis, Adel	Gurung, Hira	Gurung, Rinchen	Gurung, Wosar	Guzmán, Amado
Gulmammadov, Emin	Gurja, Amanuel	Gurung, Hom	Gurung, Rishav	Gurung, Wosar	Guzman, Ariel
Gulomov, Askarjon	Gurlen, Emir	Gurung, Jeevan	Gurung, Sabbu	Gurung, Yabindra	Guzman, Arnaldo
Gulomov, Giyosiddin	Gurng, Nirvana	Gurung, Jijen	Gurung, Sagar	Gurung, Yogesh	Guzmán, Belkis
Gulyamov, Askar	Guru, Nfn	Gurung, Jit	Gurung, Sagar	Gurunglama, Jaya Bir	Guzman, Brahian
Gulyamov, Botir	Guruchowang, Pema D	Gurung, Kanchha	Gurung, Sanam	Guseinov, Ismail	Guzman, Brahian
Gulyamov, Botir	Gurulishvili, Tornike	Gurung, Karma	Gurung, Sangam	Guselshchikov, Iurii	Guzman, Cely
Gulzar, Kashif	Gurung, Aakash	Gurung, Karma	Gurung, Sanjay	Gut, Jennifer	Guzman, Cristopher
Gulzar, Khurram	Gurung, Amar B	Gurung, Karma	Gurung, Sanjib	Gutama, Felix	Guzman, Dewyn
Gulzar, Muhammad	Gurung, Amrit	Gurung, Karma	Gurung, Sanjib	Guthrie, Claude	Guzman, Felix
Gumberidze, David	Gurung, Anil	Gurung, Karma Choezang	Gurung, Sanjit	Gutierrez, Austin	Guzman, Francisco
Gumbs, Gary	Gurung, Anil	Gurung, Karma W	Gurung, Santosh	Gutierrez, Carlos	Guzman, Francisco Guzman
Gunay, Mustafa	Gurung, Anil	Gurung, Karma Wangdue	Gurung, Saran	Gutierrez, Cristian	Guzman, Gabriel
Gundogdu, Murat	Gurung, Antim	Gurung, Karma Wangyal	Gurung, Sheer P	Gutierrez, Damar	Guzman, Gabriel
Gungor, Ahmet	Gurung, Arjun	Gurung, Karmachan	Gurung, Shiva	Gutierrez, Denise	Guzman, Geronimo
Gunhan, Zeki	Gurung, Ash	Gurung, Kazi	Gurung, Soma	Gutierrez, Diogenes	Guzman, Grinilda
Gunugur, Besim Okan	Gurung, Ben	Gurung, Khumsung	Gurung, Sonam	Gutierrez, Dioris	Guzman, Israel Bonilla
Gunzelle, Damion	Gurung, Bhakta	Gurung, Kishan	Gurung, Sonam	Gutierrez, Edwin	Guzman, Jairo Nunez
Guo, Ben	Gurung, Bijaya	Gurung, Kundan	Gurung, Sonam Dharge	Gutierrez, Elian	Guzman, Jesus
Guo, Ben C	Gurung, Bimal	Gurung, Kunga Tashi	Gurung, Sonam Tashi	Gutierrez, Elizabeth	Guzman, Joann
Guo, Feng	Gurung, Bishnu Kumar	Gurung, Lil Bahadur	Gurung, Soveet	Gutierrez, Hansel	Guzman, John
Guo, Feng	Gurung, Buddhi	Gurung, Lopsang	Gurung, Subash	Gutierrez, Javiel	Guzman, Jonathan
Guo, Joan	Gurung, Buddhi	Gurung, Milan	Gurung, Sujan	Gutierrez, Jose	Guzman, Jose
Guo, Jun	Gurung, Chandra B	Gurung, Mim	Gurung, Sujan	Gutiérrez, José Luis	Guzman, José
Guo, Kai	Gurung, Chhiring	Gurung, Nawang T	Gurung, Suman	Gutierrez, Juan	Guzman, Jose L
Guo, Lei	Gurung, Chiring D	Gurung, Newton	Gurung, Sunil	Gutierrez, Juan	Guzman, Jose Rene
Guo, Lei	Gurung, Chunga	Gurung, Niraj	Gurung, Suraj	Gutierrez, Juan C	Guzman, Joseph De
Guo, Meihui	Gurung, Damarjang	Gurung, Nirajan	Gurung, Suraj	Gutierrez, Junior	Guzman, Juan
Guo, Rongjie	Gurung, Dawa Dhandul	Gurung, Norbu	Gurung, Suraj	Gutierrez, Lenin	Guzman, Juan
Guo, Shaobo	Gurung, Deepak	Gurung, Norbu Tsering	Gurung, Susil	Gutierrez, Luis	Guzman, Juan
Guo, Soug	Gurung, Devi Jung	Gurung, Om	Gurung, Tamding Wangyal	Gutierrez, Manuel	Guzman, Juan
Guo, Wenxiang	Gurung, Dhakpa	Gurung, Om	Gurung, Tashi Dorjee	Gutierrez, Marco	Guzman, Juan
Guo, Xiang	Gurung, Dhawa	Gurung, Padam Bahadur	Gurung, Tek Man	Gutierrez, Mario	Guzman, Julio
Guo, Xiang	Gurung, Dhawa Ghyaljen	Gurung, Pema	Gurung, Tenzin Sonam	Gutierrez, Miguel	Guzman, Luis
Guo, Xin	Gurung, Dil	Gurung, Pema Tsering	Gurung, Tenzing	Gutiérrez, Miguel	Guzman, Luis
Guo, Yu	Gurung, Dilli	Gurung, Prabin	Gurung, Thamer Sing	Gutiérrez, Nicolás	Guzman, Luis
Guo, Zhongguang	Gurung, Dilli	Gurung, Prakash	Gurung, Thorje	Gutiérrez, Rene Collado	Guzman, Luis
Guohua, Chen	Gurung, Dorche Tsering	Gurung, Pratik	Gurung, Toran	Gutierrez, Richard	Guzman, Manuel
Gupta, Aarti	Gurung, Dorze	Gurung, Prem	Gurung, Tsering	Gutierrez, Rody	Guzmán, Melvin A Santana
Gupta, Jiwan	Gurung, Gam	Gurung, Prem K	Gurung, Tsering	Gutierrez, Wilson	Guzman, Michael
Gupta, Mukesh	Gurung, Gedun G	Gurung, Pukar	Gurung, Tsering	Gutierrez, Zunilda	Guzman, Nachy Liki
Gupta, Raj K	Gurung, Giri B	Gurung, Purna Bahadur	Gurung, Tsering Samdu	Guzhnay, Fernando	Guzman, Nelson
Gupta, Sanjiv K	Gurung, Gobardhan	Gurung, Rabindra Kumar	Gurung, Tsering Wangyal	Guzhnay, Galo	Guzman, Nelson
Gupta, Sourabh	Gurung, Gonpo	Gurung, Raj	Gurung, Tsewang	Guzman, Alberto	Guzman, Omar
Gupta, Tarun	Gurung, Gp Prasad	Gurung, Raj Man	Gurung, Tshering	Guzman, Alexander	Guzman, Onelsido
Gur, Fatih	Gurung, Guman	Gurung, Rajendra	Gurung, Tulsi	Guzman, Alexander	Guzman, Patricio
Guragai, Krishna	Gurung, Guman	Gurung, Rajesh	Gurung, Urken	Guzman, Alexander	Guzman, Pedro

## Uber Form Letter- Drivers Names (Submission 1)

Guzman, Pedro	H, Franklin L Monzon	Hadj, Kamal Ait El	Haider, Syed	Halim, Abdul	Hamid, Waqas
Guzmán, Pedro	H, Kishore	Hadj, Kamal Ait El	Haider, Usman	Halim, Budyman	Hamida, Daoud
Guzman, Persio	H, Kurtrina	Hadjloum, Belal	Haider, Waseem	Halim, Ebram	Hamideche, Nadir Saad
Guzman, Raphy	H, Rashel	Hadrat, Achraf Elrhanjaoui	Haider, Waseem	Halim, Lotfi	Hamidi, Hamidullah
Guzman, Reynaldo Zayas	H., Adrian	Hadria, Sid Ahmed Benyahia	Haider, Zeshan	Halim, Lotfi Abdul	Hamidi, Hamidullah
Guzman, Robert	H., David J Barrios	Hadria, Zineelabidine Benyahia	Haider, Zeshan	Halim, Mahammad A	Hamidov, Kobil
Guzman, Samuel	Hababi, Awadh	Hafeez, Muhammad	Haidri, Suleman	Halim, Md A	Hamim, Nahid Hasan
Guzman, Sasha	Habib, Ahsan	Hafej, Mohammed S	Haigler, Cecilia	Halim, Mohammed A	Hamisa, Tarek
Guzman, Tanisha	Habib, Ahsan	Hafez, Omar	Haigler, Jared	Halim, R	Hamisa, Tarek
Guzman, Wilfredo	Habib, David	Hafez, Yousf	Haijiang, Huang	Halimana, Jabu	Hammad, Mohamed
Guzman, Yahaira	Habib, Ejaz	Hafez, Youssef	Haile, Alef	Halimi, Wahidullah	Hammad, Omar
Guzman, Yoskar	Habib, Hany	Hafiz, James	Haile, Mengs	Halimov, Ibrohimbek	Hammadi, Amirouche
Guzmsn, Lisandro	Habib, Johann	Hafiz, Mohammad Siddiquir	Haile, Yohaness	Hall, Fitzroy	Hammond, John
Gvelesiani, Archil	Habib, Kiroles	Hage, Mohamad El	Hailey, Curtis	Hall, Michael	Hammond, John Austin
Gwynn, Corey	Habib, Md	Hagen, Kelvin	Hailong, Cui	Hall, Nicole	Hammouch, Sidi Achraf
Gyal, Tsering	Habib, Md	Hager, Abdelnasir	Hailu, Henok	Hallon, Nitish	Hamood, Faris
Gyalisen, Tharpa	Habib, Md Ahasn	Hagigat, Yagoub	Hailu, Seyoum	Hallousa, Ahmed	Hamoud, Amr
Gyalpo, Tenzin	Habib, Md Ahsan	Hahmed, Mohammed	Haitov, Bektemir	Hamad, Eid	Hamouich, Driss
Gyaltzen, Kunga	Habib, Md Ahsan	Hahn, Joseph M	Haitov, Dilshod	Hamadani, David	Hampton, Terry
Gyaltzen, Namkha	Habib, Mohammad	Hai, Abdul	Hajat, Hani	Hamadi, Daniel	Hamroev, Rustam
Gyaltzen, Nyima	Habib, Mohammed Radwan	Hai, Tao	Hajdarevic, Alen	Hamal, Ganesh	Hamrokulov, James
Gyaltzen, Thondup	Habib, Mubashar	Hai, Xinqi	Hajjat, Khaled	Hamayoun, Muhammad	Hamza, Hamid
Gyaltzen, Tseten	Habib, Muhammad	Haidar, Golam	Hajji, Driss	Hamblard, Wilbert	Hamza, Mechiak
Gyaltshen, Dorji	Habib, Nabil	Haidar, Mohammad A	Hajraoui, Jalal	Hamdah, Ahmed	Hamza, Meer
Gyaltshen, Dorji	Habib, Rashid	Haidar, Monir	Hajrizi, Visar	Hamdamov, Komiljon	Hamza, Omar
Gyaltshen, Kuenga	Habib, Ryadh	Haidar, Shafiqul	Hajyassin, Amier	Hamed, Hussein	Hamzaoui, Mohamed El
Gyaltso, Lobsang	Habib, Syed Afzaal	Haidar, Wissam	Hajyassin, Khamis	Hamed, Khaja	Hamzaoui, Mohamed El
Gyamfi, Joshua Opoku	Habib, Tanvir	Haidarah, Abdullah	Hak, Abdul	Hamed, Mohamed	Han, Bingliang
Gyamfi, Kwame	Habib, Waheed	Haide, Zakaria	Hakam, Singh	Hamedani, Bahzad	Han, Huikao
Gyamtso, Orgen	Habibullah, Khondokar M	Haider, Danial	Hakdaoui, Omar	Hameed, Abdul	Han, Jerry
Gyamtso, Sonam	Habou, Anwar	Haider, Danyal	Hakim, Abdul	Hameed, Abdul	Han, Jian
Gyamtso, Sonam	Hacha, Jan	Haider, Danyal	Hakim, Abdul	Hameed, Amar	Han, Jinwook
Gyamtso, Tashi	Hachil, Fazluddin	Haider, Gazi Mostafa Nurul	Hakim, Ahmed	Hameed, Amjad	Han, John K
Gyamtso, Tsultrim	Haddad, Eid S	Haider, Hamza Ali	Hakim, Ahmed	Hameed, Muhammad	Han, Kyawye Ye
Gyatsen, Raja	Haddad, Joe	Haider, Ijaz	Hakim, Francine Campbell	Hameed, Muhammad	Han, Wei Da
Gyatso, Gyurmey	Haddad, Joe	Haider, Imran	Hakim, Mohammad	Hameed, Muhammad	Han, Wen
Gyatso, Jinpa	Haddad, Patrick	Haider, Jawad	Hakim, Mohammed	Hameed, Sajid	Han, Xiaokun
Gyatso, Kalsang	Haddad, Yacoub	Haider, Jawad	Hakim, Nazmul	Hamid, Abdul	Han, Xiaoyu
Gyatso, Karma	Hade, Tamen	Haider, Khalid	Hakimov, Nuriddin	Hamid, Abdul	Han, Xue
Gyatso, Lobsang	Hadel, Don	Haider, Khalil	Hakobyan, Mikayel	Hamid, Abdul	Han, Yong Qiang
Gyatso, Sonam	Hadel, Don	Haider, Khandaker J	Hakobyan, Mikayel	Hamid, Ardoiz	Han, Yuexian
Gyebi, Okyere	Hadi, Abdul	Haider, Majibul	Halabi, Marwan	Hamid, Kausar	Hana, Rafik
Gyeltshen, Karma	Hadi, Abdul	Haider, Mohammad Nowshad	Haleah, Avner	Hamid, Kawsar	Hanafi, Mustafa Al
Gyephel, Sonam	Hadi, Abdullahil	Haider, Mohammed S	Halidou, Karimoune Halidou	Hamid, Kawsar	Hanafy, Ahmed
Gyi, Tang	Hadi, Christanto	Haider, Muhammad	Halim, Abdul	Hamid, Khurram	Hanafy, Safi
Gyulambaryan, Tigran	Hadi, Munir	Haider, Raja	Halim, Abdul	Hamid, Mohammed	Hancock, Anderson
H, Bernard	Hadi, Mustafa Ali	Haider, Sajjid	Halim, Abdul	Hamid, Nassreldin	Handa, Aakash
H, Chaudhry Mohammed	Hadi, Syed	Haider, Syed	Halim, Abdul	Hamid, Polash	Handa, Akash

## Uber Form Letter- Drivers Names (Submission 1)

Handa, Akash	Haq, Rizwan Ul	Haque, Mohammad S	Haroun, Nassouradine Daoud	Hasan, Mahmudul	Hasan, Mohammed K
Hands, Reginald	Haq, Syed	Haque, Mohammed	Harriott, Collin	Hasan, Mahmudul	Hasan, Monsurul
Hang, Chen	Haque, Abdul	Haque, Mohammed	Harris, Darryl G	Hasan, Mahmudul	Hasan, Monzurul
Hang, Eric	Haque, Abdul Kader	Haque, Mohammed	Harris, Herbert	Hasan, Mahmudul	Hasan, Muhammad
Hanif, Abdul	Haque, Ahsan	Haque, Mohammed	Harris, Jeffrey	Hasan, Mahmudul	Hasan, Muhammad Ali
Hanif, Kazi	Haque, Ahsanul	Haque, Mohammed	Harris, Maria	Hasan, Mahmudul	Hasan, Muhammad M
Hanif, Mohammad	Haque, Ahsanul	Haque, Mohammed	Harris, Shaquana	Hasan, Maruf	Hasan, Muhammad Waqar Ul
Hanif, Shazib	Haque, Amdadul	Haque, Mohammed B	Harry, Gendalall	Hasan, Md	Hasan, Mustafa
Hanif, Umar	Haque, Aminul	Haque, Mohammed Bazlul	Hartane, Mohamed L	Hasan, Md	Hasan, Nayeem
Hanif, Waqas	Haque, Aminul Aminul	Haque, Mohammed H	Hartawan, Eugene	Hasan, Md	Hasan, Nazmul
Hanifa, Md Abu	Haque, Anamul	Haque, Mohammed M	Harte, William	Hasan, Md	Hasan, Nazmul
Hanna, Ayman	Haque, Anwarul	Haque, Mohd	Harun, Abdullah Al	Hasan, Md	Hasan, Nazmul
Hanna, Emad	Haque, Anwarul	Haque, Muhammad Nazmul	Harvey, Danielle	Hasan, Md	Hasan, Nazmul
Hanna, Emil	Haque, Chawdhury	Haque, Muhammad R	Harvey, Mark	Hasan, Md	Hasan, Rajan
Hanna, Jack	Haque, Faysal	Haque, Muhammad R	Harvey, Steven	Hasan, Md	Hasan, Rakibul
Hanna, Joseph	Haque, Hassan M Shajadul	Haque, Nayan	Hasa, Mohammed	Hasan, Md	Hasan, Rashed
Hanna, Medhat	Haque, Imrul	Haque, Nurul	Hasabalah, Mohammed	Hasan, Md Iqbal	Hasan, Rashidul
Hanna, Medhat	Haque, Jakaria	Haque, Roman	Hasan, Abu Hena	Hasan, Md K	Hasan, Robiul
Hanna, Michael Samy	Haque, Kazi Amdadul	Haque, Samiul	Hasan, Akm M	Hasan, Md Kamrul	Hasan, Safiul
Hanna, Morcos L	Haque, Khandoker	Haque, Syed A	Hasan, Alamgir	Hasan, Md M	Hasan, Sardar
Hanna, Shenouda	Haque, Khawaja	Haque, Tahidul	Hasan, Amit	Hasan, Md Masud	Hasan, Sayed Kamrul
Hanna, Sherif	Haque, Mahfujul	Haque, Tariq	Hasan, Ammar	Hasan, Md Mazharul	Hasan, Shahrose
Hanna, Wagdy	Haque, Mahfujul	Haque, Waqarul	Hasan, Amran	Hasan, Md Mehedi	Hasan, Syed D
Hanna, Yosri	Haque, Marghoobul	Haque, Ziaul	Hasan, Anamul	Hasan, Md Moinul	Hasan, Tanvin
Hannan, Abdul	Haque, Md	Haque., Md Shomsul	Hasan, Azizul	Hasan, Md N	Hasan, Tanvir
Hannani, Eby	Haque, Md	Harbi, Abderraouf	Hasan, Basheer	Hasan, Md R	Hasan, Tanvir
Hannechi, Seif	Haque, Md Ariful	Harboul, Hamza	Hasan, Fakhrul	Hasan, Md Rakib	Hasan, Yaser
Hanniford, Wayne	Haque, Md Ariful	Hardin, Richard	Hasan, Faruk	Hasan, Md Rakibul	Hasan, Zahid
Hannoon, Sameh	Haque, Md Ashraful	Hardjo, Agus	Hasan, Hammad	Hasan, Md Sazid	Hasanov, Abulfaz
Hanov, Emir	Haque, Md Ashraful	Harford, Mark	Hasan, Jahid	Hasan, Md Sazid	Hasanov, Azamat
Hans, Sourav	Haque, Md Asiful	Hargrove, Troy	Hasan, Jahidul	Hasan, Md Waheed	Hasanov, Bobur
Hanson, Damian	Haque, Md Azizul	Harilal, Thackoordial	Hasan, Jahidul	Hasan, Md Zunaid	Hasanov, Bobur
Hantour, Ahmed	Haque, Md Ehteshamul	Harim, Haroon	Hasan, Jonayed	Hasan, Mehadi	Hasanuzzaman, Fnu
Hao, Feng	Haque, Md Esrafil	Haris, Mohammad	Hasan, Joynal	Hasan, Mehedi	Hasanuzzaman, Fnu
Hao, Jinglin	Haque, Md Iftekharul	Harisinghani, Dilip	Hasan, Jubayer	Hasan, Mehedi	Hasanuzzaman, Mohammad
Hao, Li	Haque, Md Ismail	Harison, David	Hasan, Kamrul	Hasan, Mehedi	Hashan, Sk Kabirul
Hao, Liang	Haque, Md Muzahidul	Harizi, Omar	Hasan, Kazi Mahmudul	Hasan, Mehedi	Hashem, Abul
Hao, Liu	Haque, Md Nazmul	Harkat, Menad	Hasan, Mahadi	Hasan, Meheraf Meharaf	Hashish, Ahmed
Hao, Xinglong	Haque, Md Shaheadul	Haro, Christian	Hasan, Mahadi	Hasan, Mehidi	Hashmee, Chowdhury
Haq, Didar Ul	Haque, Mirza	Haroine, Mohamed	Hasan, Mahamud	Hasan, Mohammad	Hashmi, Muhammad
Haq, Fiazul	Haque, Mohammad	Harold, Maurice	Hasan, Mahbulbul	Hasan, Mohammad	Hashmi, Muhammad
Haq, Fnu Ihtsham Ul	Haque, Mohammad	Haroon, Mohamed	Hasan, Mahbulbul	Hasan, Mohammad	Hashmi, Mustafa
Haq, Fnu Ihtsham Ul	Haque, Mohammad	Haroon, Mohamed	Hasan, Mahfujul	Hasan, Mohammad Imran	Hashmi, Tariq
Haq, Ibrahim Is	Haque, Mohammad	Haroon, Mohammed	Hasan, Mahmood	Hasan, Mohammad Kamrul	Hasib, Md
Haq, Iftikhar U	Haque, Mohammad	Haroon, Muhammad	Hasan, Mahmud Al	Hasan, Mohammad M	Hasnain, Tanvir
Haq, Mati Ul	Haque, Mohammad H	Haroon, Muhammad	Hasan, Mahmudul	Hasan, Mohammad M	Hasnaoui, Khalid
Haq, Mohammed Mojibul	Haque, Mohammad Monjurul	Haroun, John	Hasan, Mahmudul	Hasan, Mohammad T	Hasnat, Shaheen
Haq, Naseem Ul	Haque, Mohammad R	Haroun, Mohamed	Hasan, Mahmudul	Hasan, Mohammed	Hasnath, Sheikh

## Uber Form Letter- Drivers Names (Submission 1)

Hassaballah, Abderaman	Hassan, Sk	Hazell, William	Hemans, Glover	Henry, Travis	Hernandez, Fernando
Hassak, Touhami	Hassan, Sk	Hazoor, Faiz	Hemansu, Patel	Henson, Richard	Hernandez, Francisco
Hassan, Abdelrahman	Hassan, Syed	Hbabach, Brahim	Hemansu, Patel	Heralall, Michael	Hernandez, Francisco
Hassan, Abdul	Hassan, Syed	He, Chao	Hemaya, Beshoy	Heras, Klever	Hernandez, Francisco
Hassan, Adeeb	Hassan, Yahiya	He, Chonglang	Hemmathagama, Ashwin	Heras, Nelson	Hernández, Francisco
Hassan, Ahmed	Hassan, Yousef	He, Fan	Henao, Aldemar Monsalve	Herasme, Euripides N Perez	Hernandez, Gregory
Hassan, Ali	Hassan, Zakir	He, Jia	Henao, Jairo	Herbach, Ana	Hernandez, Henry
Hassan, Ali	Hassan, Zein	He, Jianbo	Henao, Jhon	Herbert, Halcolm	Hernandez, Hugo
Hassan, Ali	Hassanein, Ahmed	He, Jianbo	Henao, John	Herea, Petrica	Hernandez, Isaias R
Hassan, Amre	Hassanein, Fayad	He, Jianqiang	Henao, Jonathan	Heredia, Antero	Hernandez, Jesus
Hassan, Diaaeldeen	Hassanein, Nehad	He, Jie	Hendel, Gerard	Heredia, Esteban Cedano	Hernandez, Joan
Hassan, Eazeldeen	Hassanin, Ahmed	He, Ke Tan	Heng, Lin Yew	Heredia, Hector	Hernández, Joan Esmil Ureña
Hassan, Elwalid	Hassanin, Essam Farag	He, Leo	Henri, Mackintosh	Heredia, Juan	Hernandez, Joel
Hassan, Fuad M	Hassib, Shehriar	He, Ming Gui	Henriquez, Alberto	Heredia, Marcos	Hernandez, Joel A
Hassan, Habiba	Hasson, Udi	He, Mingguui	Henriquez, Bernardo	Heredia, Melida	Hernández, Jorge Trejo
Hassan, Hourani	Hassoun, Feras	He, Mingqiang	Henriquez, Eliezer	Heredia, Yadiel	Hernandez, Joselito
Hassan, Hurmat	Hassouni, Hicham	He, Neng Yun	Henriquez, Fabio	Herico, Abdoulaye Barry	Hernandez, Jovian
Hassan, Jawad	Hast, Samuel J	He, Peng	Henriquez, Fabio	Herman, Christopher	Hernandez, Juan
Hassan, Jawad	Hatcher, Jeffrey	He, Ping	Henriquez, Felix	Herman, Craig	Hernandez, Juan
Hassan, Kamrul	Hattane, Younes	He, Quanliang	Henriquez, Freddy	Hermina, Fawzy	Hernandez, Juan
Hassan, Mahade	Hattani, Ouassel	He, Shaofeng	Henriquez, Jairo	Hernandez, Adolfo	Hernández, Juan
Hassan, Mahmoud	Hatton, Leticia Ortiz	He, Tim	Henriquez, Jorge	Hernandez, Agripino	Hernández, Juan Anibal
Hassan, Mahmoud	Haughton, Noel	He, Weiguo	Henriquez, Jose P	Hernandez, Agustin Vazquez	Hernandez
Hassan, Makshudul	Haughton, Owen	He, Weiming	Henriquez, José Ramón	Hernandez, Alejandro	Hernandez, Julio
Hassan, Md	Hawari, Bassel	He, Xiaojie	Henriquez, Juan	Hernández, Alejandro	Hernandez, Julio
Hassan, Md	Hawater, Magdy	He, Ying	Henriquez, Kandiry	Hernandez, Alfredo	Hernandez, Julio
Hassan, Md Rofiqul	Hawater, Mohamed	He, Yufei	Henriquez, Liza	Hernandez, Andres	Hernandez, Lenny
Hassan, Md Rokebul	Hawladar, Md Oli	He, Zhen Ming	Henriquez, Liza	Hernandez, Antonio	Hernandez, Leonor
Hassan, Mehadi	Hawladar, Shimul	He, Zhi	Henriquez, Manuel	Hernandez, Anyelo	Hernandez, Leonor
Hassan, Mehedi	Haxhitasi, Merlin	He, Zhi Xiang	Henriquez, Oberlyst Rozon	Hernandez, Ariel	Hernandez, Lucas
Hassan, Mohamed	Haxhitasi, Merlin	He, Zhongtian	Henriquez, Raphael Ovalle	Hernandez, Bethzaida	Hernandez, Luis
Hassan, Mohamed	Hay, Maurice	Hector, Romeo	Henriquez, Wilmer	Hernandez, Carlos	Hernandez, Luis
Hassan, Mohammad	Hayal, Gursel	Hedayet, Quazi	Henriquez, Yajaira	Hernandez, Carlos	Hernandez, Luis
Hassan, Mohammed	Hayali, George Gabra	Hedeisha, Ali	Henrius, Marc P	Hernández, Carlos	Hernandez, Luis Manuel Tineo
Hassan, Mohammed	Hayat, Danish	Hedokingbe, Mando	Henrius, Marc P	Hernández, Carlos	Hernandez, Maia
Hassan, Mohammed	Hayat, Umar	Heen, Chee Yew	Henry, Chevon	Hernández, Cesar	Hernandez, Maia
Hassan, Mohammed	Haydarov, Kamol	Heer, Mohan Lal	Henry, Darnel Leona	Hernandez, Christian	Hernandez, Manuel
Hassan, Mohammed	Haydarova, Dilafruz	Heer, Vijay	Henry, Hedrick	Hernandez, Cristian	Hernandez, Maria
Hassan, Muath	Hayderi, Mirwais	Hegazy, Ahmed	Henry, Jamal	Hernandez, David	Hernandez, Mario
Hassan, Mudassar Ul	Haydi, Saad El	Hegazy, Ehab Abbas	Henry, John	Hernandez, Edgar	Hernandez, Marlon
Hassan, Muhammad	Haye, Michael	Hegazy, Tamer	Henry, Michael	Hernandez, Eduard	Hernandez, Martin
Hassan, Mujeeb	Haye, Michael	Hegazy, Zaki	Henry, Micoy	Hernandez, Eduard	Hernandez, Michael
Hassan, Nurul	Hayek, Mohamad	Heilbronn, David	Henry, Oliver	Hernandez, Edward	Hernandez, Michell Hernandez
Hassan, Qasim Mujtaba	Hayes, Cory L	Heim, Steven	Henry, Percival	Hernandez, Edward	Hernandez, Miguel
Hassan, Saeed	Hayf, Danny	Hekimoglu, Adnan	Henry, Prenord	Hernandez, Ernesto	Hernandez, Miguel
Hassan, Salim	Hayitov, Kahramon	Helal, Md	Henry, Prenord	Hernandez, Fabio	Hernandez, Miguel D
Hassan, Salim	Haynes, E	Helfgott, Yael	Henry, Rhoan	Hernandez, Fausto	Hernandez, Miguel Vidal
Hassan, Shahzaib	Hazan, Marco	Hema, Tiekana Adama	Henry, Sherwin	Hernandez, Fausto	Hernandez, Milady
				Hernandez, Felix	Hernandez, Noel

## Uber Form Letter- Drivers Names (Submission 1)

Hernandez, Pablo	Herrera, Miguel	Hidalgo, Randolph	Hirald, Ronald	Holmes, Marcellous	Hoque, Mohammed
Hernández, Pablo	Herrera, Oscar	Hidalgo, Randolph	Hirschberg, Eric	Holmes, Nelson	Hoque, Mohammed A
Hernandez, Patricia	Herrera, Oswaldo A	Hidalgo, Reymon	Hirschberg, Flor	Holst, Diamond	Hoque, Mohammed Azizul
Hernandez, Pedro	Herrera, Relson Martín	Hidalgo, Tat	Hirujo, William Rene	Homain, Aseel	Hoque, Mohammed Azizul
Hernandez, Percy	Herrera, Roberto	Hierrezuelo, Leonardo	Hissein, Alhafiz	Homapour, Morris	Hoque, Mohammed Azizul
Hernandez, Ramon A	Herrera, Roybell	Hierro, Edisson De La Cruz	Hisseine, Abakar	Homapour, Morris	Hoque, Mohammed Enamul
Hernandez, Ramon Joaquín	Herrera, Saulio Misael Taveras	Hierro, Erich	Hlaing, Kyaw Than	Homer, Sherrad	Hoque, Mohammed N
Hernandez, Reymi	Herrera, Servio	Hierro, Eurich	Hlashwe, Omarfarook	Homme, Joel Petit	Hoque, Mohammed N
Hernandez, Robert	Herrera, Yassel Emilio Reyes	Hierro, Jonathan Gregorio	Hmeidán, Loay	Hong, Chi Keung	Hoque, Mohammod
Hernandez, Robert	Heruka, Jesse	Hierro, Juan Francisco	Hmiyed, Hicham Ben	Hong, Eugene	Hoque, Mozammel
Hernandez, Rolfy	Herve, Edmysson J	Hierro, Ramon	Ho, Andrea	Hong, Jeffrey	Hoque, Mushfiqul
Hernandez, Rosa	Hervias, Carlos	Hijazi, Ghazi	Ho, Pui Fai	Hong, Lei	Hoque, Nazmul
Hernandez, Rosa Sosa	Hery, Musa	Hilaire, Frantz	Ho, Ricky	Hong, Sung	Hoque, Sirajul
Hernandez, Ruben	Herzfeld, Adrian	Hilaire, John Steeve	Ho, William	Hongbin, Gao	Hoque, Syed
Hernandez, Ruddy	Heskey, Rafael M	Hilaire, Leandro Saint	Ho, Yu Chin	Honore, Kabore	Hoque, Syedul
Hernandez, Stalyn	Heslop, Annmarie	Hilali, Abdel	Hoag, Ernest	Honorio, Carlos	Hoque, Zubair Mahmud
Hernandez, Steven	Hettiarachi, Ajit	Hilario, Francisco	Hobbs, Daniel	Hoosain, Azam	Horma, Mohamed
Hernandez, Stewart	Hew, S	Hilario, Jason	Hocker, Norman	Hoosen, Abubakar	Horma, Mohamed Abdel Vettah
Hernandez, Victor R Sanchez	Heyward, Brittney	Hilario, Juan J	Hodge, Emmanuel	Hopkinson, Michael	Hormizda, Stephanie
Hernandez, Wellington	Heyward, Milan	Hilario, Rafael Aguero	Hodge, Emmanuel	Hoq, Mohammad E	Hormizda, Stephanie
Hernandez, Yanilda	Heywood, Renaldo	Hilario, Samuel	Hodge, Gary	Hoque, Akm Fazlul	Horta, Marcelo
Hernandez, Yeldy	Hezam, Ammar	Hill, Derrick	Hodge, Hansel	Hoque, Akm Fazlul	Hosain, Deloar
Hernandez, Yenifer	Hezam, Sadek	Hill, Derrick	Hodgson, Ernesto	Hoque, Akm Fazlul	Hosain, Muhammad
Hernandez, Yerfersont	Hicham, Laghlaouat	Hill, Travone	Hodie, Fahri	Hoque, Akramul	Hosain, Muhammad
Hernandez, Yohalka	Hiciano, Carlos	Hilliman, Telbert	Hofweber, Andreas	Hoque, Anamul	Hosain, Muhammad
Herrera, Adalberto Torres	Hiciano, Darryl	Hilmy, Mohamed	Hojjaliev, Feruz	Hoque, Ariful	Hosain, Muhammad Sahadat
Herrera, Angel	Hiciano, Felix	Himel, Abul Bashar	Holder, Onika M	Hoque, Enamul	Hosan, Azim
Herrera, Efrain	Hiciano, Franklin	Himel, Md Shahid	Holder, Rolf	Hoque, Erfanul	Hosen, Aowal
Herrera, Elayne	Hidalgo, Alejandro A	Himpel, David	Holguin, Carlos	Hoque, Erfanul	Hosen, Awlad
Herrera, Elvira Vazquez	Hidalgo, Allan	Hincapie, Carlos	Holguin, Cattya	Hoque, Faishel	Hosen, Azgor
Herrera, Estefani C Herrera	Hidalgo, Antolín E	Hincapie, Sebastian	Holguin, Edward F Florencio	Hoque, Imranul	Hosen, Azgor
Herrera, Estuardo Estuardo	Hidalgo, Cristian	Hinckson, Kolleen	Holguin, Jonathan	Hoque, Kazi M	Hosen, Md Abul
Herrera, Ezeiza	Hidalgo, Edison	Hinds, Akim	Holguin, Jose	Hoque, Mahmudul	Hosen, Md Akram
Herrera, Gonzalo	Hidalgo, Edison	Hinds, Albert	Holguin, Juan J	Hoque, Md	Hosen, Md Emran
Herrera, Jean	Hidalgo, Eduard	Hinds, Arthur	Holguin, Julian	Hoque, Md	Hosen, Md Ismail
Herrera, Jesus	Hidalgo, Eduard	Hinds, Naysha	Holguin, Nrlson R Fernandez	Hoque, Md Ahsanul	Hosen, Md Jakir
Herrera, Jonathan Herrera	Hidalgo, Edwin	Hines, Davion	Holguin, Rafael	Hoque, Md Amdadul	Hosen, Mohammad Jubaer
Herrera, Jose	Hidalgo, Felix	Hinna, Bhuwan	Holguin, Rafael	Hoque, Md M	Hosen, Mohammed
Herrera, José A	Hidalgo, Gabby	Hinojosa, Danny	Holguin, William	Hoque, Md Tojammal	Hosking, Dariel Lugo
Herrera, Jose S	Hidalgo, José	Hinojosa, Gendri	Holiday, Tahiqua	Hoque, Md Tozammal	Hospedales, Anthony
Herrera, Juan Herrera	Hidalgo, José	Hinojosa, José Julián Rodriguez	Holland, Burt	Hoque, Mizanul	Hossai, Mehedi
Herrera, Justo	Hidalgo, Jose Camilo	Hinojosa, Rosa	Holley, Barry Sport	Hoque, Mofizul	Hossain, Abid
Herrera, Louis	Hidalgo, Juan	Hinostroza, Gian	Hollington, Cosaun	Hoque, Mohammad	Hossain, Abir
Herrera, Luis	Hidalgo, Juan	Hinostroza, Roberto	Holloway, Kquokisha	Hoque, Mohammad S	Hossain, Abrar
Herrera, Luis	Hidalgo, Juana	Hintzen, Jamel	Holloway, Troy	Hoque, Mohammed	Hossain, Abubakr
Herrera, Luis	Hidalgo, Julio	Hira, Jime	Holmes, Carlton	Hoque, Mohammed	Hossain, Ahmad
Herrera, Manuel	Hidalgo, Leandro	Hirachan, Royal	Holmes, Kevin	Hoque, Mohammed	Hossain, Akash
Herrera, Marcela	Hidalgo, Nairobi	Hirald, Heriberto Martínez	Holmes, Marcellous	Hoque, Mohammed	Hossain, Akash
				Hoque, Mohammed	Hossain, Akbar

## Uber Form Letter- Drivers Names (Submission 1)

Hossain, Akbar	Hossain, Imtiaz	Hossain, Md Alamgir	Hossain, Meer Md Bayzid	Hossain, Mohammed	Hossain, Sahadath
Hossain, Akbor	Hossain, Imtiaz	Hossain, Md Alom	Hossain, Mid Anwar	Hossain, Mohammed	Hossain, Sajzat
Hossain, Akhter	Hossain, Iqbal	Hossain, Md Amir	Hossain, Minhaz	Hossain, Mohammed	Hossain, Sakhayat
Hossain, Akram	Hossain, Iqbal	Hossain, Md Anowar	Hossain, Mir	Hossain, Mohammed	Hossain, Sayed
Hossain, Alamgir	Hossain, Ismail	Hossain, Md Arafat	Hossain, Mir Anowar	Hossain, Mohammed Amran	Hossain, Sazzad
Hossain, Alamgir	Hossain, Ismail	Hossain, Md Aslam	Hossain, Moazzem	Hossain, Mohammed I	Hossain, Shadat
Hossain, Alnur	Hossain, Ismail	Hossain, Md Babul	Hossain, Moddassir	Hossain, Mohammed K	Hossain, Shahadat
Hossain, Amir	Hossain, lyman	Hossain, Md Belal	Hossain, Mohammad	Hossain, Mohammed Kabir	Hossain, Shahadat
Hossain, Amjad	Hossain, Jahangir	Hossain, Md Billal	Hossain, Mohammad	Hossain, Mohammed Kamal	Hossain, Shahadat
Hossain, Amzad	Hossain, Jahangir	Hossain, Md Delowar	Hossain, Mohammad	Hossain, Mohammed Kamal	Hossain, Shahadat
Hossain, Anowar	Hossain, Jakir	Hossain, Md Delwar	Hossain, Mohammad	Hossain, Mohammed Maruf	Hossain, Shahadat
Hossain, Anowar	Hossain, Jamal	Hossain, Md Delwer	Hossain, Mohammad	Hossain, Mohammed Monoar	Hossain, Shahdat
Hossain, Anwar	Hossain, Jamal	Hossain, Md Farhad	Hossain, Mohammad	Hossain, Mohammed N	Hossain, Shaheed
Hossain, Anwar	Hossain, Jewel	Hossain, Md Fayez	Hossain, Mohammad	Hossain, Mohammed Rubel	Hossain, Shakat
Hossain, Anwar	Hossain, Kabir	Hossain, Md Ilias	Hossain, Mohammad	Hossain, Mohammed Z	Hossain, Shakil
Hossain, Anwar	Hossain, Kabir	Hossain, Md Imtiaz	Hossain, Mohammad	Hossain, Mohd	Hossain, Sharif
Hossain, Anwar	Hossain, Kamal	Hossain, Md Ismail	Hossain, Mohammad	Hossain, Mokbul	Hossain, Shawkat
Hossain, Arafat	Hossain, Kamal	Hossain, Md Ismail	Hossain, Mohammad	Hossain, Monir	Hossain, Sheikh
Hossain, Arif	Hossain, Kamal	Hossain, Md Jalal	Hossain, Mohammad	Hossain, Monir	Hossain, Shital
Hossain, Arif	Hossain, Kamal	Hossain, Md Kamal	Hossain, Mohammad Altaf	Hossain, Morad	Hossain, Shuman
Hossain, Aryan	Hossain, Khaled	Hossain, Md Kamal	Hossain, Mohammad Amjad	Hossain, Mosharaf	Hossain, Sm
Hossain, Asif	Hossain, M Sharif	Hossain, Md Kamal	Hossain, Mohammad Amjad	Hossain, Mosharaf	Hossain, Sm Anwar
Hossain, Asm	Hossain, Mahbub	Hossain, Md Kamrul	Hossain, Mohammad Anwar	Hossain, Mosharraf	Hossain, Sojib
Hossain, Balayet	Hossain, Mahbub	Hossain, Md Liakot	Hossain, Mohammad Arman	Hossain, Mozaher	Hossain, Tanvir
Hossain, Ballal	Hossain, Mahmud	Hossain, Md M	Hossain, Mohammad Belayet	Hossain, Mozammel	Hossain, Tarique
Hossain, Belal	Hossain, Masud	Hossain, Md M	Hossain, Mohammad E	Hossain, Mozammel	Hossain, Tomal
Hossain, Belal	Hossain, Masum	Hossain, Md Mamun	Hossain, Mohammad Iqbal	Hossain, Muhammad	Hossain, Uzzal
Hossain, Belal	Hossain, Md	Hossain, Md Monir	Hossain, Mohammad Jaker	Hossain, Muhammad Faruk	Hossain, Uzzal
Hossain, Bellal B	Hossain, Md	Hossain, Md Monir	Hossain, Mohammad Kamal	Hossain, Muhammad K	Hossain, Zabed
Hossain, Billal	Hossain, Md	Hossain, Md Monowar	Hossain, Mohammad Kamal	Hossain, Muhammad Z	Hossain, Zahid
Hossain, Billal	Hossain, Md	Hossain, Md Musharof	Hossain, Mohammad Maruf	Hossain, Munir	Hossain, Zakir
Hossain, Delwar	Hossain, Md	Hossain, Md N	Hossain, Mohammad S	Hossain, Mursalim	Hossain, Zayed
Hossain, Delwar	Hossain, Md	Hossain, Md Nazmul	Hossain, Mohammad Shahadat	Hossain, Nadir	Hossain, Zulfiquar
Hossain, Dewan Md Akram	Hossain, Md	Hossain, Md Nazmull	Hossain, Mohammad Shahadat	Hossain, Nahid Hossain	Hossain., Md Sazzad
Hossain, Dyed	Hossain, Md	Hossain, Md Nizam	Hossain, Mohammad Solayman	Hossain, Nazmul	Hossan, Alamgir
Hossain, Fahad	Hossain, Md	Hossain, Md Rahat	Hossain, Mohammad Zahir	Hossain, Nazmul	Hossan, Azad
Hossain, Faheem	Hossain, Md	Hossain, Md Robel	Hossain, Mohammad Zakir	Hossain, Nizam	Hossan, Imam
Hossain, Faisal	Hossain, Md	Hossain, Md Rubel	Hossain, Mohammed	Hossain, Nur	Hossan, Md Mokbul
Hossain, Feroz	Hossain, Md	Hossain, Md S	Hossain, Mohammed	Hossain, Nur	Hossan, Md Monir
Hossain, Forhad	Hossain, Md	Hossain, Md S	Hossain, Mohammed	Hossain, Pervez	Hossan, Mobarak
Hossain, Golam	Hossain, Md	Hossain, Md Saddam	Hossain, Mohammed	Hossain, Rakib	Hossan, Mosharof
Hossain, Hemel	Hossain, Md	Hossain, Md Shahadat	Hossain, Mohammed	Hossain, Riad	Hossan, Sayed Ariful
Hossain, Hisham	Hossain, Md A	Hossain, Md Solaiman	Hossain, Mohammed	Hossain, Robiul	Hossen, Apu
Hossain, Imam	Hossain, Md A	Hossain, Md Solaiman	Hossain, Mohammed	Hossain, S M Ikhtear	Hossen, Emon
Hossain, Imran	Hossain, Md Akhter	Hossain, Md Uzzal	Hossain, Mohammed	Hossain, Sabbir	Hossen, Kamal
Hossain, Imran	Hossain, Md Akram	Hossain, Md Yusuf	Hossain, Mohammed	Hossain, Sadek	Hossen, Md
Hossain, Imtiaz	Hossain, Md Alamgir	Hossain, Md Z	Hossain, Mohammed	Hossain, Sadeq	Hossen, Md
Hossain, Imtiaz	Hossain, Md Alamgir	Hossain, Md Zobayed	Hossain, Mohammed	Hossain, Sahadat	Hossen, Md A



## Uber Form Letter- Drivers Names (Submission 1)

Hossen, Md A	Howlader, Shoeb	Huang, Bingsen	Huang, Tao	Humagai, Bhishma	Hussain, Alamin
Hossen, Md Arafath	Howlader, Tito	Huang, Chuan Qin	Huang, Weichao	Humagain, Rupak	Hussain, Ali Md
Hossen, Md Faysal	Hoxha, Agon	Huang, Cindy	Huang, Wen Bin	Humala, Alison	Hussain, Amjad
Hossen, Md Imam	Hoxha, Granit	Huang, Curtiss	Huang, Wen T	Humala, Segundo	Hussain, Amjad
Hossen, Md Ismail	Hoxhaj, Dritan	Huang, Dadvick	Huang, Wen T	Humayun, Mohammad	Hussain, Arshad
Hossen, Md Kamal	Hoxhallari, Redi	Huang, Damon	Huang, X Ueyong	Humayun, Muhammad	Hussain, Arshed
Hossen, Md Moazzem	Hoyte, Fabian K	Huang, Dao Hi	Huang, Xiaofeng	Humayun, Nadeem	Hussain, Arslan
Hossen, Md Tahazzat	Hoyte, Shevon	Huang, De Yang	Huang, Xiaowei	Humayun, Shahan	Hussain, Asad
Hossen, Mohammad	Hraich, Mounir	Huang, Ding Ming	Huang, Xingang	Hung, William	Hussain, Ashiq
Hossen, Mohammad	Hrichi, Chokri	Huang, Ding Ming	Huang, Xuanru	Hungria, Ramon	Hussain, Babar
Hossen, Mohammad	Hridoy, Sajin Hossain	Huang, Erjian	Huang, Yihe	Hunt, Billy Gresson	Hussain, Bilawal
Hossen, Reyad	Hridoy, Tanvir Jahid	Huang, Fengcai	Huang, Yong	Hunt, Stacy	Hussain, Choudry
Hossen, Shabbir	Hroub, Majdi Al	Huang, Gary	Huang, York	Hunte, Gilmore	Hussain, Danyal
Hossen, Shahadat	Hsi, Steve	Huang, Guoxiangdi	Huang, Yu Yan	Hunter, David	Hussain, Delwer
Hossian, Jahangir	Hsieh, Howard	Huang, Guoyan	Huang, Yuhao	Hunter, Nathane	Hussain, Ejaz
Hossin, Akram	Hssayane, Abdenour	Huang, Hai Le	Huang, Yunheng	Hunton, Jasmine	Hussain, Emran
Hossin, Dalwar	Hssayane, Abdenour	Huang, Haifeng	Huang, Zeming	Huo, Sean	Hussain, Emran
Hossin, Md M	Htain, Win	Huang, Haishan	Huang, Zeng Feng	Huq, Md	Hussain, Emran
Hossin, Sk Malek	Htun, Htike	Huang, Hongyu	Huang, Zhele	Huq, Md Nazimul	Hussain, Enam
Hossion, Md Palash	Htun, Win Min	Huang, Houyi	Huang, Zhenying	Huq, Mohammad	Hussain, Faisal
Hosssin, Md Ferdous	Htut, Aung K	Huang, Huajun	Huang, Zhichun	Huq, Mohammad	Hussain, Faqir
Host, Rosealba	Htut, Min Min	Huang, Huibin	Huang, Zhide	Huq, Mohammed	Hussain, Faysal
Hosten, Ryan	Htwe, Kyaw Lwin	Huang, Huina	Huang, Zhidong	Huq, Syed	Hussain, Faysal
Hotak, Hedayat	Hu, Albert C	Huang, Huina	Huang, Zhizong	Hurdle, Walter K	Hussain, Gakir
Hotami, Humoyun	Hu, Carlos	Huang, Jack	Huanh, Zhi Ming	Hurst, Felicia	Hussain, Hamad
Hothi, Gurinder	Hu, Carlos	Huang, Jiachen	Hubahib, Durell	Hurtado, Julio	Hussain, Hamza
Hothi, Gurinder	Hu, Chen Cai	Huang, Jianbing	Hubert, Cabytha Saint	Hurtado, Julio	Hussain, Hasnat
Hothi, Makhan	Hu, Dejun	Huang, Jianqun	Huda, Md Azmul	Hurtado, Noel	Hussain, Ijaz
Hotsiame, Komla	Hu, Guolong	Huang, Jin Cheng	Huda, Md N	Hurtado, Rafael	Hussain, Ijaz
Hou, Guoying	Hu, Haiern	Huang, Jinbin	Huda, Md Nazmul	Hurtado, Ronald	Hussain, Imran
Hou, Xiaoli	Hu, Haiwen	Huang, Jinhui	Huda, Md Nazmul	Husain, Mohamd	Hussain, Imran
Hou, Xiaoli	Hu, Hongsen	Huang, Jun	Huda, Mohsinul	Husain, Mohammed Dildar	Hussain, Inzemam
Hou, Yinghua	Hu, Pengxu	Huang, Kaihao	Huda, Najmul	Husain, Shafaat	Hussain, Iqbal
Houmani, Ahmad	Hu, Woqu	Huang, Kailu	Huda, Nazmul	Husan, Riduan	Hussain, Iqbal
House, Mohamed	Hu, Xiao Long	Huang, Liwei	Huda, Nazmul	Husan, Sufian	Hussain, Iqbal
Housnine, Mostofa Shafiq	Hu, Xuezhi	Huang, Lizhao	Huda, Nurul	Husein, Mohammed	Hussain, Iqbal
Houssain, Akhtar	Hu, Yang	Huang, Mingliang	Huda, Nurul	Husein, Naushad A	Hussain, Ishrak
Housseen, Maha	Hu, Yang	Huang, Minxing	Hudson, George Burkett	Huseynov, Tariyel	Hussain, Israr
Houy, Nurul	Hu, Yang	Huang, Quanjian	Hue, Sherwin	Husng, Baoxing	Hussain, Istiaque
Hovhannisyan, Gerasim	Hu, Yangdong	Huang, Rachel	Huerta, Esmeralda Lucero	Husni, Mohammed	Hussain, Jabal
Howard, Romeo	Hu, Yanqi	Huang, Rex	Huerta, Jose V	Hussain, Aajel	Hussain, Jakir
Howe, Julian	Hu, Yimin	Huang, Ricky Ling	Huerta, Melanie	Hussain, Abdul	Hussain, Jawshan
Howij, Marwen Leone	Hu, Zeyin	Huang, Rui	Huerta, Segundo	Hussain, Aftab	Hussain, Kashif
Howlader, Md	Hu, Zhifa	Huang, Rui D	Hughes, Yvonne	Hussain, Afzaal	Hussain, Kashif
Howlader, Md Nasim	Hua, Guo	Huang, Run	Huh, Kyungsoo	Hussain, Ahabab	Hussain, Khadim
Howlader, Mohammad	Hua, Youya	Huang, Shawn	Hui, Guang	Hussain, Akther	Hussain, Kobir
Howlader, Mohammed	Huan, Jingwu	Huang, Steven	Hui, Lin	Hussain, Akther	Hussain, Liaqat
Howlader, Shafiquzzaman	Huang, Anthony	Huang, Tangping	Hui, Ming	Hussain, Alamdar	Hussain, Luqman

## Uber Form Letter- Drivers Names (Submission 1)

Hussain, Mamun	Hussain, Raja	Hussain, Zubair	Iacob, Cornel	Ibrahim, Mohamed	Iftikhar, Hanan
Hussain, Mamun	Hussain, Raja	Hussein, Hossam	Iacob, Cornel	Ibrahim, Mohamed	Iftikhar, Mohammad
Hussain, Maqdar	Hussain, Robel	Hussein, Khaled D	Iakubzhanov, Aziz	Ibrahim, Mohamed	Igbara, Jalid
Hussain, Md	Hussain, Rusel	Hussein, Medhat	Ian, Mikhail	Ibrahim, Mohamed	Igbinevbo, Thomas
Hussain, Md	Hussain, Sabir	Hussein, Mohamed	Iarajuli, Giorgi	Ibrahim, Mohammad	Igbinoba, Osarobo
Hussain, Md Gulzar	Hussain, Sadad	Hussein, Mohamed	Ibanez, Leonardo	Ibrahim, Mohammad	Igiehon, Abigail
Hussain, Md Imran	Hussain, Saghar	Hussein, Mohammed	Ibezim, Chinyere	Ibrahim, Mohammed	Iglesias, Jonathan
Hussain, Md J	Hussain, Sahel	Hussein, Mohammed	Ibodov, Khurshed	Ibrahim, Moustafa	Iglesias, Miguel A
Hussain, Md Jakir	Hussain, Sajid	Hussein, Mohammed	Ibouraima, Aboudou Fataou	Ibrahim, Munta	Iglesias, Miguelangel
Hussain, Md Mosharrof	Hussain, Sajjad	Hussein, Mohammed Z	Oumorou	Ibrahim, Nizar	Iglopas, Julius Angelo
Hussain, Md Zakir	Hussain, Sajjad	Hussein, Nermine	Ibragimov, Abdukarim	Ibrahim, Remon	Ignacio, Antonio
Hussain, Mehmood A	Hussain, Sarfraz	Hussein, Salah	Ibragimov, Akram	Ibrahim, Samer	Igor, Baguian Wendpayagde
Hussain, Mehmood Ali	Hussain, Sarowar	Hussein, Usama	Ibragimov, Aleksandr	Ibrahim, Shafiur	Ezechiel
Hussain, Mohamed S	Hussain, Sarowar	Hussen, Emran	Ibragimov, Parviz	Ibrahim, Sylla	Igue, El Maboussout
Hussain, Mohammad	Hussain, Shabbir	Hussen, Ershad	Ibragimov, Suhrob	Ibrahima, Diallo	Ihad, Moh Ait
Hussain, Mohammad	Hussain, Shabbir	Hussen, Mohammed	Ibragimova, Barno	Ibrahima, Wann	Ihaddadene, Ait
Hussain, Mohammad	Hussain, Shahid	Hussen, Muktadir	Ibraheem, Dauda	Ibrahimov, Yadulla	Ihan, Amjid
Hussain, Mohammad	Hussain, Shahid	Hussian, Adeel	Ibraheem, Olakunle L	Icart, Eder	Ihsan, Hamza
Hussain, Mohammad	Hussain, Shahzaib	Hussian, Talib	Ibrahim, Sameh Elsayed	Ichou, Mohamed Ait	Ii, Deryk Hilton
Hussain, Mohammad Zahid	Hussain, Shaikh	Hussin, Md Alamgir	Ibrahim, Abdou	Iciano, Gary	Iii, Dorson Easton
Hussain, Mohammed	Hussain, Shakir	Hussin, Mohamed A	Ibrahim, Abdul Basit	Iciano, Gary	Iii, Jacob D Adorno
Hussain, Mohammed	Hussain, Shammim	Hutchinson, Carol	Ibrahim, Abdulaziz	Idada, Walter	Iii, Timothy Cox
Hussain, Mohammed	Hussain, Sorwar	Hutchinson, Nigel	Ibrahim, Abubakari	Idame, Wilson	Ijasuyi, Jacob A
Hussain, Mohammed	Hussain, Syed	Hutchinson, Nigel	Ibrahim, Adamou	Iddrisu, Abubakari	Ijaz, Ahmad
Hussain, Mohammed	Hussain, Syed	Huw, Kai	Ibrahim, Ahmed	Iddrisu, Aziz	Ijaz, Ali
Hussain, Mohammed	Hussain, Syed Ali Hassan	Huynh, Chuck	Ibrahim, Ahmed	Iddrisu, Issah	Ijaz, Hasnain
Hussain, Mohammed B	Hussain, Syed I	Huynh, Chuck	Ibrahim, Ahmed	Iddrisu, Mohamed	Ijaz, Umair
Hussain, Mohammed B	Hussain, Syed M	Hvirtzman, Yevheniy	Ibrahim, Alaa	Iddrisu, Mudasir	Ikbal, K B M
Hussain, Mohammed K	Hussain, Syed Mudassar	Hwang, John	Ibrahim, Alaad	Iddrisu, Muntaru	Ikbal, Mohammad
Hussain, Mubashir	Hussain, Syed Murtaza	Hwang, Seong Tae	Ibrahim, Amad	Ideh, Johnson	Ikpa, Anthony
Hussain, Muhammad	Hussain, Syed S	Hwang, Steve	Ibrahim, Amira	Idehen, Osakioyamen	Ikpegbu, Emeka
Hussain, Muhammad Furqan	Hussain, Taher	Hwang, Sunho	Ibrahim, Ayman	Idha, Ojo	Ikpekhia, Napoleon
Hussain, Muhammad Hadi	Hussain, Tahir	Hwang, Tae	Ibrahim, Diallo	Idiiatullin, Denis	Ikram, Faisal
Hussain, Muhammad Hadi	Hussain, Talat	Hyacinthe, Louis	Ibrahim, Firas	Idli, Mostafa	Ikram, Hamza
Hussain, Muhammad Ishrat	Hussain, Tarek	Hyatt, Anthony	Ibrahim, Fnu	Idli, Mostafa	Ikram, Hannan
Hussain, Muzammal	Hussain, Tariq	Hye, Abdul	Ibrahim, Hassan	Ido, Nadine	Ikram, Muhammad
Hussain, Muzammil	Hussain, Tariq	Hye, Abdul	Ibrahim, Ibrahim	Idrees, Muhammad	Ikram, Muhammad
Hussain, Muzammil	Hussain, Tassadaq	Hylton, Sonia	Ibrahim, Ibrahim	Idris, Md	Ikram, Muhammad
Hussain, Nazim	Hussain, Tepu	Hyolmo, Ravi Yeba	Ibrahim, Mahmoud	Idris, Mohamed	Ikram, Muhammad
Hussain, Nazim	Hussain, Wajahat	Hypolite, Shannon	Ibrahim, Mahmoud	Idrissou, Yakoubou	Ikram, Raja
Hussain, Nazmul	Hussain, Wajid	Hyppolite, Danny	Ibrahim, Md Foisal Bin	Idrizi, Bashkim	Ikram, Raja
Hussain, Nazmul	Hussain, Wali	Hyppolite, Winer	Ibrahim, Michael	Idrovo, Freddy	Ikram, Sheikh
Hussain, Nazmul	Hussain, Yaser	Hysa, Gledison	Ibrahim, Michael	Idrovo, Ismael	Ikromjon, Kahorov
Hussain, Nazmul	Hussain, Zahed	I, Azam	Ibrahim, Mina	Iduh, Malola	Ikromov, Alibek
Hussain, Nouman	Hussain, Zaheer	I, Ervin	Ibrahim, Mohamed	Iemmito, Mirko	Ikromov, Dzhamshed
Hussain, Omar	Hussain, Zahid	I, Ervin	Ibrahim, Mohamed	Ieong, Kwok Fong	Ikwecheghe, Nwachukwu
Hussain, Qadeer	Hussain, Zakir	I., Ana A Burgos	Ibrahim, Mohamed	Iftakhar, Humza	Ilahi, Mazhar
Hussain, Rafiq	Hussain, Zomir	Ia, Dennis Gar	Ibrahim, Mohamed	Iftikhar, Adeel	

## Uber Form Letter- Drivers Names (Submission 1)

Ilandariarachchilage, Bandara	Asoka	Imran, Faisal	Ion, Claudiu Oliver	Iqbal, Shahid	Iseni, Fatmir	Islam, Dinarul
Ilashboev, Jakhongir		Imran, Faizian	Ion, Razvan	Iqbal, Shahid	Ishaat, Md	Islam, Emdadul
Ilboudo, Dramane		Imran, Haji Muhammad	Iqbal, Adeel	Iqbal, Shahid	Ishak, Malak Mikhail	Islam, Emdadul
Ilboudo, Jules		Imran, Hamza	Iqbal, Amdadul	Iqbal, Shahzad	Ishankulov, Anvar	Islam, Emon
Ilboudo, Marie Therese		Imran, Malik	Iqbal, Amir	Iqbal, Shamrez	Ishaq, Afaq	Islam, Fahim
Ilboudo, Saidou		Imran, Mohammad	Iqbal, Ansar	Iqbal, Shuaib	Ishaq, Majid	Islam, Fahim
Ilboudo, Yannick Wendmi		Imran, Mohammad	Iqbal, Ansir	Iqbal, Sm	Ishaq, Malik Zohaib	Islam, Fakhrul
Ilias, Mohammed		Imran, Muhammad	Iqbal, Asif	Iqbal, Sufyan	Ishaq, Muhammad Faisal	Islam, Fakhrul
Ilinga, Hado Thomas		Imran, Muhammad	Iqbal, Azhar	Iqbal, Tahir	Ishaq, Shahid	Islam, Fakhrul
Iliopoulos, Aristides		Imran, Muhammad	Iqbal, Azhar	Iqbal, Tahir	Ishaq, Umair	Islam, Fakhrul
Ilkhom, Kholmirezoev		Imran, Muhammad	Iqbal, Choudhary	Iqbal, Tariq	Ishaque, Mohammad	Islam, Fakhrul
Illegas, Villegas		Imran, Muhammad	Iqbal, Choudhry	Iqbal, Yasir	Ishaque, Moin	Islam, Fakhrul
Illescas, Gerardo		Imran, Shahid	Iqbal, Choudhry M	Iqbal, Zafar	Ishmael, Terrol	Islam, Faridul
Illescas, Patricio		Imran, Shahryar	Iqbal, Choudhry Y	Iqbal, Zafar	Isirat, Sohail	Islam, Fokrul
Illisaca, Pablo		Imteaz, Fahmi	Iqbal, Farhan	Iqbal, Zafar	Ishtiaq, Labeib	Islam, Foyjul
Ilmuradov, Aktam		Imtiaz, Ali	Iqbal, Farrakh	Iqbal, Zafar	Isibor, Martins E	Islam, Foysal
Iloyanomon, Collins		Imtiaz, Asad Ullah	Iqbal, Haroon	Iqbal, Zafar	Iskandar, Moatemed	Islam, Hasanur
Ilyas, Chaudhry K		Imtiaz, Hassan	Iqbal, Imran	Iqbal, Zahid	Iskanderov, Zoir	Islam, Huzzatul
Ilyas, Mohammad		Imtiaz, Rizwan	Iqbal, Imran	Iqbal, Zahid	Iskenderoglu, Muhammet	Islam, Iftakharul
Ilyas, Mohammad		Inal, Taner	Iqbal, Imran	Iqbal, Azad	Islam, Abdullah	Islam, Iftakherul
Ilyas, Mohammed		Inasse, Sekou	Iqbal, Javaid	Iraheta, Jaime	Islam, Afm	Islam, Jahir
Ilyas, Mudassir		Inayat, Ali Akbar	Iqbal, Javed	Irechukwu, Chidiebere	Islam, Ahmed Sabbir	Islam, Jahirul
Ilyas, Muhammad		Inc, Bensonhurst Limo	Iqbal, Javed	Iregbu, Chidi	Islam, Akm	Islam, Jahirul
Ilyas, Muhammad		Ince, Hakan	Iqbal, Javed	Irfan, Mohammed	Islam, Aminul	Islam, Jaidul
Ilyas, Numan		Indarte, Enry	Iqbal, Javed	Irfan, Muhammad	Islam, Aminul	Islam, Jihadul
Ilyas, Panda		Indrajith, Kaluachchi	Iqbal, Javed	Irfan, Muhammad	Islam, Aminul	Islam, Johirul
Ilyas, Sayed		Kankanamalage	Iqbal, Kashif	Irfan, Yousaf	Islam, Aminul	Islam, Jubaidul
Ilyas, Sohaib		Infante, Alvaro Luis Acosta	Iqbal, Mamun	Irgashev, Rustam	Islam, Aminul	Islam, Junaid
Im, Wonbin		Infante, Dancris	Iqbal, Mazhar	Irizarry, Alberto	Islam, Amitul	Islam, Kabirul
Imadiyi, Charles		Infante, David	Iqbal, Mazhar	Irizarry, Ricardo	Islam, Amran	Islam, Kamrul
Imafidon, Jeff		Infante, Edward	Iqbal, Mazhar	Irizarry, Wendy	Islam, Anwarul	Islam, Kamrul
Imafidon, Osaze		Infante, Genaro	Iqbal, Md Asif	Irkinovich, Mark	Islam, Ariful	Islam, Kazi
Imam, Golam Hasan		Infante, Hector B	Iqbal, Mohamad	Irqibat, Haitham	Islam, Ariful	Islam, Kazi
Imam, Hasan		Infante, Jeffrey	Iqbal, Mohammad	Irshad, Asim	Islam, Ariful	Islam, Kazi
Imam, Hasan Mohammed		Infante, Joel	Iqbal, Mohammad	Irshad, Mubashar	Islam, Ariful	Islam, Kazi
Imam, Hassan		Infante, Juan Guillermo Espinal	Iqbal, Mohammad	Irshad, Syed Naeem	Islam, Ariful	Islam, Kazi Mainur
Imam, Md Hasan		Infante, Reynaldo	Iqbal, Mohammad	Irshad, Wasif	Islam, Ashik	Islam, Kazirul
Imam, Md Mahmud		Infante, Victor	Iqbal, Mohammed	Is, Gameli	Islam, Ashikul	Islam, Khan M
Imam, Shamim		Inga, Edgar	Iqbal, Muhammad	Is, Muhammad Anwar	Islam, Ashraful	Islam, Khandaker
Imbongo, Michel Kahandja		Inga, Franklin	Iqbal, Muhammad Basit	Isaac, Lisa	Islam, Ashraful	Islam, Majharul
Imessaoudene, Youcef		Inga, Freddy	Iqbal, Muhammad Raheel	Isaac, Manuel	Islam, Ashraful	Islam, Mazharul
Imessaoudene, Youcef		Ingwu, Lawrence	Iqbal, Mustansir	Isaac, Marlon	Islam, Atm R	Islam, Mazharul
Imon, Shamsul		Inirio, Luis Vásquez	Iqbal, Muzaffar	Isaac, Matthew	Islam, Azadul	Islam, Md
Imon, Sheikh S		Inoa, Andy	Iqbal, Nabil	Isaac, Pascal	Islam, Badrul	Islam, Md
Imran, Al		Inoa, Fitzgerald	Iqbal, Nadeem	Isaacs, Hubert A	Islam, Chowdhury	Islam, Md
Imran, Asam		Inoa, Lissette	Iqbal, Pervaiz	Isakov, Farid	Islam, Chowdhury	Islam, Md
Imran, Chauhdry		Inomjonov, Sultonbek	Iqbal, Pervez	Isakov, Ilham	Islam, Didarul	Islam, Md
		Inza, Hibrahima	Iqbal, Saleem	Isaci, Ali	Islam, Didarul	Islam, Md

## Uber Form Letter- Drivers Names (Submission 1)

Islam, Md	Islam, Md Masudul	Islam, Md Shohidul	Islam, Mohammad S	Islam, Mohammod	Islam, Saidul
Islam, Md	Islam, Md Masudul	Islam, Md Sirajul	Islam, Mohammad Sahidul	Islam, Mohammod	Islam, Saiful
Islam, Md	Islam, Md Mazharul	Islam, Md Tajal	Islam, Mohammad Saiful	Islam, Mohd N	Islam, Saiful
Islam, Md	Islam, Md Mofijul	Islam, Md Tarequl	Islam, Mohammad Shareful	Islam, Mohd Shariful	Islam, Saiful
Islam, Md	Islam, Md Mohymenul	Islam, Md Tarikul	Islam, Mohammad Shariful	Islam, Mohibul	Islam, Saiful
Islam, Md	Islam, Md Moinul	Islam, Md Z	Islam, Mohammad T	Islam, Mominul	Islam, Saiful
Islam, Md	Islam, Md Mominul	Islam, Md Zhidul	Islam, Mohammad Tazul	Islam, Monirul	Islam, Saiful
Islam, Md	Islam, Md Monirul	Islam, Mdrakibul	Islam, Mohammad Tohidul	Islam, Monirul	Islam, Saiful
Islam, Md	Islam, Md Monowarul Monowarul	Islam, Mezbaul	Islam, Mohammad Towhidul	Islam, Mt	Islam, Saiful
Islam, Md	Islam, Md Mozharul	Islam, Mirazul	Islam, Mohammad Zahirul	Islam, Muhamed	Islam, Saiful
Islam, Md	Islam, Md Mukidul	Islam, Mohammad	Islam, Mohammad Zahirul	Islam, Muhammad	Islam, Saiful
Islam, Md	Islam, Md Nabi	Islam, Mohammad	Islam, Mohammad Zahirul	Islam, Muhammad	Islam, Saiful
Islam, Md	Islam, Md Nashidul	Islam, Mohammad	Islam, Mohammed	Islam, Muhammad	Islam, Saiful
Islam, Md	Islam, Md Nurul	Islam, Mohammad	Islam, Mohammed	Islam, Muhammad	Islam, Saiful
Islam, Md	Islam, Md Nurul	Islam, Mohammad	Islam, Mohammed	Islam, Muhammad Rafiqul	Islam, Saiful
Islam, Md	Islam, Md R	Islam, Mohammad	Islam, Mohammed	Islam, Mustafizul	Islam, Saiful
Islam, Md	Islam, Md R	Islam, Mohammad	Islam, Mohammed	Islam, Mydul	Islam, Saiful Mohammed
Islam, Md	Islam, Md R	Islam, Mohammad	Islam, Mohammed	Islam, Nayem	Islam, Sajjatul
Islam, Md	Islam, Md Rabiul	Islam, Mohammad	Islam, Mohammed	Islam, Nazmul	Islam, Salman
Islam, Md	Islam, Md Rabiul	Islam, Mohammad	Islam, Mohammed	Islam, Nazmul	Islam, Sarajul
Islam, Md	Islam, Md Rabiul	Islam, Mohammad	Islam, Mohammed	Islam, Nazmul	Islam, Sariful
Islam, Md	Islam, Md Raisul	Islam, Mohammad	Islam, Mohammed	Islam, Nazran	Islam, Sayful
Islam, Md	Islam, Md Rashadul	Islam, Mohammad	Islam, Mohammed	Islam, Nazrul	Islam, Sayful
Islam, Md	Islam, Md Rashadul	Islam, Mohammad	Islam, Mohammed	Islam, Nazrul	Islam, Sayful
Islam, Md	Islam, Md Rashedul	Islam, Mohammad	Islam, Mohammed	Islam, Nazrul	Islam, Serajul
Islam, Md	Islam, Md Rashidul	Islam, Mohammad	Islam, Mohammed	Islam, Nazrul	Islam, Shafiqul
Islam, Md A	Islam, Md Rofiqul	Islam, Mohammad	Islam, Mohammed	Islam, Noor	Islam, Shafiqul
Islam, Md Aminul	Islam, Md Rokybul	Islam, Mohammad	Islam, Mohammed	Islam, Nozmul	Islam, Shah
Islam, Md Aminul	Islam, Md S	Islam, Mohammad	Islam, Mohammed	Islam, Nur	Islam, Shahabul
Islam, Md Anamul	Islam, Md S	Islam, Mohammad	Islam, Mohammed	Islam, Nurul	Islam, Shahedul
Islam, Md Ansarul	Islam, Md S	Islam, Mohammad	Islam, Mohammed	Islam, Pushirul	Islam, Shahidul
Islam, Md Ariful	Islam, Md Sadaqul	Islam, Mohammad	Islam, Mohammed	Islam, Rabbi	Islam, Shahidul
Islam, Md Ariful	Islam, Md Saiful	Islam, Mohammad A	Islam, Mohammed	Islam, Rabiul	Islam, Shamsul
Islam, Md Ariful	Islam, Md Saiful	Islam, Mohammad A	Islam, Mohammed A	Islam, Rafiqul	Islam, Shamsul
Islam, Md Asadul	Islam, Md Saiful	Islam, Mohammad Aminul	Islam, Mohammed F	Islam, Rafiqul	Islam, Sharder
Islam, Md Asraful	Islam, Md Saiful	Islam, Mohammad Anamul	Islam, Mohammed F	Islam, Rafiqul	Islam, Shariful
Islam, Md Azaharul	Islam, Md Saiful	Islam, Mohammad Ansarul	Islam, Mohammed Kamrul	Islam, Rahi	Islam, Shariful
Islam, Md B	Islam, Md Saiful	Islam, Mohammad Anwarul	Islam, Mohammed M	Islam, Rahimul	Islam, Shariful
Islam, Md F	Islam, Md Saiful	Islam, Mohammad Anwarul	Islam, Mohammed Moinul	Islam, Raisul	Islam, Shariful
Islam, Md F	Islam, Md Shafiqul	Islam, Mohammad Jahirul	Islam, Mohammed N	Islam, Rashadul	Islam, Sheikh Atiqul
Islam, Md Fakrul	Islam, Md Shafiqul	Islam, Mohammad M	Islam, Mohammed N	Islam, Rashedul	Islam, Shiful
Islam, Md Forhadul	Islam, Md Shahidul	Islam, Mohammad M	Islam, Mohammed Nokibul	Islam, Rayhan	Islam, Shipul
Islam, Md J	Islam, Md Shahidul	Islam, Mohammad Monirul	Islam, Mohammed R	Islam, Rifat	Islam, Shofiqul
Islam, Md Jahidul	Islam, Md Shahinul	Islam, Mohammad N	Islam, Mohammed R	Islam, S M Nazrul	Islam, Shohidul
Islam, Md Jiaul	Islam, Md Shahriar	Islam, Mohammad N	Islam, Mohammed Rabiul	Islam, Sadeque	Islam, Shydul
Islam, Md M	Islam, Md Shamsul	Islam, Mohammad N	Islam, Mohammed S	Islam, Sadeque	Islam, Sirajul
Islam, Md Mainul	Islam, Md Shariful	Islam, Mohammad Qamrul	Islam, Mohammed S	Islam, Sahazad	Islam, Sirajul
Islam, Md Makhsadul	Islam, Md Shariful	Islam, Mohammad R	Islam, Mohammed Saiful	Islam, Saidul	Islam, Sk Aseful

## Uber Form Letter- Drivers Names (Submission 1)

Islam, Sk Aseful	Ismayilov, Ilgar	Izaguirre, Omar	Jadan, Luis	Jalilboev, Akobir	Jalloh, Wurie M
Islam, Sk M	Ismirly, Ziv	Izmirly, Abraham	Jador, Hicham	Jalili, Abdulghafar	Jallow, Amadou
Islam, Sm Manirul	Ismoilov, Gulomjon	Izmy, Muhammad	Jafar, Abu	Jalili, Hakimullah	Jallow, Bernard
Islam, Syed	Ismoilov, Khasan	Izzard, Ralph	Jafar, Asif	Jalili, Hamidullah	Jallow, Mamajang
Islam, Syed	Ismoilov, Mehrojhon	Izzet, Neo	Jafar, Iqubal	Jalilil, Abdulghafar	Jallow, Momodou Tairu
Islam, Syed Amirul	Ismoilov, Mehrojhon	J, Agyeman	Jafar, Mohammad	Jallob, Muctar	Jallow, Ousainou
Islam, Syed Mn	Ismoilov, Musulmanbek	J, Faiz	Jafar, Mohammed	Jalloh, Abdul Rahman	Jallow, Ousmane
Islam, Syful	Ismoilov, Obid	J, Nouel A Jaquez	Jafaro, Yusufu	Jalloh, Abubakar	Jalolov, Abduhakim
Islam, Tarikul	Israel, Joseph	Jabbar, Abdul	Jaffari, Syed	Jalloh, Abubakarr	Jalolov, Gayratjon
Islam, Tazul	Israil, Sk Parvin	Jabbi, Aisetou	Jaffri, Sheikh Mumtaz Hussain	Jalloh, Abubakarr	Jalolov, Sukhrobkhon
Islam, Tofiqul	Israr, Muhammad	Jabbi, Ali	Jaffry, Syed	Jalloh, Ahmed	Jamaddar, Abdul
Islam, Tohidul	Isreal, Joshua Ben	Jabbi, Baba	Jafri, Afzal	Jalloh, Amadou	Jamal, Asim K
Islam, Toriqul	Isrofilov, Daler	Jabborov, Abdumalik	Jafri, Syed	Jalloh, Amadu	Jamal, Chetbi
Islam, Zafrul	Isroilov, Akmaljon	Jabborov, Azizbek	Jafri, Syed R A	Jalloh, Amadu	Jamal, Mir
Islam, Zahedul	Isroilov, Akmaljon	Jabborov, Jamol	Jagana, Muhammed	Jalloh, Bhoeye	Jamal, Mohammad
Islam, Zahedul	Isroilov, Begzod	Jabed, Jahed Hussain	Jaghroo, Brandon	Jalloh, Boubacar	Jamal, Shah
Islam, Zahidul	Isroilov, Mumin	Jabed, Mahtab	Jagirdar, Nayeem	Jalloh, Boubacar	Jaman, Abdullah
Islam, Zahidul	Issa, Ali	Jaber, Adel	Jagopaas, Cirilo	Jalloh, Brima	Jaman, Muhammad
Islam, Zairul	Issa, Amr	Jaber, Adel A	Jagpal, Chitranjan S	Jalloh, Chernor	Jaman, Shiplu
Islam, Zakiul	Issa, Anas	Jaber, Hussein	Jahan, Azm	Jalloh, Chernor	Jambayang, Tshering
Islam, Zedah	Issa, Galal	Jaber, Jaber Kamal	Jahan, Md Shah	Jalloh, Chernor Saad	Jambul, Karaia
Islam, Zihadul	Issa, Guipo	Jaber, Mohamed	Jahan, Mohammed	Jalloh, Ibrahim	Jamchin, Tenzin
Islam, Zohirul	Issa, Mohamed Tarek	Jabrane, Ahmed	Jahan, Nusrat	Jalloh, Ibrahim	Jameau, Joseph Jeanty
Islamov, Ashraf	Issa, Muhannad	Jabrouti, Hicham	Jahan, Sharmin	Jalloh, Ismael	Jameel, Muhammad
Islamov, Ilkhom	Issa, Musa	Jabrouti, Hicham	Jahan, Sher	Jalloh, Lamarana	Jameel, Muhammad
Islan, Didarul	Issa, Nonguema Inoussa	Jack, Jimi	Jahandad, Muhammad	Jalloh, Mahmoud	James, Beauvil
Islem, Shaheenul	Issak, Mahamat Bichara	Jack, Kenville	Jahangir, Mmarif	Jalloh, Mamadu	James, Benjamin
Isler, Desmond	Issaka, Kabore	Jackson, C	Jahangir, Mohammad	Jalloh, Mamadu	James, Clifford
Isломov, Farruh	Issaka, Muhammed	Jackson, Donald	Jahangir, Nur Uddin	Jalloh, Mamadu	James, George
Ismail, Ahmed Ismail Mohamed	Istajab, Yousuf	Jackson, Kendra	Jahanian, Nasir	Jalloh, Mamadu	James, Jimmy
Ismail, Chelh	Itenberg, Gideon	Jackson, Nin Maluka	Jahanian, Nasir M	Jalloh, Mamadu	James, John
Ismail, Emad	Itrag, Lahsen	Jackson, Pamela	Jahirul, Mohammed	Jalloh, Mohamed	James, Mario
Ismail, Fathi	Iuso, Michael	Jackson, Peter C	Jahmurataj, Bedri	Jalloh, Mohamed	James, Neil
Ismail, Javed	Iv, Chancy Marsh	Jackson, Peter C	Jahongir, Yarmuhamedov	Jalloh, Mohamed	James, Roland
Ismail, Kasim	Ivanchenko, Maxim	Jackson, Raphael	Jain, Parkash	Jalloh, Mohamed	James, Sherlan
Ismail, Mohamed Salem	Ivanidze, Basil	Jackson, Richard	Jain, Prashant	Jalloh, Mohamed	James, Tyler
Ismail, Muhammad	Ivanishvili, Vano	Jackson, Shabiia	Jaiteh, Ahmad	Jalloh, Mohamed A	James, Tyrone
Ismail, Naser	Ivanov, Denys	Jackson, Stephon	Jaiteh, Ahmad	Jalloh, Muctar	James, Wilbert
Ismail, Qaisar	Ivanov, Ievgenii	Jackson, Terrence	Jaiteh, Muhammed	Jalloh, Pateh	Jamil, Ahmad
Ismail, Seyfidin	Ivanov, Ivan	Jacksoo, Maurice	Jaiyeade, Sodiq	Jalloh, Saidu	Jamil, Ahmad Md
Ismail, Tariq	Ivanov, Sergei	Jacobs, Evanson	Jakaria, Abu	Jalloh, Sanusie	Jamil, Basharat
Ismaili, My	Ivashkevich, Mikalai	Jacobs, Omoniyi	Jakhu, Parshotam Lal	Jalloh, Sheriff	Jamil, Dennis
Ismailov, Timur	Ivsnov, Aleksander	Jacques, Cara	Jakhu, Rohit	Jalloh, Sheriff	Jamil, Farhan
Ismatov, Bunyot	Iwule, Kingsley	Jacques, Evans	Jakil, Adil	Jalloh, Sulaiman	Jamil, Hasan
Ismatov, Bunyot	Iwuoha, Charles	Jacques, Johnson	Jakobson, Genna	Jalloh, Umaru	Jamil, Mohammed
Ismatov, Fariddun	Iyamu, Marvis	Jacques, Roland	Jalal, Ahmed	Jalloh, Umaru	Jamil, Muhammad
Ismatov, Shoxrux	Iyare, Ufumwen	Jacsaint, Madianite	Jalil, Abdul	Jalloh, Umaru	Jamil, Umer
Ismatov, Shoxrux	Iyisoy, Halil Ibrahim	Jad, Mohamed	Jalil, Aga	Jalloh, Wurie	Jamin, Ben

## Uber Form Letter- Drivers Names (Submission 1)

Jamiolkowski, Grazyna	Jarju, Malick	Javier, Fabia Stanly	Jenkins, Duane	Jesus, Santiago De	Jiang, Jie
Jamion, Tuan Nishan	Jarvis, Justin	Javier, Fabian Stanly	Jenkinson, Glenn	Jethalal, Sunil C	Jiang, Jingxing
Jammeh, Sanna	Jarvis, Nicole	Javier, Glenny	Jennings, Daniel	Jetty, John	Jiang, Jun Luang
Jamphel, Tenzin	Jaryal, Anit	Javier, Karen	Jennings, Jesse	Jeudi, Guillaume	Jiang, Kaiqun
Jamphel, Tenzin	Jasim, Adam	Javier, Luis	Jeon, Young	Jeudy, Carl	Jiang, Lei
Jamroz, Bogdan	Jasmin, Jean Hervé	Javkhonov, Nazarjon	Jeong, Seeing A	Jeune, Bruce	Jiang, Liang
Jamshad, Kashif	Jassi, Rajiv	Jawad, Umar	Jeremías, Blas	Jeune, Fara Louis	Jiang, Lin
Jamtsho, Thukten	Javadi, Mojtaba	Jawara, Abdoulie	Jerez, Adam	Jeune, Louinel	Jiang, Luan
Jan, Fazal Ala	Javadi, Mojtaba	Jawara, Janding	Jerez, Alexander	Jewel, Md	Jiang, Nan
Jan, Irfan Ullah	Javid, Amjad	Jawara, Lamin	Jerez, Bervely	Jewel, Md Abu Naser	Jiang, Ping
Jandik, Dawn	Javid, Farekh	Jay, Amoga	Jerez, Charlis	Jewel, Mohammad	Jiang, Pu
Jang, Gibog	Javid, Irshad A	Jaya, Byron	Jerez, Daniel	Jewel, Muhammad	Jiang, Qichao
Jang, Young Ki	Javid, Mubasher	Jayabalan, Niroshan	Jerez, David	Jewel, Omar	Jiang, Qingxiang
Jangulashvili, Tengiz	Javid, Muhammad	Jayabalan, Niroshan	Jerez, Jose Pichardo	Jewel, Shafiqul	Jiang, Qixu
Jangulashvili, Tengiz	Javid, Rashad	Jayawardana, Geeth D	Jerez, Juadimir	Jha, Chandra Mohan	Jiang, Renke
Janizakov, Farrukh	Javakhishvili, Shalva	Jayawardana, Geeth D	Jerez, Juana	Jhandi, Gagandeep	Jiang, Sheng
Janjua, Khurram	Javed, Amar	Jayyusi, Kamal	Jerez, Lorenzo Bello	Jhaveri, Deepak	Jiang, Sheng
Janjua, Muhammad	Javed, Asif	Jaziri, Marouene	Jerez, Lorenzo Bello	Ji, Ronghui	Jiang, Suming
Janjua, Nouman	Javed, Azhar	Jean, Amery	Jerez, Natalio	Ji, Xin	Jiang, Tiancheng
Janjua, Prem S	Javed, Humza	Jean, Amery	Jerez, Raphael	Jia, Bozheng	Jiang, Wei
Jankowska, Iwona	Javed, Husnan	Jean, Anderson	Jerez, Rene	Jia, Jennifer	Jiang, Weiwei
Janneh, Idrissa	Javed, Imran	Jean, Danio	Jerome, Jemps	Jiacty, Abubakary Oumaru	Jiang, Wen
Jano, Saimir	Javed, Jibrán	Jean, Dhimiy	Jerome, Neptune	Jian, Jia	Jiang, Xi
Janssen, Royal	Javed, Malik	Jean, Faneau	Jerome, Rosnel	Jian, Lin You	Jiang, Xian
Janvier, Jean Gardy	Javed, Mohammad	Jean, Faneau	Jerome, Vanes	Jian, Sun	Jiang, Xian
Janvier, Marckervin	Javed, Mohammad	Jean, Jhonny	Jesfen, Gladys	Jian, Yong	Jiang, Xianqing
Jaquez, Andres	Javed, Mohsin	Jean, Joseph	Jesus, Baldwin De	Jian, Zhang	Jiang, Xing Yi
Jaquez, David	Javed, Mudassar	Jean, Joseph St	Jesús, Carlos De Jesús De	Jiandong, Chen	Jiang, Ye
Jaquez, Joan Omar Guzman	Javed, Muhammad	Jean, Kervens	Jesus, Claribel De	Jianfeng, Wang	Jiang, Ying
Jaquez, Jose	Javed, Muhammad	Jean, Lygens	Jesus, Cristopher De	Jiang, Bin	Jiang, Yongqiu
Jaquez, Jose	Javed, Muhammad Umer	Jean, Samuel Kendcey	Jesus, Dalloni De	Jiang, Changfei	Jiang, Yongsheng
Jaquez, Jose	Javed, Nouman	Jean, Winner Wools	Jesus, Diefrin Castro De	Jiang, Charles A	Jiang, Yongzhao
Jaquez, Jose	Javed, Paras	Jeance, John Saint	Jesus, Francisco A De	Jiang, Cunmao	Jiang, Yongzhao
Jaquez, Jovanny	Javed, Rahat	Jeanlouis, Peterson	Jesus, Franklin De	Jiang, Deyong	Jiang, Yu
Jaquez, Jovanny	Javed, Sajid	Jeanlouis, Rolando	Jesus, Ismael De	Jiang, Dianqin	Jiang, Yufeng
Jaquez, Miriamgy	Javed, Shahzad	Jeanty, Bruno	Jesus, Jaiara Silva De	Jiang, Dianshan	Jiang, Zhun
Jaquez, Samuel	Javed, Tariq	Jeanty, Jean Marie	Jesus, Jennifer De	Jiang, Dong Hui	Jianming, Wu
Jaquez, Steven	Javed, Tariq	Jeanty, Junior	Jesus, Jesse De	Jiang, Donghua	Jianwen, Wu
Jaquez, Werlin	Javed, Umair	Jeanty, Pierre	Jesus, Jhonny De	Jiang, Enze	Jiao, Mingming
Jara, Maria E	Javed, Waheed	Jebril, Mikail	Jesus, Joel De	Jiang, Fan	Jiao, Yonggang
Jara, Nixon	Javed, Yasir	Jechi, Mohamad	Jesus, Jose D	Jiang, Fei	Jiao, Zhixuan
Jara, Nixon Alexander	Javed, Zeeshan	Jeewandara, Pinsara	Jesus, Juan De	Jiang, Has	Jibat, Osama
Jaradie, Raed	Javeed, Mian Muhammad Haroon	Jefferson, Tyrone	Jesus, Junior De	Jiang, Huanhuan	Jibou, Othman
Jaramillo, John	Javid, Nassir	Jeffrey, Clayton	Jesus, Kenneth De	Jiang, James	Jie, Liu Ying
Jaramillo, Julio	Javier, Crisdward	Jehudai, Yehiel	Jesus, Omar De	Jiang, Jian	Jiemenez, Jose
Jaramillo, Luis	Javier, Edgardo	Jejelava, David	Jesús, Pedro P De	Jiang, Jian	Jigkho, Sonam
Jaramillo, Pedro	Javier, Elizabeth	Jeng, Sheik	Jesus, Rady De	Jiang, Jian	Jigme, Karma
Jaramillo, Rodrigo	Javier, Esteban	Jenkins, Benjamin	Jesus, Rafael De	Jiang, Jiawei	Jigme, Nagwang

## Uber Form Letter- Drivers Names (Submission 1)

Jigme, Tenzin	Jimenez, Genmy	Jimenez, Rafael	Jinpa, Jamyang	Johnson, Gregory	Jorge, Laurindo
Jijeishvili, Lela	Jimenez, Hansi	Jimenez, Rafael	Jinqiang, Chen	Johnson, John	Jorge, Omar
Jikia, Shota	Jimenez, Harliz	Jimenez, Rafael O	Jirel, Amit	Johnson, Keisha	Jorge, Samuel
Jilani, Farhan	Jimenez, Harold	Jimenez, Ramon	Jirel, Shiva	Johnson, Maurice	Jorge, Yovanka
Jilani, Farhan	Jimenez, Heily	Jimenez, Ramon E	Jiyanmuratov, Ilyos	Johnson, Raymond	Jorgji, Adrian
Jilani, Rizwan	Jimenez, Henry A Jimenez	Jimenez, Randy	Jiyanov, Elyor	Johnson, Rene	Jorz, Md Mukitur Rahman
Jimenez, Alain	Jimenez, Indiana	Jimenez, Reinaldo	Jo, Boaz	Johnson, Ronald	Josan, Daren
Jiménez, Alejandro	Jimenez, Isaury	Jimenez, Richard	Joachim, Josue	Johnson, Selmon	Josan, Sarwan
Jimenez, Alex	Jiménez, Isidro	Jimenez, Richard	Joaquin, Anthony	Johnson, Shayna	Josan, Sarwan
Jimenez, Alex	Jimenez, Jhonatan	Jimenez, Rigoberto	Joaquin, Carlos	Johnson, Steven	Jose, Albert
Jiménez, Ana Giselle Almonte	Jimenez, Jhonatan	Jimenez, Riquelvis	Joaquín, Rafael	Johnson, Terrance	Jose, Kemley
Jimenez, Andres	Jimenez, John	Jimenez, Rosa A	Jobarteh, Bakary	Johnson, Wayne	Joselson, Joe
Jimenez, Andrew	Jimenez, John	Jimenez, Sugeidy	Jobber, Abdul	Jokhadze, Shalva	Josepg, Karlens
Jimenez, Angela	Jimenez, John J	Jimenez, Vaniel	Jobe, Pawangnimdi Carine Cindy	Jokhtaberidze, Irakli	Joseph, Adlins
Jimenez, Ariel	Jimenez, Jonathan	Jimenez, Vicente	Jobity, Antonio	Jolaoluwa, Rasheed	Joseph, Alex
Jimenez, Baker	Jimenez, Jose	Jimenez, Victor	Jobity, Antonio	Jolly, David	Joseph, Alfonso
Jimenez, Benjamin	Jiménez, José	Jimenez, William	Jodhan, Neil	Joly, Evens	Joseph, Andre
Jimenez, Bimarlin	Jimenez, Jose A	Jimenez, William	Joefield, Kamari	Jones, Adenike	Joseph, Delinord
Jimenez, Carlos	Jiménez, José Miguel	Jimenez, Winshton	Joel, Mejia	Jones, Artis	Joseph, Delinord
Jimenez, Carlos	Jimenez, Jossy	Jimenez, Yorklin	Joeloemsingh, Vishal	Jones, Brian Davies	Joseph, Devshan
Jimenez, Carlos	Jimenez, Juan	Jimenez, Yunior	Joesph, Saji	Jones, Christopher	Joseph, Dorima
Jimenez, Carlos D	Jimenez, Juan	Jiminian, Mia	Johal, Bhupinder	Jones, Devone	Joseph, Edens
Jimenez, Carlos Daniel	Jiménez, Juan Pablo	Jimoh, Babatunde	Johal, Gurnek Singh	Jones, Dorothy B	Joseph, Elvis
Jimenez, Carlos E Jimenez	Jimenez, Julio	Jin, Bo	Johansky, Nicholas	Jones, Jeter	Joseph, Frantz
Jimenez, Cesar	Jimenez, Julio	Jin, Chaoyong	Johar, Surjit	Jones, Jonathan	Joseph, Fritz
Jimenez, Christian	Jimenez, Julio	Jin, Chenbao	Johardjian, Mikhael	Jones, Lamont	Joseph, Garry
Jimenez, Christian Contreras	Jimenez, Julio	Jin, Di Wen	John, Alex	Jones, Marcus	Joseph, Gevens
Jimenez, Christopher	Jimenez, Kelmin	Jin, Gao	John, Anthony	Jones, Patrick	Joseph, Jackson
Jimenez, Claracelis Diaz	Jimenez, Kelvin	Jin, Guangzhe	John, Donovan	Jones, Patrick	Joseph, Jamar
Jimenez, Cristian	Jimenez, Kemil	Jin, Huzhe	John, Eon	Jones, Shawn	Joseph, Jean
Jimenez, Dania	Jimenez, Lisandro	Jin, Jingjie	John, Lodoe	Jones, Steven	Joseph, Jean
Jimenez, David	Jimenez, Luis	Jin, Kai	John, Mohammad Sazzad	Jones, Theodore	Joseph, Jean A
Jimenez, Eddy Manuel	Jimenez, Luis Alejandro	Jin, Long	John, Zaki	Jones, Timothy	Joseph, Jean H
Jimenez, Edgar	Jimenez, Marco	Jin, Qiu	Johnson, Ade	Jones, Willy	Joseph, Jean Renard
Jimenez, Eduardo	Jimenez, Maria	Jin, Shan	Johnson, Alphonso	Jong, Thiamjin	Joseph, Jean Ronel
Jimenez, Edward Mercado	Jimenez, Markys	Jin, Shengkui	Johnson, Atalaya	Jony, Arifuddin	Joseph, Jefferson
Jimenez, Eliezer	Jimenez, Miguel Andres	Jin, Song	Johnson, Carolyn	Jony, Mohammod	Joseph, Jeffrey
Jimenez, Elvis	Jimenez, Miker Enmanuel De Leon	Jin, Ting	Johnson, Clive	Jonzier, Marc	Joseph, Jeffrey
Jimenez, Elvy	Jimenez, Moises	Jin, Wu	Johnson, Clyshay	Joo, Young K	Joseph, Jerron
Jimenez, Erick Blanco	Jimenez, Monica	Jin, Xingxu	Johnson, Comlanvi	Jorch, Selim	Joseph, Jimmy
Jimenez, Ernesto	Jimenez, Nancy	Jin, Yibing	Johnson, D	Jordan, Davon	Joseph, John
Jimenez, Estiwar Galva	Jimenez, Nelson	Jin, Ying	Johnson, Darryl	Jordan, Jeffrey	Joseph, Jonas
Jiménez, Fausto R	Jimenez, Nelson	Jin, Zhaomei	Johnson, Darryl	Jordan, William	Joseph, Lalu Kochupurackal
Jimenez, Federico	Jiménez, Nelson	Jin, Zhehao	Johnson, Desjourna	Jordhen, Tsering	Joseph, Lawrence
Jimenez, Felix	Jimenez, Nerys	Jin, Zhenjian	Johnson, Diallo	Jordon, Ryan	Joseph, Love Vensky
Jimenez, Felix	Jimenez, Osual	Jin, Zhongxu	Johnson, Dwain	Jorge, Angelo	Joseph, Maculnor
Jimenez, Frances	Jimenez, Pedro Luis Cruz	Jinghong, Che	Johnson, Dwain	Jorge, Delgado E	Joseph, Mark
Jimenez, Genaro	Jimenez, Rafael	Jinlin, Yuan	Johnson, Eduardo	Jorge, Jose	Joseph, Milan

## Uber Form Letter- Drivers Names (Submission 1)

Joseph, Milroy	Jr, Eddie R Santos	Julien, Pierot	Kabir, Faruk	Kabore, Inoussa	Kaioum, Abdul
Joseph, Perrault	Jr, Edmar Rocha	Julio, Castro	Kabir, Faruk Ekram	Kabore, Inoussa	Kairbekov, Kuanysh
Joseph, Ralph	Jr, Edmar Rocha	Julka, Surakshit	Kabir, Fazlul	Kabore, Issouf	Kaiser, Gregg
Joseph, Ricardo	Jr, Edmar Rocha	Julkarnine, Md	Kabir, Fazlul	Kabore, Issouf	Kaiser, Shahid
Joseph, Ricardo	Jr, Eladio Irizarry	Juma, Abbo	Kabir, Firoz	Kabore, Kouliga	Kaiser, Shahid
Joseph, Romany	Jr, Esteban Carrion	Jumaboev, Bekzod	Kabir, Humayan	Kabore, Salfo	Kaiser, Shamiul
Joseph, Roselor	Jr, Freddie Ruth	Jun, Wang Hong	Kabir, Humayan	Kabore, Salfo	Kaiyoum, Md Abdul
Joseph, Shaulo	Jr, Gustavo A Granados	Juna, Maria	Kabir, Humayan	Kabore, Wendpanga P	Kaiyum, Abdul
Joseph, Shyam	Jr, Jimmy Martinez	Juned, Khaliq	Kabir, Humayan	Kabore, Yves	Kajal, Mohammed Sahidul Islam
Joseph, Simphony	Jr, Jose I Vazquez	Juneja, Saurbah	Kabir, Humayan Humayan	Kabre, Serge	Kajamugan, Vadivel
Joseph, Trevor	Jr, Juan Luis Pineda Hernandez	Jung, John	Kabir, Humayun	Kabre, Souleymane	Kakar, Al
Joseph, William	Jr, Leonard Sorresse	Jung, Soo C	Kabir, Md	Kabre, Thelesphore	Kakar, Yunus
Joseph, Xavier	Jr, Leroy K Davis	Jung, Soon Chun	Kabir, Md	Kabtimer, Tesfaye	Kakauridze, Natia
Joseph, Yonel	Jr, Luis Cedeno	Jung, Weonki	Kabir, Md	Kaci, Daou	Kakauridze, Phridoni
Joseph, Yvelt	Jr, Luis Rentas	Jungney, Gedun	Kabir, Md	Kacimi, Abdelfattah El	Kake, Oumar
Joshi, Atul	Jr, Maximo Jose Veras	Junio, Ortega Ortega	Kabir, Md	Kaczorowski, Dariusz	Kakhiani, Roberti
Joshi, Chandra	Jr, Paul Angbo	Jupa, Tsering	Kabir, Md Humayun	Kadachchan, Nadarasa	Kakichashvili, Zurab
Joshi, Chandra Lal	Jr, Pedro A Salvador Munoz	Jupiter, Jean Roge	Kabir, Md Hummyan	Kaddouri, Abdelhadi	Kalabak, Erol
Joshi, Kishan Lal	Jr, Rafael Hernandez	Jupiter, Mark	Kabir, Md Milon	Kader, Md	Kalair, Zaka U
Joshi, Meera	Jr, Richard M Wilson	Juraev, Alisher	Kabir, Md Rezaul Kabir	Kader, Md Fazlul	Kalam, Abul
Joshi, Mun Chandra	Jr, Roberto José Reis	Juraev, Shuhrat	Kabir, Md S	Kadin, Gena	Kalam, Md
Joshi, Nikhil	Jr, Silvio Martinez	Jurzysta, Michal	Kabir, Mohammad	Kadir, Md Abdul	Kalam, Sohale
Joshi, Nikhil	Jr, Thomas Tirado	Juste, Ricardo St	Kabir, Mohammad	Kadir, Md Abdul	Kalam, Syed A
Joshi, Ramchandra	Jr., David M Bodrick	Juste, Ricardo St	Kabir, Mohammad Humayun	Kadir, Md Mahmud	Kalandadze, Nodar
Joshi, Shivraj	Jr., John James Skalecky	Juste, Wilken	Kabir, Mohammed	Kadiri, Ibrahim	Kalandadze, Nodar
Joss, Joe	Ju, Jianming	Justiniano, Giovanni	Kabir, Mohammed H	Kadirov, Bobir	Kalendarov, Arsen
Jouni, Iyad	Juan, Donato San	Justiniano, Sandra	Kabir, Moynul	Kadirov, Rustam	Kalashyan, Roman
Jouni, Ziad	Juarbe, Jose	Jusufi, Bajrush	Kabir, Muhammad	Kadri, Kifilu	Kalatozishvili, Nikoloz
Jourdain, Jason	Juarez, Vaneza	Jutla, Pankaj	Kabir, Muhammad	Kadyrov, Daler	Kalaz, Ali Nasr
Jourdain, Joel	Jubayer, Md Al	Jvaridze, Nikoloz	Kabir, Rashed	Kaewussdangkul, James	Kalaz, Saif
Jovanovic, Zoran Robert	Jubayer, Syed	Jvaridze, Zakro	Kabir, Rayhan	Kaewussdangkul, Jimmy	Kaleem, Mohammad
Jovany, Islam	Jubbar, Abdul	Jwarchan, Bir	Kabir, Sakhawat	Kaewussdangkul, Jimmy	Kaleem, Muhammad
Joviendah, Javed	Jubran, Ahmad	Jyazin, Tsering	Kabir, Shahaja	Kafeel, Muhammad	Kalemi, Kejvi
Jovinda, Naseer	Jubril, Anthony	K, Gyaltzen	Kabir, Shahidul	Kafi, Osman	Kalifa, Mahmood
Joy, Md Musa Khan	Juca, Alex	K, Kelvin	Kabir, Shahjahan	Kafua, Carlos	Kalilou, Hamed
Joynes, Sean	Juca, Maria	K, Pawan K	Kabir, Shakil I	Kahar, Badal	Kalimullah, S M
Jr, Adilson Da Silveira	Juela, Manuel	K, Siripala	Kabir, Shojal	Kahar, Badal	Kalinin, Stanislav
Jr, Ageu Fontes	Jugjali, Inkar	K., Yaroslav	Kaboni, Mohammad	Kahhorov, Gaybullo	Kalitka, Robert
Jr, Andre Archer	Jules, Emmanuel	Kaan, Jacob	Kaboni, Mohammad	Kahlil, Nabil I	Kaliyamurthy, Balamurugan
Jr, Anthony L Parker	Jules, Jean Claude B	Kaba, Amar	Kabore, Abdoul	Kahn, Mitch	Kaliyamurthy, Balamurugan
Jr, Anthony Parker	Jules, Medjine	Kaba, Diakite Mahamadou	Kabore, Abdoul Hamidou	Kahoot, Muhammad Y	Kaloshi, Gjovalin
Jr, Antonio Olivo	Juliao, Eduardo	Kaba, Lamina	Kabore, Adama	Kahorov, Farruh	Kalou, Khalid
Jr, Barrington A Dyer	Julien, Alix	Kaba, Mohamed	Kabore, Aly	Kahraman, Mursel	Kalra, Jaspal
Jr, Bernardo Martinez	Julien, Ewins	Kaba, Ousmane	Kabore, Arsene	Kahraman, Yucel	Kalsang, Jangchup
Jr, Candido Martinez	Julien, Ewins	Kabaya, Mohamed	Kabore, Blaise	Kai, Liu	Kalsang, Ngawang
Jr, Charles A Harris	Julien, Jean W	Kabba, Mohamed	Kabore, Delwende	Kaies, Md	Kalsang, Thomas
Jr, Craig Philip	Julien, Jean W	Kabba, Musa	Kabore, Hamado	Kaikaa, Azzedine	Kalsi, Sandeep Singh
Jr, David Benitez	Julien, Jean W	Kabir, Azm	Kabore, Herve	Kainth, Sunny	Kalsi, Sukhbir



## Uber Form Letter- Drivers Names (Submission 1)

Kalsi, Sukhbir Singh	Kamran, Shahid	Kante, Mamadou	Karim, Md Rofiul	Karki, Suman	Katsamakias, Sotirios
Kalu, Ukaiwo M	Kamrujjaman, Md	Kante, Sekou	Karim, Mohammad	Karki, Tek B	Katsanevakis, Nikos
Kalu, Wilson	Kamrul, Hassan	Kante, Sekou	Karim, Mohammad	Karki, Uttam	Katsoulis, Andreas
Kaly, Daniel	Kamruzzaman, Abu	Kante, Siriki	Karim, Mohammad	Karma, Sherpa	Kattaria, Abdel
Kamal, Abu	Kamruzzaman, Kamruzzaman	Kanu, Mohamed	Karim, Mohammad Abdul	Karmacharya, Nishant	Kattayam, Suresh Babu
Kamal, Ahmed	Kamruzzaman, Md	Kaouache, Borhane	Karim, Mohammad Fazlul	Karmacharya, Suman	Katz, Konstantin
Kamal, Aktaruzzaman	Kamruzzaman, Md	Kapanadze, Iadoni	Karim, Mohammad M	Karosanidze, Grigol	Kaufman, Mikhail
Kamal, Budhathoki	Kamruzzaman, Mohammed	Kapanadze, Ruslan	Karim, Mohammad N	Karpuzi, Miftar	Kaur, Amandeep
Kamal, Ibrahim	Kamruzzaman, Muhammed	Kapanadze, Valeri	Karim, Mohammad S	Karshiev, Akrom	Kaur, Apanjit
Kamal, Khashman	Kan, Anatoly	Kapanadze, Vasil	Karim, Mohammed R	Karshiev, Dilshod	Kaur, Avinash
Kamal, Md Mostafa	Kan, Mohammed	Kaplyanskiy, Boris	Karim, Mohd	Karshiev, Zarshed	Kaur, Charnjit
Kamal, Md Shahadat	Kanabe, Evans	Kapoor, Amit	Karim, Muhammad Rezaul	Kasem, Gamal	Kaur, Davinder
Kamal, Mohamed Hussien	Kanat, Murat	Kapoor, Rahul	Karim, Munshi	Kashem, Abul	Kaur, Davinder
Kamal, Mohammed	Kanat, Murat	Kara, Abdullah	Karim, Musraf	Kashem, Mohammed A	Kaur, Gurpreet
Kamal, Mohi	Kanate, Alpha	Kara, Murat	Karim, Rezaul	Kashif, Muhammad	Kaur, Gursoch
Kamal, Mohib	Kanda, Anurag	Kara, Usman	Karim, Rezaul	Kashim, Abdullah Al	Kaur, Harsimran
Kamal, Mostaf	Kandasamy, Kugathas	Karaboukousis, I K	Karim, Sheraz	Kashmiri, Kashif	Kaur, Jasmeen
Kamal, Nahid	Kandasamy, Suhanthan	Karaev, Ernest	Karimberdieva, Sevara	Kashuf, Muhammad	Kaur, Kamlesh
Kamal, Shahed	Kande, Alou	Karakas, Imit	Karimi, Mohammad	Kashyap, Rakesh	Kaur, Komalpreet
Kamal, Shiful	Kande, Mohamed	Karakaya, Ali	Karimi, Mohammad	Kasikci, Bilal	Kaur, Kulwant
Kamal, Tariq	Kandel, Bhimsen	Karakostas, Nick	Karimjanov, Azamjan	Kasikci, Yusuf	Kaur, Lovedeep
Kamalov, Nuriddin	Kandel, Jibanath	Karali, Lale	Karimov, Akobir	Kasim, Mohammed Abul	Kaur, Mandeep
Kamaludeen, Abdul Nazeer Aali	Kandel, Kamlesh	Karam, Joseph	Karimov, Akram	Kasimov, Laziz	Kaur, Mandir
Kamara, Abraham	Kandel, Parbat	Karam, Sam	Karimov, Djamol	Kasirye, Felix	Kaur, Maninder
Kamara, Assane	Kandel, Ramji	Karamalla, Hafiz	Karimov, Khurshed	Kasneci, Vasken	Kaur, Maninderjeet
Kamara, Brima	Kandel, Surya Mani	Karapetyan, Gor	Karimov, Olim	Kassale, Tijini	Kaur, Manjit
Kamara, Halidou	Kandil, Mahmoud	Karatas, Bilal	Karimov, Rustam	Kassam, Omar	Kaur, Manjit
Kamara, Hassan	Kandinskiy, Vasily M	Karayi, Jayant	Karimov, Usmon	Kassem, Essam	Kaur, Manmeet
Kamara, Kenday Samuel	Kandylas, Haralambos	Kareem, Elias	Karimov, Zafar	Kassem, Mohamed	Kaur, Manmeet
Kamara, Lamin	Kane, Aboubackry	Kareem, Lukman	Karjadi, Effie	Kassem, Mohamed	Kaur, Navneet
Kamara, Mamadee	Kane, Ibrahima	Kareemi, Mohammed	Karkadze, Giorgi	Kassi, Abdelaati	Kaur, Navneet
Kamara, Michael	Kane, Mamadou	Kareemi, Mohammed	Karki, Anil	Kassim, Abiola	Kaur, Rachhpal
Kamara, Mohamed	Kane, Ousmane	Karelidze, Spartak	Karki, Baikuntha Bahadur	Kassim, Abiola	Kaur, Ramandeep
Kamara, Mohamed	Kane, Serigne	Karim, Abdoul	Karki, Dambar	Kassim, Akram	Kaur, Sarabjit
Kamara, Mohamed	Kane, Ysya	Karim, Abdul	Karki, Damnar	Kassim, Khalil	Kaur, Satya
Kamara, Sidiki	Kang, Guo Yong	Karim, Abdul	Karki, Jeevan	Kassim, Nassr	Kaur, Simerjit
Kamara, Solomane	Kang, Jeevan	Karim, Abdul	Karki, Jeevan	Kassim, Nassr	Kaur, Simranjit
Kamau, Sundi	Kang, Jia Ning	Karim, Akm Mustofa	Karki, Lok B	Kassymova, Gulmira	Kaur, Simranjit
Kamel, Sam	Kang, Jianing	Karim, Amanul	Karki, Lokendra	Kata, Salahda	Kaur, Sukhwant
Kameo, Emil	Kang, Jianing	Karim, Anamul	Karki, Lokendra	Kata, Salahda	Kaur, Tajinder
Kamesh, Ilya	Kang, Jifan	Karim, Fazlul	Karki, Narjang	Katal, Muhammad Tahir	Kaur, Varinder
Kamolov, Jamshed	Kang, Seong Kwang	Karim, Imshad	Karki, Puspa	Katal, Muhammad Tahir M	Kaushal, Jagmit
Kamolov, Shuhrat	Kang, Udham	Karim, Khondakar Rezaul	Karki, Rajan	Katamadze, Beka	Kaushal, Sandeep
Kamran, Alomgir	Kanneh, Abdulai	Karim, Md	Karki, Rajesh	Katamadze, Guram	Kaushik, Paresh
Kamran, Jabran	Kanneh, Sekou	Karim, Md Asjad	Karki, Rajesh	Kataria, Jodhraj	Kaushik, Sunil
Kamran, Muhammad Jam	Kansakar, Prakriti	Karim, Md Musa	Karki, Ram Bahadur	Katehis, James	Kavitharan, Thambiah
Kamran, Naeem	Kantarmaci, Mustafa	Karim, Md Razaul	Karki, Samrat	Katerynchuk, Vladimir	Kawaljeet, No Name Given
Kamran, Shahbaz	Kantarmaci, Mustafa	Karim, Md Razaul	Karki, Subash	Katigbak, Marty	Kawane, Eddy

## Uber Form Letter- Drivers Names (Submission 1)

Kawessa, Louis	Kc, Dilli B	Ken, Pohfatt	Khadka, Dinesh	Khalid, Zahid	Khamrokulov, Khamrokul
Kawsar, Md	Kc, Dipak	Keng, Jiang	Khadka, Dipak	Khalifa, Abdalla	Khan, Abbas
Kawsar, Mohammad	Kc, Himraj	Kennedy, George L	Khadka, Ganesh	Khalifa, Abdalla	Khan, Abdul
Kawsar, Mohammed	Kc, Jiwan	Kennedy, Robert	Khadka, Hari	Khalifa, Hani	Khan, Abdul
Kawser, Abdur Rob	Kc, Kumar	Kennedy, Whittimore	Khadka, Hari	Khalifa, Walid	Khan, Abdul
Kaya, Murat	Kc, Lincoln	Kenneh, Allou	Khadka, Krishna Bahadur	Khalik, Mohammad	Khan, Abdul
Kayaduman, Hilmi	Kc, Manish	Kenneh, Amara	Khadka, Pradeep Kumar Khadka	Khalil, Ahmed Mahmoud	Khan, Abdul G
Kayani, Asim	Kc, Niraj K	Kenneh, Saliho A	Khadka, Rabindra	Khalil, Amr M	Khan, Abdul Hameed
Kayani, Kalim	Kc, Raj	Kenney, Charles	Khadka, Sabin	Khalil, Amro	Khan, Abdul K
Kayani, Tariq	Kc, Tek Bahadur	Kentish, Conrod	Khadka, Subash	Khalil, George	Khan, Abdul Nadeem
Kayastha, Prachan	Kdouh, Ahmad	Kenworthy, Stephen	Khadka, Subodh Raj	Khalil, Husnain	Khan, Abdullah
Kayembe, Joseph	Ke, Jian Ming	Kere, Abdoul Moumouni	Khadka, Tirtha	Khalil, Ibrahim	Khan, Abdullah
Kayes, Syed Emrul	Kebbeh, Amadou	Kere, Hamidou	Khadka, Yekraj Raj	Khalil, Ibrahim	Khan, Abid
Kaymak, Murat	Kebe, Mahamadou	Kere, Issaka	Khafagy, Essam	Khalil, Ibrahim	Khan, Abid Hassan
Kayode, Taiwo	Kebe, Saloum	Kerr, Howard	Khail, Abdul	Khalil, Ibrahim	Khan, Abid M
Kayode, Taiwo	Kehila, Aziz	Kerr, Howard	Khaimov, Boris	Khalil, Md	Khan, Abuzar Tariq
Kaysar, Kha	Keita, Abdoulaye	Kersaint, Eddie	Khairzada, Ahsan	Khalil, Md Ibrahim	Khan, Adnan
Kayumov, Eldor	Keita, Aboukarim	Kerung, Padam B	Khairzada, Joey	Khalil, Mohamed	Khan, Adnan
Kayumov, Yusuf	Keita, Alhassane	Kesantra, Tata	Khaja, Nuri	Khalil, Mohammed Ibrahim	Khan, Agha
Kazakov, Deyan	Keita, Alhousseynou	Kesmen, Koriyem	Khakberdiev, Firdavs	Khalil, Peter	Khan, Ahammed Daud
Kazantsev, Timofey	Keita, Alkaly	Kessie, Peter	Khakimzhanov, Yuldash	Khalil, Tamer	Khan, Ahmed
Kazdal, Musa	Keita, Alpha	Keszler, Thomas	Khaknazarov, Ravshan	Khalimbetov, Jamshid	Khan, Ahmed Riaz
Kazi, Faruk	Keita, Bakary	Ketegou, Kete	Khakon, Ashraf	Khalimbetov, Jamshid	Khan, Ajaz A
Kazi, Hassan Habib	Keita, Bangaly	Ketema, Daniel	Khalak, Abdul	Khalil, Awais	Khan, Ajmal
Kazi, Md Saiful Islam	Keita, Dramane	Ketsbaia, Shalva	Khalbash, Hasan	Khalil, Awais	Khan, Akhtar
Kazi, Nasir Uddin	Keita, Dramane	Kevin, Fang	Khalbash, Hasan	Khalil, Muhammad	Khan, Akm K
Kazi, Niaz	Keita, Lansana S	Keyrouze, Samuel	Khaled, Mohammed	Khalil, Naveed	Khan, Akthar H
Kazi, Rafi	Keita, Mahamadou	Kgyah, Daniel Akwaboah	Khaleduzzaman, Mohammed	Khalilique, Abdul	Khan, Al Amin
Kazi, Sabiha	Keita, Mamadi	Kha, Ikbal	Khalequzzaman, Mohammad	Khalilique, Adnan	Khan, Alam
Kazi, Shafiullah	Keita, Mamady	Kha, Waqas	Khalequzzman, Md	Khalilique, Adnan	Khan, Ali Anwar
Kazi, Shafiullah	Keita, Mandiou	Khabib, Khudaykulov	Khalid, Anjum	Khalilique, Asif	Khan, Alvi
Kaziev, Azim	Keita, Mohamed Yamory	Khabir, Al Amin	Khalid, Atif	Khalilique, Monjur	Khan, Alvi
Kazimli, Ziraddin	Keita, Moussa	Khabir, Mir	Khalid, Ayub	Khalilique, Muhammad	Khan, Alvi A
Kazimov, Ali	Keita, Moussa	Khabrane, Nouredine	Khalid, Fahad	Khalisdar, Shariful	Khan, Ameen Ahmed
Kazimov, Vugar	Keita, Omar	Khabtou, Yassine	Khalid, Fawad	Khalisdar, Shariful	Khan, Aminul Islam
Kaziyev, Yuriy	Keita, Samba	Khabuliani, Tsotne	Khalid, Fawad	Khalmanov, Khursand	Khan, Amir
Kazmi, Abbas	Keita, Sidi	Khabzi, Ouissam	Khalid, Iftikhar	Khamb, Kashmira	Khan, Amir
Kazmi, Ali H	Keldiyarov, Sirojiddin	Khachfe, Chiban	Khalid, Imran	Khamba, Dechen	Khan, Amit
Kazmi, Ali H	Kelifa, Kadir	Khachfe, Chiban	Khalid, Khayum	Khamdamov, Sanjar	Khan, Amjid
Kazmi, Mohsin	Kelly, Adria	Khachiaa, Rida	Khalid, Mohammad	Khamidov, Abdurakhmon	Khan, Ammar
Kazmi, Syed W	Kelly, Ariel	Khadim, Yasir	Khalid, Mohammad	Khamidov, Amirjon	Khan, Andrey
Kazmi, Zahid	Kelly, Juan	Khadir, Rachid	Khalid, Muhammad	Khamis, Khaled	Khan, Anzalah
Kbilashvili, Teona	Kelly, Lewis	Khadka, Balaram	Khalid, Muhammad	Khamisa, Sohail	Khan, Arooj
Kc, Amrit K	Kelly, Thomas	Khadka, Bhesh Bahadur	Khalid, Omar	Khamraev, Davlatkhon	Khan, Arshad
Kc, Bhimsen	Kelly, Yhordegny	Khadka, Deepak	Khalid, Salman	Khamraev, Mansur	Khan, Asfandyar
Kc, Bipin	Kemal, Fuad	Khadka, Dharma Raj	Khalid, Shaikh Mohammad	Khamraeva, Shakhnoza	Khan, Asghar
Kc, Dhruba	Kemp, Greg M	Khadka, Dilip	Khalid, Umar	Khamrakulov, Khushnur	Khan, Ashduzzaman
Kc, Dil Bahadur	Ken, Brian	Khadka, Dinesh	Khalid, Waqar	Khamrakulov, Ulmas	Khan, Ashah Newaz

## Uber Form Letter- Drivers Names (Submission 1)

Khan, Ashek	Khan, Hassan	Khan, Md	Khan, Mohammad Z	Khan, Nadeem	Khan, Shah Jehan
Khan, Ashfaq	Khan, Hesaet Ullah	Khan, Md	Khan, Mohammad Zakir Hossain	Khan, Nasir	Khan, Shah Md A
Khan, Ashraf	Khan, Hidayat	Khan, Md	Khan, Mohammed	Khan, Nasir Hamid	Khan, Shaheen
Khan, Asif	Khan, Ibrahim	Khan, Md	Khan, Mohammed	Khan, Nasrullah	Khan, Shahid
Khan, Asif	Khan, Ibrar	Khan, Md A	Khan, Mohammed	Khan, Nassir	Khan, Shahid
Khan, Asm Q	Khan, Ikramullah	Khan, Md A B	Khan, Mohammed	Khan, Naveed	Khan, Shahid
Khan, Asraf	Khan, Imran	Khan, Md Abul Wasir	Khan, Mohammed	Khan, Niaz	Khan, Shahiduzzaman
Khan, Azam	Khan, Imran	Khan, Md Ahad	Khan, Mohammed A	Khan, Nobin	Khan, Shahzaib
Khan, Azeem	Khan, Imran	Khan, Md Akbar	Khan, Mohammed F	Khan, Noman	Khan, Sheharyar
Khan, Azhar A	Khan, Imran	Khan, Md Al Mamun	Khan, Mohammed M	Khan, Nusrat Alam	Khan, Shoayeb
Khan, Babar	Khan, Imran	Khan, Md Amran	Khan, Mohammed Nadir	Khan, Pervaz	Khan, Sohag Ahmed
Khan, Babul	Khan, Imran	Khan, Md Atiqur Rahman	Khan, Mohib	Khan, Pervez	Khan, Sohaib
Khan, Barra	Khan, Imran	Khan, Md Jahir Hussain	Khan, Mohiuddin	Khan, Pervez	Khan, Sohail
Khan, Baryalay	Khan, Imtiaz	Khan, Md Mahmud	Khan, Mohsinur	Khan, Qadeer	Khan, Sohrab
Khan, Belal	Khan, Inam	Khan, Md Mahmudun Nabi	Khan, Moniruzzaman	Khan, Qasim Ali	Khan, Sultan
Khan, Dawood	Khan, Ismail	Khan, Md Majib Ullah	Khan, Moustak Ahmmed	Khan, Rakib Karim	Khan, Sunjary
Khan, Delowar	Khan, Ismail	Khan, Md Manjur Elahi	Khan, Muhammad	Khan, Rashad	Khan, Tahseenullah
Khan, Ejaz	Khan, Jahir	Khan, Md Mohaimin	Khan, Muhammad	Khan, Rashed	Khan, Taimoor
Khan, Fahad	Khan, Jamshaid	Khan, Md Nasir	Khan, Muhammad	Khan, Rashed	Khan, Taimoor
Khan, Fahad	Khan, Jassim	Khan, Md R	Khan, Muhammad	Khan, Rashid	Khan, Tanaz
Khan, Fakrul I	Khan, Javed	Khan, Md S	Khan, Muhammad	Khan, Rathul	Khan, Tanaz
Khan, Faraz Aya	Khan, Javed	Khan, Md Sanowar	Khan, Muhammad	Khan, Rayhan	Khan, Tanbir
Khan, Farhan	Khan, Jawad	Khan, Md T	Khan, Muhammad	Khan, Reeyaz	Khan, Tanzir
Khan, Farooq M	Khan, Jay	Khan, Md T	Khan, Muhammad	Khan, Rehan	Khan, Tipu
Khan, Farooq M	Khan, Jehanzeb	Khan, Mdabdu S	Khan, Muhammad	Khan, Rehmet	Khan, Tofayel Ahmed
Khan, Faysal	Khan, Jewel	Khan, Mehmood	Khan, Muhammad	Khan, Riaz	Khan, Umair
Khan, Fazal	Khan, Jibran	Khan, Mohamed	Khan, Muhammad	Khan, Riyaj	Khan, Umair
Khan, Fazal	Khan, Kaleem Ahmed	Khan, Mohamed	Khan, Muhammad Aamir	Khan, Rizwan U	Khan, Usman
Khan, Fazal Hussain	Khan, Kamran	Khan, Mohammad	Khan, Muhammad Akbar	Khan, Robin	Khan, Usman Ali
Khan, Fazla	Khan, Karim	Khan, Mohammad	Khan, Muhammad Ashfaq	Khan, Ronald	Khan, Uzair
Khan, Fazliakbar	Khan, Kashif J	Khan, Mohammad	Khan, Muhammad Asif	Khan, Rukhsar	Khan, Waqas
Khan, Fida	Khan, Khaled	Khan, Mohammad	Khan, Muhammad Asif	Khan, Saadat	Khan, Waqas
Khan, Firoz	Khan, Khaled	Khan, Mohammad	Khan, Muhammad Asif	Khan, Sabbir	Khan, Wisal
Khan, Firoz	Khan, Khaleeq Ahmed	Khan, Mohammad	Khan, Muhammad F U	Khan, Sabir M	Khan, Yasir
Khan, Firoz	Khan, Khalid Mahmood	Khan, Mohammad	Khan, Muhammad I	Khan, Safdar	Khan, Zafar
Khan, Furqan Ahmed	Khan, Khalil	Khan, Mohammad	Khan, Muhammad Imran	Khan, Safyan	Khan, Zahed Ali
Khan, Ghulam	Khan, Khan M	Khan, Mohammad	Khan, Muhammad J	Khan, Saidur	Khan, Zahid
Khan, Golam	Khan, Khawar	Khan, Mohammad H	Khan, Muhammad Kamal	Khan, Sajedur R	Khan, Zahid
Khan, Gulfam	Khan, Khuram	Khan, Mohammad Javed	Khan, Muhammad Naoman	Khan, Sajid	Khan, Zareen
Khan, Gulrose	Khan, Khurshid	Khan, Mohammad Javed	Khan, Muhammad Q	Khan, Sajjad	Khan, Zaved
Khan, Hafeez	Khan, Mahbubur Rahman	Khan, Mohammad N	Khan, Muhammad Rafiq	Khan, Salah	Khan, Zayadul
Khan, Hafizullah	Khan, Mahmud	Khan, Mohammad S	Khan, Muhammad Riaz	Khan, Saleh	Khan, Zeshan
Khan, Hafizur Rahman	Khan, Mahmudul Hasan	Khan, Mohammad S	Khan, Mumtaz	Khan, Salim	Khan, Zeshan A
Khan, Hameed	Khan, Mahtabul	Khan, Mohammad S	Khan, Mumtaz	Khan, Sarshad A	Khan, Zia
Khan, Hanif	Khan, Majid	Khan, Mohammad Salim	Khan, Munir	Khan, Serajul Islam	Khanal, Bikash
Khan, Hasnat	Khan, Mamunur	Khan, Mohammad Salim	Khan, Munir	Khan, Shabbir	Khanal, Puna Ram
Khan, Hassan	Khan, Maniruzzaman	Khan, Mohammad Tanbirul Islam	Khan, Muqaddas	Khan, Shabir	Khanal, Pushkar
Khan, Hassan	Khan, Mansoor	Khan, Mohammad Y	Khan, Mustafa	Khan, Shaekh M	Khandaker, Md Shamim

## Uber Form Letter- Drivers Names (Submission 1)

Khandaker, Sakil	Khawaja, Abdul R	Khokhar, Shiraz	Kiendrebeogo, Jonathan	Kim, Nam Jeong	Kirzhner, John
Khandoker, Md	Khawaja, Haseeb	Khokon, Mohammad	Kiendrebeogo, Mohamed	Kim, Peter	Kisan, Dipak
Khandoker, Md	Khawaja, Kaleem	Kholif, Ahmed	Kienou, Armel R	Kim, Seoungun	Kisia, Kennedy
Khanduri, Vinay	Khawaja, Muhammad U	Kholmurodov, Dilmurod	Kientega, Adama	Kim, Seung J	Kisir, Omer
Khanduri, Vinay	Khawaja, Muhammad Zaman	Kholov, Anvar	Kifayat, Ammar	Kim, Sewoong	Kissi, George
Khangkyi, Shedup	Khawaja, Rizwan	Khondaker, Ron	Kifayat, Saad	Kim, Shin Hyo	Kissia, Youssef
Khanna, Rajiv	Khawar, Haroon	Khondoker, Md A	Kiguradze, Levan	Kim, Soo	Kisslu, Akm
Khar, Dorjee	Khawar, Shabbir	Khondoker, Md A	Kikalishvili, Tamuna	Kim, Stephen	Kissoon, Hemchand
Kharazishvili, Davit	Khawar, Tashfeen	Khorshed, Sayed	Kikbayev, Ruslan	Kim, Sung	Kissoon, Sookhdeok
Kharel, Jhabindra	Khawlani, Waleed Al	Khoshabow, Simon	Kikhwa, Iskandar	Kim, Sungbae	Kiswani, Imad
Kharkhelaury, Konstantine	Khayer, Abul	Khoshimov, Akhror	Kiknadze, Levani	Kim, William	Kiswani, Imad
Khasanov, Amir	Khazardjian, Marlen	Khoshkjan, Ali Reza	Kiknavelidze, Nataliya	Kim, Young B	Kiswani, Maher
Khasanov, Jakhongir	Khazhalia, Lasha	Khosilbekov, Elyorbek	Kikvadze, Zviad	Kim, Youngho	Kiswendsida, Tiendrebeogo
Khasanov, Makhmadali	Khazrai, Jacob	Khosla, Vishal	Kila, Dorleans	Kim, Yun Seong	Kitchelan, Mohamed
Khasanov, Rustam	Khedewe, Yasser	Khoury, Issam	Kilpatrick, Linton	Kimadze, Vazha	Kitchelan, Mohamed
Khashimov, Bahodir	Khedr, Emad Rashad Abdellatif	Khrikuli, Nikoloz	Kim, Andrew	Kimanovic, Stevan	Kittrell, Cheryl
Khashimov, Rustam	Khedr, Mahmoud	Khriss, Abdessamad	Kim, Byeong G	Kimar, Nishal	Klaz, Jason
Khaskelzon, Mikhail	Khegay, Igor	Khshi, Yusuf	Kim, Chang W	Kimbrough, James	Klein, Nika
Khasria, Jugjeet Singh	Khelifi, Mahrez	Khubeseryan, Grigor	Kim, Chang W	Kin, Chu Lok	Klepper, Kevin
Khasria, Sewa	Khemraj, Omdat	Khudaybakhshiev, Akmal	Kim, Chol Wun	Kinda, Edmond	Kleshuk, Serguey
Khater, Amr	Kherachi, Mohammed	Khudayberdiev, Sukhrob	Kim, Chris	King, Arnold A	Klimas, Paul
Khater, Khaled	Khibuchok, Tenzin	Khudjatov, Fuad	Kim, Edward	King, Arnold A	Klimento, Alexander
Khatib, Eyad	Khinda, Navjot	Khudoyberdiev, Farid	Kim, Eung	King, Brian	Klingler, Nicole
Khatir, Salih	Khipashvili, Beka	Khudoykulov, Nodir	Kim, Geunmook	King, Christopher	Klizi, Khaled
Khatiwada, Binod Kumar	Khizanishvili, Anzori	Khudoyor, Ifti	Kim, Han	King, Darrell Chin	Kmit, John
Khatiwada, Murari	Khizar, Asim	Khudoyorov, Dalerdzhon	Kim, Harrison Jwahoon	King, David	Knapp, Scott
Khatiwada, Rajaram	Khlafit, Nader	Khujaev, Mustafakhon	Kim, Harrison Jwahoon	King, David	Knight, Damian
Khatri, Anil	Khelifi, Youssef El	Khujakulov, Abdulatif	Kim, Hongsik Sik	King, Jonathan	Knowles, Antonnette
Khatri, Bharat	Khmaiyas, Malik	Khujamkulov, Mustafakul	Kim, Howard	King, Kenneth	Ko, Dong Soo
Khatri, Bhim B	Kho, Hang Boo	Khujanazarov, Begzod	Kim, Hyung J	King, Peter A	Ko, Kyaw Ko
Khatri, Ganesh	Kho, Shahsawar	Khulkhachiev, Bair	Kim, Hyung Suk	Kinger, Sunny	Ko, William
Khatri, Padam Bahadur	Khoda, Qudrat	Khulkhachiev, Bair	Kim, In H	Kingsawat, Surat	Koanda, Abdou Razak
Khatri, Pradip	Khodjaev, Ulugbek	Khunger, Davinder	Kim, Jae	Kingwood, Tiffany	Koara, Nassirou
Khatri, Prem	Khodjaev, Ulugbek	Khurana, Kunal	Kim, James W	Kinsey, Michael	Kobauri, Koba
Khatri, Rabindra	Khodjakulov, Husen	Khurrom, Mohammad Ahsanul	Kim, Jay	Kinsey, Michael	Kobeissi, Mohmad
Khatri, Raj	Khodjamamedov, Ulmas	Khurshed, Md Anwer Habib	Kim, Jay	Kip, Ahu	Kobeogo, Sayouba
Khatri, Sailesh	Khojikulova, Gulmira	Khurtsidze, Lasha	Kim, Jin Won	Kipchakbayev, Arkhamzhon	Kobilov, Ibrokhim
Khatri, Sulav	Khokan, Mohammed Sorower	Khushvaqtov, Fazlitdin	Kim, Jiyong	Kirakoe, Saidou	Kobilov, Nodir
Khatab, Mohamed	Jahan	Khusinov, Obid	Kim, John	Kiray, Selcuk	Kobilov, Nurkobil
Khattak, Abasin	Khokhar, Babar	Khutsishvili, Mamuka	Kim, Jong	Kiray, Selcuk	Kobir, Humaun
Khattak, Asif	Khokhar, Babar	Khutsishvili, Mamuka	Kim, Jong Hyoun	Kirby, Elbert	Kobir, Md A
Khattak, Khalid	Khokhar, Faisal	Khvedelidze, David	Kim, Jonghwa	Kirby., Elbert Gene	Koca, Berk
Khattak, Mohammad Sajjad	Khokhar, Kashif	Kian, Jonathan	Kim, Joon Gol	Kirca, Mehmet	Kocak, Hakan
Khattri, Bikram	Khokhar, Mohammad	Kibria, Akm G	Kim, Joonnam	Kirca, Mehmet	Koch, Alex
Khattri, Ishaor	Khokhar, Mohammad	Kibria, Akm G	Kim, Ju Hun	Kirimlishvili, David	Kochadze, Koba
Khatun, Nasima	Khokhar, Rashid	Kibria, Md Golam	Kim, Jung Hoon	Kirtunia, Tushar	Kochar, Sumit
Khatun, Refat Ara	Khokhar, Rizwan	Kibria, Rafiqul	Kim, Junwoo	Kirvalidze, Giorgi	Kochhar, Ravinder
Khawaja, Abdul R	Khokhar, Shahid	Kichin, Kirill	Kim, Nam Jeong	Kirvalidze, Temur	Kodirov, Erkin

## Uber Form Letter- Drivers Names (Submission 1)

Kodirov, Mahmud	Kondratenko, Vadim	Korichi, El Yazid	Kovach, Scott	Kuddus, Md Ruhul	Kumar, Munish
Kodirov, Tokhir	Kone, Abdil K	Koriga, Youcef	Koval, Anatoli	Kuddus, Mohammad	Kumar, Naveen
Kodituwakku, Dinesh	Kone, Ali	Korin, Mubarak	Kovalenko, Oleum	Kudimov, Alexander	Kumar, Navneet
Kodjo, Guillaume Yao	Kone, Bakaridian	Kormodo, Mahaimine	Kowalczyk, Joe	Kudzie, Elvis	Kumar, Pardeep
Kodjovi, Teko	Kone, Cheick	Korogo, Fahitial	Koyma, Benjamin	Kueviakoe, Kodjo	Kumar, Pardeep
Kodua, Richard	Kone, Cheik	Korsah, Ricardo	Kozah, Elias	Kuhte, Andrew	Kumar, Pardeep
Koffi, Sewe	Kone, Eric	Korsah, Ricardo	Kozak, David	Kuka, Luan	Kumar, Parmod
Kofi, Adjehoun	Kone, Idrissa	Kose, Hasan	Kozin, Steven	Kukreja, Harbhajan Singh	Kumar, Pramod
Koinda, Gjafar	Kone, Idrissa	Koshih, Yasin Saleh	Kpalap, Anthony Nagba	Kukreja, Ritesh	Kumar, Pramod
Koirala, Milan	Kone, Issouf	Kosimov, Sarvar	Kpodi, Nyepu	Kukubor, Louis	Kumar, Prem
Koita, Ablaye	Kone, Issouf	Kosimov, Sohieb	Kpogli, Griffiths	Kulii, Borys	Kumar, Raj
Koita, Lassana	Kone, Mahamadou	Kosse, Dovlet	Kpokoudjoe, Gbedewa	Kulinkovich, Rostislav	Kumar, Raj
Koita, Lassana	Kone, Mamady	Kostallos, Chrisovalantis	Kraft, Warren	Kulmatov, Khasan	Kumar, Raj
Koita, Sereme	Kone, Moussa	Koster, David	Kramer, Scott	Kulmatov, Khasan	Kumar, Rajan
Kojku, Besian	Kone, Moussa	Kotak, Samat	Krau, Isidor	Kulon, Dennis	Kumar, Rajeev
Kok, Yau	Kone, Ousmane	Kothapally, Prabhu Ajay Kumar	Kreiman, Michael	Kulon, Dennis	Kumar, Rajesh
Koka, Serxho	Koné, Saidou	Kotorashvili, Giorgi	Kreynin, Anthony	Kulsum, Richard	Kumar, Rajesh
Kokchong, Lee Kok	Kone, Sekou	Kotowski, Dariusz	Krim, Elhasen	Kum, Junghyun	Kumar, Rajinder
Kokeina, Mamadou	Kone, Youssouf	Kotrikadze, Aleksandre	Krimou, Mounir	Kumai, Razaku	Kumar, Rakesh
Kokofu, Ernest	Kone, Yves	Kouame, Joseph	Krishan, Hari	Kumal, Ramesh	Kumar, Rakesh
Kokoshvili, Giorgi	Kong, Fei	Kouame, Joseph	Krishan, Himanshu	Kumar, Amit	Kumar, Rakesh
Kolakowska, Bogumila	Kong, Jeff	Kouanda, Ahmad	Krishan, Vishal	Kumar, Anil	Kumar, Ram
Kolathayil, Hazeeb	Kong, Linjie	Kouanda, Harouna	Krishnanand, Deeneash	Kumar, Ashok	Kumar, Raman
Kolawole, Mafikuyomi	Kong, Ting Wing	Kouda, Inoussa	Krishnarajah, Shelliah	Kumar, Ashwani	Kumar, Raman
Kole, Geoffrey	Kong, Xiangxiong	Koudil, Said	Krishnasamy, Muralitharan	Kumar, Ashwani	Kumar, Ramesh
Koleoglu, Murat	Kong, Yung	Koudougou, Wendyelsida	Kristona, Zachery	Kumar, Ashwin	Kumar, Rameshwar
Koleoso, Felix A	Kongahawatta, Kalum	Koulibaly, Alhassane	Kromah, Amara	Kumar, Balwinder	Kumar, Ranjit
Kolesnikova, Yelena	Kongahawatta, Kalum	Kouloun, Benny	Kromah, Mohamed	Kumar, Dhanwant	Kumar, Rasvinder
Kolindrekar, Sumeet	Konkobo, Theophile P	Koulouris, Ioannis	Krotov, Andrey	Kumar, Dinesh	Kumar, Ravinder
Kolmakov, Evgeny	Konneh, Musa	Kouma, Bakary	Ksendzovsky, Boris	Kumar, Fnu Dipesh	Kumar, Ravinder
Kologo, Rodrigue	Konneh, Varfin	Kouma, Boubacar	Kuang, Jiajie	Kumar, Fnu Sunny	Kumar, Rohit
Kologo, Saidou Marcel	Konrath, Torsten	Kouma, Moussa	Kuang, Ruiqun	Kumar, Harvinder	Kumar, Roshan
Koltashov, Alexey	Konsimbo, Tindawende N	Koumanov, Emanouil	Kuang, Shsn	Kumar, Jagjit	Kumar, Samrat
Koltashov, Alexey	Konsimbo, Tindawende Narcisse	Koumbassa, Lansana	Kuang, Yongle	Kumar, Jatinder	Kumar, Sandeep
Komal, Md Walid Mannan	Konteh, Musa	Koumbem, Boureima	Kuang, Yuanhui	Kumar, Kishor	Kumar, Sanjay
Komar, Maks	Konvolbo, Saidou	Koungoulba, Harouna	Kuang, Zibin	Kumar, Kuldeep	Kumar, Sanjeev
Kometiani, Givi	Koo, Cha Il	Kountouris, Michael	Kubi, Abraham Appiah	Kumar, Lovepreet	Kumar, Sanjeev
Kometiani, Irakli	Koo, Yong Mo	Kouraichi, Mourad	Kubi, Godwin	Kumar, Lovepreet	Kumar, Sanjeev
Komi, Aminata	Koorbanally, Azim	Kourani, Bassam	Kuc, Mirsad	Kumar, Manish	Kumar, Sanjeev
Konate, Adam	Kopaleishvili, Paata	Kouraogo, Bassirou	Kucher, Alexis	Kumar, Manish	Kumar, Sanjeev
Konate, Almamy	Kopaleishvili, Raul	Koureich, Mohamed	Kucher, Riad	Kumar, Manjinder	Kumar, Sanjeev
Konate, Mamadou	Kopolovitz, Leonard	Kourouma, Cheick	Kuchkarov, Ruslan	Kumar, Manjit	Kumar, Sanjeev
Konate, Mohamadou	Kopteridis, Dimitrios	Kourouma, Fatima	Kucuk, Muzaffer	Kumar, Manoj	Kumar, Satinder
Konate, Seydou	Korabi, Aghiad	Kourouma, Mamady	Kucukaydin, Ozcan	Kumar, Manpreet	Kumar, Satish
Konateh, Abubakar	Korang, Michael	Koutsogiannis, Lambros	Kucukyilmaz, Senol	Kumar, Mantu	Kumar, Sumit
Konateh, Dorro	Korani, Moses	Kouyaté, Mamadi	Kudadze, Gaby	Kumar, Mukesh	Kumar, Sunil
Kondakci, Ali	Kordie, Christopher Agyare	Kouyaté, Mamadi	Kuddus, Md A	Kumar, Munish	Kumar, Sunil
Kondilis, Dinos	Korgo, Aziz	Kouyate, Youssouf	Kuddus, Md Abdul	Kumar, Munish	Kumar, Surrender

## Uber Form Letter- Drivers Names (Submission 1)

Kumar, Suresh	Kurejshi, Muhamet	L., Leonel MI Batista	Laguerre, Joseph	Lam, Ndene	Lama, Ming Dawa
Kumar, Suresh	Kuri, Protik	Laababer, Mustapha	Laguerre, Mcno	Lam, Pui Choi	Lama, Nawang
Kumar, Surjit	Kuri, Protik	Laamal, Rachid	Laguerre, Taylor	Lam, Wai	Lama, Nawang Dorje
Kumar, Taran	Kurolap, Zinovi	Laaribi, Mohamed	Lah, Modibo	Lam, William	Lama, Neema
Kumar, Varinder	Kurshumliu, Daut	Labadi, Anwar	Lahabi, Dhafer Al	Lam, Wilson	Lama, Ngawang
Kumar, Vijay	Kurz, John J	Labana, Bhupinder	Lahm, Gary	Lam, Yung	Lama, Nima N
Kumar, Vijay	Kusanto, Whiliam	Labana, Sahejpreet	Lai, Chris	Lam, Yuri	Lama, Nurbu
Kumar, Vikas	Kusi, Kingsley	Labarr, Antonio	Lai, Lawrence	Lama, Alan	Lama, Nyima Dickey
Kumar, Vinit	Kusi, Michael	Labaze, Mackenson	Lai, Shun Hao	Lama, Amitaya	Lama, Pasang Dorje
Kumar, Vinit	Kusterman, William	Labbaq, Mouna	Lai, Sunny	Lama, Ang	Lama, Pasangnorbu
Kumar, Virender	Kutluca, Cuneyt	Labeq, Mohamed	Lai, Swee	Lama, Ang Ngima	Lama, Passang
Kumar, Vivek	Kutpidinov, Batyrzhon	Labib, Michael Hanna	Lai, Yingpeng	Lama, Bharat	Lama, Passang
Kumar, Yogesh	Kuvandikov, Aziz	Labib, Zack	Laib, Lemnouar	Lama, Bimal K	Lama, Pema
Kumara, Gama	Kuziev, Jasurbek	Labissiere, Emmanuel	Laichaoui, Brahim	Lama, Bir	Lama, Pema Wangchuk
Kumatse, Victor	Kuzniatsou, Vasili	Labloul, Abdellatif	Laidi, Lydia	Lama, Chhemang	Lama, Pemba
Kume, Aldo	Kvariani, Jumber	Laboy, Eldri	Lainez, Jose	Lama, Chhiring C	Lama, Pemba
Kumi, Napoleon	Kvetenadze, Lasha	Laboy, Felix Carrion	Laing, Edwin	Lama, Chimk	Lama, Pramod
Kumladze, Nugzar	Kvyat, Serge	Laboy, Felix Carrion	Lairenjam, Jagannath	Lama, Chorten	Lama, Rahul Sherpa
Kunchok, Tenzin	Kwaah, Seth	Lachapell, Francisco	Lajara, Jorge	Lama, Dawa	Lama, Rakesh
Kundra, Vishal	Kwapong, Nana	Lachapelle, Geidy	Lajara, Laura	Lama, Dawa	Lama, Sanju
Kundu, Shobhan	Kwedi, Samuel	Lachapelle, Julio	Lajara, Marino E	Lama, Dawa	Lama, Singye Tsultrim
Kunga, Sonam	Kwok, Loi Ming	Lachapelle, Julio	Lakdawala, Saifuddin	Lama, Devendra	Lama, Sodip
Kunga, Tenzing	Kwon, Anthony	Lachapelle, Mercedes	Lakehal, Yehya	Lama, Dhawa	Lama, Sonam
Kunjumon, Reena	Kwon, Chul	Lachapelle, Mercedes	Lakenauth, Bhojnarine	Lama, Gelu	Lama, Sonam
Kunphel, Tenzin	Kwon, Joseph	Lachhab, Abdelkader	Lakha, Fnu Stiphen	Lama, George	Lama, Sonam Dawa
Kunsang, Tsering	Kwon, Tae Soo	Lachowicz, Gregory	Lakha, Jaswinder Kaur	Lama, Gopal	Lama, Sonam Pemba
Kunukcu, Muammer	Ky, Bientama Augustin	Ladhar, Gurmit	Lakha, Sarbjeet	Lama, Gyalzen	Lama, Sujit
Kunwar, Bikash	Kyaw, Htin	Ladhar, Parmjit	Lakhal, Marc	Lama, Gyalzen	Lama, Tashi
Kunwar, Bir	Kyaw, Win Kyaw	Ladhar, Parmjit	Lakhani, Rafiq	Lama, Gyamjo	Lama, Tashi
Kunwar, Jit	Kyaw, Zin	Lafargue, Luis	Lakhi, Soheli	Lama, Jangbu	Lama, Tendi
Kunwar, Suman	Kyelem, Albert	Lafebre, Paul	Lal, Hira	Lama, Jhiku	Lama, Tenjen
Kupradze, Nikoloz	Kyelem, Pascal	Lafia, Mora Soule	Lal, Paramjit	Lama, Jimi	Lama, Tenjen
Kupranenkov, Andrey	Kyere, David	Lafon, Sean	Lal, Sunny	Lama, Kaji	Lama, Tenjing
Kuprashvili, Temuri	Kyere, Godfred	Laforce, Earl	Lal, Vijay K	Lama, Kalsang	Lama, Tenzin
Kuprashvili, Tornike	Kyeremateng, Erica	Lafortest, Rody	Lalbekov, Farukh	Lama, Karma	Lama, Tenzin
Kupreishvili, Paata	Kyeremeh, Samuel	Lafortune, Lucma	Lalia, Rahul S	Lama, Karma	Lama, Tenzing
Kurakhmedov, Aziz	Kyi, Aung Mya	Lafortune, Paul	Laliashvili, Mikheil	Lama, Karma Dorjee	Lama, Tenzing
Kurashvili, Dimitri	Kyitsang, Konthar Gyal	Lafortune, Paul	Lall, Prahalad	Lama, Khil	Lama, Tenzing Sonam
Kurashvili, Kakhaveri	Kyle, James	Lafortune, Wendy	Lallmohamed, Abdur	Lama, King Gang	Lama, Tsepa
Kurbanov, Alisher	Kyo, Shwe Than	Lagab, Salim	Lam, Chi	Lama, Kishan	Lama, Tsering
Kurbanov, Aziz	Kyoum, Md Mamun	Lagares, Yaneska	Lam, Chifung	Lama, Kunga W	Lama, Tshering
Kurbanov, Bakhrom	L, Abdell J	Laghlimi, Adil	Lam, Chifung	Lama, Kuntra	Lama, Tshering
Kurbanov, Dior	L, Abimael Lopez De	Laghlimi, Adil	Lam, Felix	Lama, Lakpa	Lama, Urgen Sonam
Kurbanov, Fuzuli	L, Celleri Jouve O	Lagombra, Arianna	Lam, Hin	Lama, Lhakpa Sherpa	Lama, Wangchuk
Kurbanov, Rahmon	L, Doryan A Valencia	Lagos, Jarol	Lam, Kan	Lama, Lhakpa Sherpa	Lamameri, Sofiane
Kurbanov, Ulugbek	L, Jorge L Urbaz	Laguerre, Charlemagne	Lam, Kwai Wing	Lama, Licelot	Lamba, Hemant
Kurbonov, Aziz	L, Sab	Laguerre, Faniel	Lam, Mei C	Lama, Lobsang	Lamdjad, Belkacem
Kurbonov, Sardor	L, Suanto	Laguerre, Jayden	Lam, Ming	Lama, Migmar	Lamichhane, Balkrishna

## Uber Form Letter- Drivers Names (Submission 1)

Lamichhane, Pradip	Largo, Lauro	Lawrence, Chike	Lee, Eduard	Lehbib, Mohamed	Leon, Jose Alejandro Segnini
Lamiev, Nursalim	Larmie, Peter J	Lawrence, Damion	Lee, Edwin Gunse	Lei, Canhui	Leon, Jose D
Lamin, Saeed	Laroche, Pierre	Lawrence, Jessica	Lee, Eunwon	Lei, Jian	Leon, Juande
Lamontanaro, Paul	Laroche, Rolph	Lawrence, Ruth	Lee, Frank	Lei, Jian Fu	Leon, Julio
Lamorena, Alain	Laroche, Rolph	Lawton, Robert	Lee, Franklin	Lei, Jianjie	Leon, Julio De
Lamothe, Armstrong	Larose, Dominique	Lay, David	Lee, George	Lei, Jieming	Leon, Luis De
Lamour, Karim	Larose, Dominique	Lay, Phi	Lee, Heeok	Lei, Jintao	Leon, Marie Anne
Lampsey, Andrew	Larosiliere, Antoine	Lay, Phi	Lee, Hyoung Chul	Lei, Yang	Leon, Marjorie
Lamsal, Sandesh	Larosiliere, Pierre	Layne, Errol	Lee, Insung	Lei, Zhiyong	Leon, Marvin De
Lamsang, Tash	Lartey, Michael	Lazaridis, Eleftherios	Lee, Jaebong	Leiva, Cristian	Leon, Nelson De
Lanaia, Ellen	Lasalle, German	Lazaro, Maximo	Lee, Jaehoon	Leiva, Edgar	Leon, Norma
Lancer, Miguel Angel Paulino	Lasalle, Jasmine	Lazarre, Clyvens	Lee, Jeffrey	Leiva, Mark A	Leon, Paul S Yanza
Lancer, Sergio Elias Cid De	Lascano, Genaro	Lazarre, Edgard	Lee, Jimmy	Lekhchen, Issam	Leon, Reyes De
Land, Sandy	Lascano, Leonidas	Lazarus, Lawrance	Lee, John	Lekshey, Thupten	Leon, Robin Augusto Mercado
Landaverde, Manuel	Laskar, Atiqul	Lazo, Romel	Lee, Jongsik	Lekthong, Dhonyoe	Leon, Robinson
Landazuri, Guillermo	Lassissi, Kamal Deen	Lazreg, Mohamed	Lee, Kapjoon	Lekveishvili, Otari	Leon, Ronald
Landefort, Julisha	Lasso, Roberto	Lazreg, Mohamed	Lee, Ki	Lem, Luis	Leon, Sergio
Landires, Rita	Lasso, Sedys	Le, Thien	Lee, Kok Chun	Lema, Angel	Leon, Victor De
Landron, Jose A Mejia	Lat, Zaw	Le, Yu	Lee, Kok Leong	Lema, Angel	Leon, Victor De
Landsmark, Christopher	Lateef, Osama	Leal, Andrea	Lee, Kok Sing	Lema, Braulio	Leon, Wierfrerg De
Lane, Taylor	Latif, Arslan	Lebanidze, Tina	Lee, Kwang	Lema, Bryan	León, Ygnacio De
Lanfranco, Maribel	Latif, Gazi Samimul	Lebida, Tomasz	Lee, Kwangkook	Lema, Fikadu S	León, Yunior De
Langomas, Joseph	Latif, Muhammad Tariq	Lebone, Brahima	Lee, Lorraine	Lema, Jorge	Leonard, Fitzroy
Lankoande, Yenouhama	Latif, Shahid	Leboukh, Benaissa	Lee, Martin	Lema, Luis	Leonardo, Alerci
Lannes, Felipe Da Silva	Latif, Shahid	Lebron, Adolfo	Lee, Michael	Lema, Pedro	Leonardo, Edgar
Lanouar, Abdelhak	Latif, Yasar	Lebron, Carlos	Lee, Myungbo	Lemon, Emrul	Leonardo, Elvinson
Lanquah, Emmanuel	Latif, Zahid	Lebron, David	Lee, Nelson	Lemus, Jose	Leonardo, Fabio
Lantigua, Adrian	Latifi, Latif	Lebron, Felix	Lee, Neville	Lendeborg, Julielka	Leonardo, Jhonnattan
Lantigua, Denis	Latipov, Abdujalil	Lebron, Henry	Lee, Paul	Lendof, Aneudys	Leonardo, Jose
Lantigua, Florentino D	Latipov, Azmat	Lebron, Óscar	Lee, Sitpong	Leng, Christine	Leonardo, José
Lantigua, Gregorio	Latorre, Richard	Lebron, Rafi	Lee, Sung	Lenhart, James	Leonardo, Juan
Lantigua, Jose	Latt, Kyaw Soe	Lebron, Sterlyn	Lee, Tak Kei A	Leo, Amos	Leonardo, Juan
Lantigua, Natanael	Lau, Authur	Lebrun, Noder	Lee, Tongi	Leodis, Stavros	Leonardo, Melvin
Lantigua, Ramon	Lau, Chin C	Leclerc, Samuel	Lee, Ul	Leon, Alex Galo Leon	Leonardo, Pedro
Lantigua, Raysa	Lau, David	Leclerc, Marino J	Lee, Un	Leon, Angel A Del Rosario De	Leonardo, Roberto
Lantigua, Raysa	Lau, Hsiu	Leclerc, Yara	Lee, Wai	Leon, Angel De	Leonardo, Tommy
Lantigua, Welvis	Laudino, Lauren	Ledbetter, Gerald	Lee, Wai S	Leon, Antonio De	Leonardo, Yldefonso
Lantigua, Wilmy J Nuñez	Laurent, Jems S	Ledbetter, Shawn	Lee, Wk	Leon, Carlos	Leoni, Luis
Lantir, Othman	Laurent, Newlends	Ledesma, Andris Roberto Grullon	Lee, Xiong	Leon, Dionel	Leonor, Angela
Lao, Gery	Laurent, Parnell	Ledesma, Bradenton	Lee, Yang So	Leon, Dionicio	Leontyev, Vladimir
Laouina, Ayoub	Lavado, Jose	Ledesma, Jack	Leer, Gurdev	Leon, Edgar De	Leroi, Alexander
Lapeyre, Hugo	Lavagesse, Samuel	Lee, Andre	Leeton, Md M	Leon, Frederic De	Leroux, Franklin
Lara, Iris	Laveau, Jean	Lee, Bartholomew	Lefebvre, Rosa M	León, Gary Angeles De	Leroy, Fritz
Lara, Junior	Laveau, Jean	Lee, Ben	Legashvili, Kakha	Leon, Jessica	Leroy, Fritz
Lara, Reyes Vazquez	Lavin, Stephen	Lee, Chang Seok	Leger, Angel	Leon, Jesus De	Leroy, Jephthe
Larancuent, Amado	Lawal, Abdul Ganiyu	Lee, Chiu	Leger, Getho	Leon, Joel	Leshchynskiy, Dmitriy
Larfaoui, Mohamed	Lawal, Saheed	Lee, Christopher	Leghzali, Ismail	Leon, Jose	Leska, Kled
Largo, Ivan	Lawal, Sheriff	Lee, Doohoon	Legrand, Henri	Leon, Jose Alejandro Segnini	Leskaj, Enea

## Uber Form Letter- Drivers Names (Submission 1)

Lespoir, Delon	Li, Chai	Li, Jingfei	Li, Tuo	Lian, Peter Gim Khan	Liendo, Ruben
Lesssagr, Onald	Li, Changfeng	Li, Jinglin	Li, Valentin	Lian, Qian	Liew, See K
Leszczynski, Zbigniew	Li, Changhao	Li, Jingxin	Li, Vincent	Lian, Xuan	Liew, Tien
Leu, Ton Jin	Li, Chao Hui	Li, Jinqin	Li, Weidong	Lian, Yiliang	Liew, Yoke Peng
Leung, Andy	Li, Chaoneng	Li, Jinquan	Li, Weijian	Liang, Boshi	Ligan, Bertin
Leung, Henry	Li, Christina	Li, Jinyin	Li, Weiwen	Liang, Chunhui	Lila, Genci
Leung, Shau Woon	Li, Chun	Li, Jinying	Li, Weixiong	Liang, Dawei	Liles, Lance
Leung, Terry	Li, Chun Min	Li, Jun	Li, Wenchao	Liang, Fen	Lilman, Nankishore
Leung, Ting	Li, Chunfu	Li, Jun Hua	Li, Wenwei	Liang, Fen	Lim, Ahheng
Levai, Steve	Li, Chunyu	Li, Kang	Li, Xi Wu	Liang, Guimao	Lim, Hun Chuan
Levan, Abutidze	Li, Cide	Li, Ke	Li, Xianghai	Liang, Hanwen	Lim, Hun Chuan
Levasseur, Guyms	Li, Dajia	Li, Kenny	Li, Xiaohu	Liang, Jacky	Lim, Ilchung
Leveille, Carlos	Li, Dehui	Li, Kenny	Li, Xiaolong	Liang, Jiahua	Lim, Jack
Levi, Chris	Li, Dongming	Li, Kerry	Li, Xin Lin	Liang, Jin	Lim, Jang Han
Levi, Davit	Li, Ellis	Li, Kun	Li, Xuefang	Liang, King	Lim, Jenny
Levi, Melisa	Li, Feng	Li, Lei	Li, Xuefang	Liang, Manxin	Lim, Kear Tong
Levine, Michael	Li, Frank	Li, Lenan	Li, Xuefeng	Liang, Shaobing	Lim, Seong
Levitis, David	Li, Franky Jiongfeng	Li, Lie	Li, Yalong	Liang, Weier	Lim, Tian
Levy, Joseph	Li, Gang	Li, Lifu	Li, Yan	Liang, Wenya	Lim, Tianann
Levy, Richard	Li, Gongshun	Li, Lin	Li, Yang	Liang, Wuji	Lima, Antonio C Frazao De
Lewis, Adrienne	Li, Guohua	Li, Lin	Li, Yang	Liang, Xuetao	Lima, Carlos
Lewis, Angella	Li, Guoqiang	Li, Lin	Li, Yanji	Liang, Zehui	Lima, Ezequiel De Los Santos
Lewis, Aston	Li, Hai Bin	Li, Lixin	Li, Yasan	Liang, Zhao	Lima, Jairo
Lewis, Bruce	Li, Haifeng	Li, Long	Li, Yi Zhong	Liang, Zhiqiang	Lima, Manuel
Lewis, Cecil	Li, Hao	Li, Lun	Li, Yixi	Liao, Pingyuan	Lima, Maria Cristina
Lewis, Christopher	Li, Hongping	Li, Min	Li, Yongping	Liao, Weiliang Liang	Lima, Rosa
Lewis, Domingo	Li, Hu	Li, Ming	Li, Yongwei	Liao, Wu	Lima, Wilmer
Lewis, Jeffery	Li, Hui	Li, Nan	Li, Yuan	Liao, Yihua	Limanto, Erwin
Lewis, Jonathan	Li, Huibin	Li, Ningyue	Li, Yuanmu	Liao, Zuhua Hua	Limbu, Bishnu Kumar Chongbang
Lewis, Joseph	Li, Huibin	Li, Pei	Li, Yuxuan	Liaqat, Awais	Limbu, Dhan
Lewis, Ken	Li, Huoliang	Li, Peter	Li, Zhaohong	Liaqat, Irfan	Limbu, Dhan
Lewis, Kindel	Li, Igor	Li, Pingzheng	Li, Zhemin	Liaqat, Lukman	Limbu, Pankaj
Lewis, Mark S	Li, Iwan	Li, Qing	Li, Zhemin	Liaqat, Muhammad	Limbu, Puran
Lewis, Martin	Li, Jason	Li, Qingfeng	Li, Zhenwei	Liaqat, Muhammad	Limbu, Puran
Lewis, Martin Ken	Li, Jessica	Li, Qingjun	Li, Zhenyu	Liaqat, Omer	Limbu, Tej
Lewis, Peter	Li, Jian Wen	Li, Qixing	Li, Zhi	Liaqat, Shahid	Limouni, Mohammed
Lewis, Rosemary	Li, Jianguo	Li, Rong	Li, Zhicong	Liaqat, Zeeshan	Lin, Andy
Lewis, Walbourne	Li, Jianhui	Li, Ruijian	Li, Zhiqiang	Liaquat, Adnan	Lin, Ben Yun
Lexilien, Sadrac	Li, Jianneng	Li, Shan	Li, Zhiyuan	Liaquat, Adnan	Lin, Binbin
Lezama, Randy	Li, Jiaolong	Li, Shau Chei	Li, Zhonggeng	Liberato, Milan	Lin, Canrui
Lezbek, Abzal	Li, Jiasheng	Li, Shidong	Li, Zhoujie	Liburd, Hezron	Lin, Chaobin
Lhadhong, Samdup T	Li, Jiayin	Li, Shijun	Li, Zhugang	Licon, Alberto	Lin, Chaoqiang
Lhamo, Palden	Li, Jie	Li, Shukui	Li, Ziquan	Licona, Tais	Lin, Charlie
Lhowa, Son Doke	Li, Jie	Li, Tang	Liakar, Nick	Licul, Joe	Lin, Chen
Lhundup, Lhundup	Li, Jin Dong	Li, Terry	Lian, Andrei	Licul, Joe	Lin, Chen
Lhundup, Tsering	Li, Jinchuan	Li, Tian Jin	Lian, Jianming	Lie, Yogiarto	Lin, Chenwei
Lhundup, Tseten	Li, Jinfu	Li, Tianming	Lian, Jianming	Liem, Budiwan	Lin, Chun
Li, Bin	Li, Jing	Li, Tieshan	Lian, Keming	Lien, Ferdinand	Lin, Chunhui



## Uber Form Letter- Drivers Names (Submission 1)

Lin, Chunhui	Lin, Leo Huabing	Lin, Xiaoliang	Linjun, Wei	Liu, He	Liu, Yong
Lin, Chunhui	Lin, Leo Huabing	Lin, Xiaomeng	Linlin, Chen	Liu, Hongbin	Liu, Yongcai
Lin, Congcheng	Lin, Liang	Lin, Xin Jian	Lipon, Bulbul Ahmed	Liu, Jeff	Liu, Yongkai
Lin, Da	Lin, Liang	Lin, Xinbin	Lippmann, Carlos	Liu, Jia Qing	Liu, Yupeng
Lin, Da	Lin, Ling	Lin, Xiwen	Liranzo, Carlos	Liu, Jiaming	Liu, Yuwen
Lin, Daodong	Lin, Luyong	Lin, Xiyun	Liranzo, Frank	Liu, Jian	Liu, Zhenyu
Lin, Ding Neng	Lin, Mei Xiang	Lin, Xue Yue	Liranzo, Oliver	Liu, Jianming	Liu, Zhichang
Lin, Eva	Lin, Menghuai	Lin, Xueyan	Liriano, Aridio	Liu, Jiefeng	Liu, Zhifang
Lin, Fan	Lin, Mimgfang	Lin, Yang	Liriano, Carlos	Liu, Jin	Liu, Zhiqi
Lin, Fei	Lin, Min	Lin, Ye	Liriano, Darien	Liu, Jing	Liu, Zhiqiang
Lin, Feng	Lin, Mingen	Lin, Yingcai	Liriano, Jairo	Liu, Jing	Liu, Nelson
Lin, Gang	Lin, Mu Shui	Lin, Yong	Liriano, Joshua	Liu, Jingcun	Live, Anneris
Lin, Guangqing	Lin, Muxiang	Lin, Yongfeng	Liriano, Juan	Liu, Jingtang	Livingston, Dexter
Lin, Guanqing	Lin, Na	Lin, Yuan Yi	Liriano, Lucas	Liu, Jinhai	Liyanage, Don
Lin, Guotai	Lin, Nianwei	Lin, Zengde	Liriano, Pedro	Liu, Jun	Liz, Francisco A Medina
Lin, Guoxin	Lin, Penghui	Lin, Zhang	Liriano, Republicano	Liu, Juntao	Liz, Jose
Lin, Hang	Lin, Qiang	Lin, Zhao	Liriano, Santiago	Liu, Kai	Liz, Juan
Lin, He	Lin, Qianqian	Lin, Zhao	Liriano, Yiset	Liu, Lei	Liz, Roenny
Lin, Hong Tong	Lin, Qingfen	Lin, Zhao Kui	Lisa, Tim	Liu, Lei	Liz, Ronal Miguel Grullon
Lin, Huan	Lin, Qitong	Lin, Zhaohui	Lit, Parminder	Liu, Leping	Lizardo, Danis
Lin, Hui	Lin, Runhang	Lin, Zhaolong	Lithgow, Luis Johan	Liu, Leping	Lizardo, Felix Manuel
Lin, Ivan	Lin, Ryan	Lin, Zhenhui	Liton, Md	Liu, Lifeng	Lizardo, Lisandro
Lin, Jian	Lin, Shiliang	Lin, Zhi Sheng	Liton, Tayeb	Liu, Liwen	Lizardo, Maria
Lin, Jian	Lin, Shirui	Lin, Zhi Sheng	Little, Kenneth	Liu, Lufeng	Lizardo, Pedro
Lin, Jian Dong	Lin, Shixiong	Lin, Zhihui	Littman, Jonathan	Liu, Miao	Lizarzaburu, Gregory
Lin, Jian Feng	Lin, Songwen	Lin, Zhiqun	Liu, Andrew	Liu, Musong	Llama, Lincoln
Lin, Jianping	Lin, Tingfeng	Lin, Zhiyong	Liu, Bi	Liu, Panfeng	Llanos, Carlos Llanos
Lin, Jiansheng	Lin, Tizeng	Lin, Zhong	Liu, Bi Wu	Liu, Qi	Llanos, Yasuwa
Lin, Jianzhong	Lin, Tuan	Lin, Zhong	Liu, Bin	Liu, Qiang	Llapa, Olgert
Lin, Jidong	Lin, Tyrone	Lin, Zhong	Liu, Bin	Liu, Qing	Llenas, Luis
Lin, Jie	Lin, Wai	Lin, Zhongxu	Liu, Bing	Liu, Qingming	Lliguichuzca, Julio
Lin, Jie	Lin, Waylon	Lin, Zhongxu	Liu, Bing	Liu, Rui Long	Lliguicota, Jorge
Lin, Jimmy	Lin, Wei	Lin, Zhuojin	Liu, Bo	Liu, Shen	Lliguicota, Walter
Lin, Jin	Lin, Wei	Lin, Zong	Liu, Bowen	Liu, Shouting	Llin, Chris
Lin, Jin	Lin, Wei	Lin, Zujin	Liu, Changfu	Liu, Songtao	Lloci, Igli
Lin, Jinfeng	Lin, Wei	Lin, Zuqiu	Liu, Chenyu	Liu, Wei	Lloyd, Michael
Lin, Jing	Lin, Weiqiang	Lina, Juan	Liu, Chunqing	Liu, Wei	Lluka, Alban
Lin, Jinmin	Lin, Wen Hui	Linares, Basilio Linares	Liu, Dehai	Liu, Xiaohui	Lnu, Ibrahim
Lin, Jinsong	Lin, Wen Qiang	Linares, David	Liu, Dong Ming	Liu, Xingguo	Lo, Amar
Lin, Jinyong	Lin, Wenhe	Linares, Kelvys	Liu, Gang	Liu, Xujiang	Lo, Cheikh
Lin, John	Lin, Wenqing	Linares, Carmelina Nunez	Liu, Gongcheng	Liu, Xujiang	Lo, Sohizou
Lin, Joshua	Lin, Wenxin	Lincifort, Dieudonne	Liu, Guangcun	Liu, Xunjin	Loayza, Segundo E
Lin, Jun	Lin, Xiabing	Lincoln, Abe	Liu, Guangxin	Liu, Yang	Lobban, Waldemar
Lin, Kang	Lin, Xian	Lindamulage, Lalinda	Liu, Guohui	Liu, Yanli	Lobo, Aristides
Lin, Kangxin	Lin, Xiang	Lindao, Julio	Liu, Guoliang	Liu, Yanli	Lobo, Arturo Hiram Vegas
Lin, Kuai	Lin, Xiangping	Lindo, Howard	Liu, Hang	Liu, Yabin	Lobo, Jorge
Lin, Kun	Lin, Xiaobing	Lingard, Kanute	Liu, Hao	Liu, Yiming	Lobo, Mark Peterson
Lin, Kun	Lin, Xiaojing	Lingden, Surya	Liu, He	Liu, Yingwei	Lobsang, Ngawang

## Uber Form Letter- Drivers Names (Submission 1)

Locascio, Frank	Lopez, Anderson	Lopez, Jommeilyn Herrera	Lopez, Samuel Arioc Velasquez	Loria, Akaki	Lozano, Joel
Lochard, Ronald	Lopez, Angel	Lopez, Jose	Lopez, Samuel Arioc Velasquez	Loria, Vakhtang	Lqmq, Jimi
Lodato, Joseph	Lopez, Antonio	Lopez, Jose	Lopez, Sandy A	Loria, Vakhtang	Lrhrour, Mustapha
Lodhi, Jaffar	Lopez, Atzael	Lopez, Jose	Lopez, Starlin	Loshi, Martin	Lu, Anson
Lodhi, Jaffar	Lopez, Bethany	Lopez, Jose	Lopez, Swel	Lotaj, John	Lu, Bao Xiong
Lodhi, Shahzeb	Lopez, Bryant Gonzalez	Lopez, Jose B	Lopez, Victor	Lotfi, Nabil	Lu, Baoxiong
Lodoe, Jamyang	Lopez, Charwidy	Lopez, Jose F	Lopez, Walter	Lotif, Mohammed	Lu, Chao
Lodoe, Tsering	Lopez, Chislaine	Lopez, Jose Fco	Lopez, Willian	Lototskyy, Oleg	Lu, Chenggui
Lodzhevsky, Lev	Lopez, Christian	Lopez, Jose M	Lopez, Wilson	Lou, Zhi	Lu, Chunyu
Loftman, Steve	Lopez, Cristian	Lopez, Jose R	Lopez, Yamilette	Lougrini, Abdessamad	Lu, Feng
Logan, Clifton	López, Cruz	Lopez, Juan	Loprete, Giuseppe	Lougrini, Abdessamad	Lu, Hang Feng
Logan, Felicia Tracy	Lopez, Dany	López, Juan Carlos Balbuena	Lopsang, Karma	Louis, Alain	Lu, Honn
Logossou, Marc	Lopez, Dayni	Lopez, Julio	Lora, Amaiphs German	Louis, Chris	Lu, Ji Nan
Logrono, Jose	Lopez, Dionicio	Lopez, Junior	Lora, Angelina	Louis, Christian	Lu, Jian
Lohala, Ramesh	Lopez, Edilton Aldemar	Lopez, Lenworth	Lora, Bert Hass	Louis, Claude	Lu, Jianchang
Lohala, Ramesh	Lopez, Edward	Lopez, Lucio	Lora, Carlos	Louis, Claude	Lu, Jianliang
Lohouri, Rodrigue D	Lopez, Ellin	Lopez, Luis	Lora, Dario A	Louis, Claude	Lu, Jianliang
Loiseau, David	Lopez, Elvis	Lopez, Luis	Lora, Edwin	Louis, Elie	Lu, Jianwei
Lojano, Luis	Lopez, Emilio	López, Luz	Lora, Edwin	Louis, Eric	Lu, Jun
Lokman, Belahmeur	Lopez, Esmeralda	Lopez, Manuel	Lora, Emil	Louis, Ernst Jean	Lu, Meihu
Lomatchenko, Ivan	López, Esteban	Lopez, Maria	Lora, Evelin	Louis, Gilbert Pierre	Lu, Ming
Lombard, Rubens	Lopez, Euris Herrera	Lopez, Mario Manuel Melendez	Lora, Ezequiel Almonte	Louis, Jacky	Lu, Nan
Lomidze, Alexi	Lopez, Fausto	Lopez, Miguel	Lora, Felix J	Louis, Jacques Pierre	Lu, Qiyan
Lomidze, Alexi	Lopez, Federico	Lopez, Miguel A	Lora, Felix Y	Louis, James Jean	Lu, Steve Min
Lomidze, George	Lopez, Felipe	Lopez, Nelson	Lora, Franyeison	Louis, Jean Edouard Pierre	Lu, Tommy
Lomidze, Zurab	Lopez, Fermin	Lopez, Nicolas Lopez	Lora, Fremio J Acevedo	Louis, Jonas Jean	Lu, Weihua
Lomouri, Giorgi	Lopez, Flavio Emmanuel Morel	Lopez, Noe	Lora, Geraldo	Louis, Laudner Pierre	Lu, Xin
Lomtadze, Davit	López, Grace	Lopez, Oliver	Lora, Joel	Louis, Linda	Lu, Yannan
Lomtadze, Giorgi	Lopez, Gracesh	Lopez, Omar	Lora, Jorge	Louis, Maidson Pierre	Lu, Yiming
Lomtadze, Irakli	Lopez, Hanel	Lopez, Orbis Martinez	Lora, Jose	Louis, Phedre Pierre	Lu, Yinshen
Lomtadze, Irakli	Lopez, Harlin Saldana	Lopez, Orlando	Lora, Lina	Louis, Pierre Jean	Lu, Zhendong
Londono, Gustavo	Lopez, Hector	López, Ozias	Lora, Luis	Louis, Prophete Pierre	Lu, Zhigang
Lone, Adil Siddique	Lopez, Heriberto	Lopez, Pablo	Lora, Luis A	Louis, Reginald Saint	Lu, Zhijun
Long, Greg	Lopez, Ingrid V	Lopez, Pablo	Lora, Milciades	Louis, Renel	Lu, Zhuoran
Long, Lin Cheng	Lopez, James	Lopez, Paul	Lora, Milciades Lor	Louis, Renel Saint	Luangisa, Kwame
Long, Qing	Lopez, Jansel M Garcia	Lopez, Pedro A Florentino	Lora, Pedro	Louis, Saintil	Lubega, David
Long, Yong	Lopez, Javier	Lopez, Rafael	Lora, Robinson García	Louis, Utride	Lubin, Donald
Long, Yuanzhong	Lopez, Javier	Lopez, Rafael	Lora, Yorky	Louisne, Gabriel	Lubin, Mathieu Jean
Longworth, Deborah	Lopez, Javier	Lopez, Rafael	Lorenzo, Edinson	Louissaint, Claudie	Lubin, Vilmord
Loor, Gabriela	Lopez, Jean Carlos	López, Ricardo	Lorenzo, Eduardo	Lounas, Hocine	Lubin, Vilmord
Loor, Johnny	Lopez, Jeffrey	Lopez, Ricardo López	Lorenzo, Francisco	Lovelace, Rafael	Lubo, Ana Beato
Loor, Tony	Lopez, Jheyson	Lopez, Richard	Lorenzo, Ivan	Lovera, Edwin	Lucas, Jean
López, Abimael	Lopez, Jheyson	Lopez, Richard Santana	Lorenzo, Janser	Low, Ivan	Lucas, Max
Lopez, Alejandro	Lopez, Jimmy	Lopez, Roberto	Lorenzo, Reddys	Lowe, Mhetar	Lucas, Rosanna
López, Alejandro	Lopez, Joan	Lopez, Robinson	Lorenzo, Stalin De La Rosa	Lozada, Gregorio	Lucas, Rosanna
López, Alex Cerda	Lopez, Joel Rueda	Lopez, Rodrigo	Lorenzo, Stalin De La Rosa	Lozada, Joseph	Lucero, Ediel
López, Alexi	Lopez, John	Lopez, Rodrigo	Lorenzo, Tibisay	Lozada, Luis	Lucero, Maico
López, Ana M Lopez	Lopez, Johnny	Lopez, Ruben	Loreto, Leodelys	Lozano, Fabio	Luchin, Yuriy

## Uber Form Letter- Drivers Names (Submission 1)

Luciano, Francisco	Luna, Ramon	M, Angie	Macas, Santos B Ramirez	Magar, Debendra Budha	Mahamat, Ahmat
Luciano, Jorge	Luna, Ramon	M, Claudio	Macedo, Paulo Mortimer	Magar, Deep K Budha	Mahamat, Ali
Luciano, José	Luna, Ramon	M, Dar	Macena, Jean	Magar, Devendra B Thapa	Mahamat, Khalid
Luciano, Norberto	Luna, Ramon	M, Diego Rojas	Machado, Eduardo	Magar, Dhan Kumar Roka	Mahamat, Mahamat
Luciano, Vilma	Luna, Raymond	M, Diego Rojas	Machado, Richard	Magar, Durlabh	Mahamod, Muntahir
Luciano, William	Luncio, Charloe	M, Mohammed	Machado, Richard	Magar, Hebindra Pun	Mahamood, Zakaria
Lucien, Joseph	Luo, Ewan	M, Mory	Machay, Said	Magar, Hem C	Mahamood, Zakaria
Lucio, Mario	Luo, Faqing	M, Pedro Melendez	Machuca, Francisco	Magar, Kismat Pun	Mahamud, Koucher
Luckey, Charles	Luo, Gaoling	M, Phil	Machuca, Gino Vargas	Magar, Nima Pun	Mahamud, Md Hasan Al
Luckie, Jace	Luo, Jialin	M, Sarif	Macias, Paul	Magar, Nir	Mahamud, Mohammad H
Lucman, William James	Luo, Quan	M., Ardi	Mackie, Joe	Magar, Prithiman Budha	Mahamud, Mohammad Rasel
Luctama, Jacson	Luo, Roy	M., Dave	Maclaren, James	Magar, Rabin Rana	Mahamud, Mohammed U
Luctamar, Jerimere	Luo, Rui Hua	Ma, Chao	Madaan, Amit	Magar, Raj Kumar Thapa	Mahamud, Riaz
Ludi, Mohammad	Luo, Ryan	Ma, Chunxia	Madaan, Kartik	Magar, Rajesh Budha	Mahanera, Bangali
Ludi, Sahim	Luo, Shichang	Ma, Fuwei	Madala, Yves	Magar, Rajip Ale	Mahara, Deepak
Ludi, Sahim Uddin	Luo, Shijie	Ma, Guowan	Madan, Darshan	Magar, Sagar Rana	Maharaj, Lincoln
Lugo, Derik	Luo, Wei	Ma, Hongxing	Madan, Shubham	Magar, Shiva Thapa	Maharaj, Rajesh
Lugo, Eddin	Luo, Xiaoshan	Ma, Huabing	Madaporuwalage, Nilanka	Magar, Susang Budha	Maharaj, Sahadeo
Lugo, Edita	Luo, Yifan	Ma, Jiajun	Maddan, Dayne	Magar, Tirtha Gharti	Maharem, Ahmed
Lugo, Edita	Luo, Yihuan	Ma, Jiansheng	Madden, Erika	Magar, Tokendra	Maharishi, Mokiish
Lugo, Freddy	Luo, Yingchao	Ma, Lin	Maddox, Joy	Magar, Tokendra	Maharja, Durga
Lugo, Luis	Luo, Yongrui	Ma, Lin	Maddumage, Priyanke	Magar, Yam Pun	Maharjan, Ajay
Lugo, Rigoberto Gonzalez	Luo, Zhilong	Ma, Man K	Made, Amable	Magar, Yunan Pun	Maharjan, Ananda
Luis, Estip N Monegro	Luong, Hong	Ma, Weibing	Made, Eric	Magassa, Abdoul	Maharjan, Asha
Luis, José Portorreal	Luong, Johnny T	Ma, Xiao Ming	Madera, Benito	Magassouba, Daye	Maharjan, Ganga
Luis, Minyety	Luong, Vi	Ma, Yuanyuan	Madera, Eudes Daniel	Magassouba, Ibrahima	Maharjan, John
Luisi, Cesar	Luqman, Muhammad	Maache, Jalal	Madera, Francisco A Nuñez	Magat, Crisanto	Maharjan, Manish
Luitel, Aakur K	Lusinski, Peter E	Maalej, Kais	Madera, Jenny	Magboub, Aymen	Maharjan, Raj
Luka, Amgad	Lussati, Paulo	Maallah, Rahul	Madera, Saul	Mage, Luis	Maharjan, Raju
Lukach, Naoufal	Lutterodt, Wilhelm	Maarif, Hicham	Madera, Yvelisse	Magembe, James	Maharjan, Raju
Lukyanovskiy, Igor	Luxama, Fritz	Maarouf, Mustapha	Madina, Nasser	Magendralingam, Thuvakeesan	Maharjan, Shyam K
Luminate, Arthur	Luzon, Yuliri	Maawad, Ramy	Madison, Phillip	Maglio, Steven	Maharjan, Suresh
Luminate, Arthur	Luzuriaga, Walter	Mabchour, Khalid	Madjidov, Akobir	Magloire, Nikolas	Maharjan, Suresh
Luna, Angel	Lwin, Aung Gyi	Mabood, Abdul	Madmarov, Bokhodir	Magno, Julio	Mahase, Kumar
Luna, Carlos	Lwin, Kyaw M	Mabrouk, Mostafa	Madmarov, Farrukh	Magno, Julio	Mahat, Binod
Luna, Christian	Lwin, Tint	Hussien	Madourie, George	Magnuson, Scott	Mahboob, Akm
Luna, German A	Ly, Amadou	Mabrouk, Mostafa	Madoyan, Albert	Mague, Mamadou	Mahboob, Asif
Luna, Greg	Ly, Amadou	Hussien	Madrid, Juan Pablo La	Mague, Mamadou	Mahboob, Snigdha
Luna, Javier	Ly, Ibrahima	Maburov, Imomyor	Mady, Amr	Magueta, Brian Elcio	Mahbub, Golam
Luna, Javier	Ly, Ibrahima	Macalou, Abdoulaye	Mady, Mohamed	Maguina, Gean Ortiz	Mahbub, Rezwan
Luna, José E	Ly, Sieu Gia	Macaluso, Laurance	Mafla, Elizabeth	Mahabier, Dewanand	Mahdi, Abdulhafedh
Luna, Marco	Lyamkin, Denis	Macancela, Cristian	Magadji, Ismaila	Mahabier, Radjeshkoemar	Maherzi, Mehdi
Luna, Marco	Lynch, Barrington	Macancela, Elder	Magallanes, Domingo	Mahabir, Brandon	Mahfooz, Mohammad
Luna, Miguel	Lynch, Peter	Macancela, Nelson	Magallanes, Glorisel Joran	Mahabub, Farid	Mahfooz, Mohammad
Luna, Nilo	Lyron, Patrick	Macarthur, John	Magar, Aadesh Pun	Mahabub, Sujon	Mahfouz, Adnan
Luna, Rafael	Lyron, Patrick Nixon	Macas, Edgar	Magar, Baburam Thapa	Mahajan, Nityanand	Mahfuz, Zunayed
Luna, Rafael	Lyu, Jiancheng	Macas, Manuel	Magar, Basantaman Pun	Mahal, Gurinder Singh	Mahi, Ashfaque Ahammad
Luna, Ramon	M, Alex	Macas, Mayra	Magar, Bikram B Thapa	Maham, Didih	Mahmood, Aasif

## Uber Form Letter- Drivers Names (Submission 1)

Mahmood, Amar	Mahmood, Wajid	Mahmud, Zubair	Majidov, Amin	Maldonado, Otto	Malik, Nadeem
Mahmood, Ansar	Mahmood, Wajid	Mahmudov, Faruh	Majidov, Uktamjon	Maldonado, Paul	Malik, Nasim
Mahmood, Ansar	Mahmood, Yousuf	Mahmudov, Zafarjon	Majitov, Yolkin	Maldonado, Ruben	Malik, Naveed
Mahmood, Arif	Mahmood, Zahid	Mahmduzzaman, Shah	Majumdar, Rony	Maleh, Barouk	Malik, Nisar A
Mahmood, Arqam	Mahmood, Zahid	Mahon, James Mc	Majumder, Ark	Malek, Abdul	Malik, Rajib H
Mahmood, Arshad	Mahmoud, Ahmed A	Mahon, Muniyr	Majumder, Faisal	Malek, Abdul	Malik, Rajib H
Mahmood, Asad	Mahmoud, Ahmed M	Mahraj, Mohammad K	Majumder, Kamal	Malek, Abdul	Malik, Rashid A
Mahmood, Azhar	Mahmoud, Hassan	Mai, Jie	Majumder, Kawser	Malek, Mirza M S	Malik, Raza
Mahmood, Basharat	Mahmoud, Mohamed	Mai, Junjie	Majumder, Md H	Malek, Shahin	Malik, Sajid Ali
Mahmood, Chaudhry	Mahmoud, Mohammed Gharib Ali	Mai, Yebin	Majumder, Mohammad	Malhi, Gurpreet	Malik, Sami Ullah
Mahmood, Hamid	Mahmoud, Mohyeldin	Mai, Yihui	Majumder, Mohammad	Malhotra, Gaurav	Malik, Shahid
Mahmood, Haroon	Mahmoud, Mostafa	Maiga, Abdoulaye	Majumder, Zahurul Islam	Malhotra, Nitin	Malik, Shahid Ali
Mahmood, Hassan	Mahmoud, Nasir	Maiga, Ahmed	Mak, Joe	Malhotra, Sanjeev	Malik, Shahid Ali
Mahmood, Hassan	Mahmoud, Nasir	Maiga, Aldjouma	Makar, Magdi	Malhotra, Sumit	Malik, Shahzad
Mahmood, Imtiaz	Mahmoud, Reda	Maiga, Mamoudou	Makaridze, Imeda	Malick, Manzar	Malik, Tahir
Mahmood, Khalid	Mahmoudi, Adam Habib	Maiga, Mariam	Makary, Alaa	Malik, Aamer R	Malik, Taimoor
Mahmood, Khalid	Mahmud, Abdullah	Maiga, Mike	Makenthiran, Thanuskaran	Malik, Abdul	Malik, Usman
Mahmood, Khalid	Mahmud, Abdullah Al	Maiga, Noufou	Makharashvili, George	Malik, Abdul	Malik, Waleed
Mahmood, Khalid	Mahmud, Abu	Maiga, Sidi	Makhareishvili, Teimurazi	Malik, Abdul G	Malik, Waqas
Mahmood, Khalid	Mahmud, Asad	Mailov, Oleg	Makhatadze, Giorgi	Malik, Abdul W	Malik, Waseem
Mahmood, Mazhar	Mahmud, Ashraf	Maine, Canute	Makhazhanov, Yerken	Malik, Abdul W	Malik, Zahid M
Mahmood, Mir	Mahmud, Asif	Mainuddin, Khaza	Makher, Gene	Malik, Abdullah	Malik, Zahid M
Mahmood, Nasir	Mahmud, Azhar	Mairong, Zhu	Makhijani, Sunil	Malik, Abid	Malikzade, Rasul
Mahmood, Qaisar	Mahmud, Faisal	Mairs, Gleza	Makhmudov, Munis	Malik, Adnan	Maliza, Segundo
Mahmood, Qaisar	Mahmud, Hassan	Maisincho, Rolando	Makhmudov, Munis	Malik, Aftab	Malkhasyan, Arsen
Mahmood, Raja	Mahmud, Khalid	Maisra, Hamid	Makhmudova, Makhbuba	Malik, Ahmed	Malkhaz, Shakarishvili
Mahmood, Rashid	Mahmud, Khuram	Maister, Dmitriy	Makki, Ali	Malik, Ahsan W	Malki, Youssef Daali El
Mahmood, Rizwan	Mahmud, Liton	Maisuradze, Eldar	Makki, Ali	Malik, Anwaar	Malla, Ekendra
Mahmood, Sajid	Mahmud, Md	Maisuradze, Eldar	Makki, Youssef	Malik, Asghar	Malla, Lil
Mahmood, Sajid	Mahmud, Md Sultan	Maisuradze, Teimuraz	Maknani, Myriem	Malik, Ashfaq Ahmed	Mallaev, Maruf
Mahmood, Sajid	Mahmud, Mohammad	Maisuradze, Vladimer	Maksudov, Zafar	Malik, Azmat	Mallakh, Isaac
Mahmood, Sajid	Mahmud, Mohammad	Maitland, Richard Earl	Maksymets, Vitalii	Malik, Erum	Mallhi, Muhammad A
Mahmood, Shahid	Mahmud, Mohammad	Maitre, Louinet	Malagreca, Angelo E	Malik, Ghulam	Mallick, Mohammed
Mahmood, Shahid	Mahmud, Nahid	Majchrowski, Maciej	Malai, Joni	Malik, Hamid	Mallick, Poran
Mahmood, Shahid	Mahmud, Nizam	Majeed, Abdul	Malak, Hany	Malik, Imtiaz	Mallik, Iqbal
Mahmood, Shahid	Mahmud, Nobel	Majeed, Abdul	Malakpata, Shashidhar	Malik, Irshad	Mallik, Iqbal
Mahmood, Shahid	Mahmud, S M Syfuddin	Majeed, Abdul	Malaniy, Dmytro	Malik, Mahfuz	Mallik, Shamal
Mahmood, Shaikh	Mahmud, Sarwar	Majeed, Abdul	Malayil, Jos	Malik, Mani	Mallol, Hector
Mahmood, Sheikh	Mahmud, Sayed	Majeed, Ali Usman	Maldonado, César	Malik, Maqsood	Mallol, Raifi
Mahmood, Shoikot	Mahmud, Shafi	Majeed, Asad	Maldonado, César	Malik, Md Abdul	Malone, Darryl J
Mahmood, Tahir	Mahmud, Shafi	Majeed, Asif	Maldonado, Ernesto	Malik, Mohammad	Malychev, Andrei
Mahmood, Tahir	Mahmud, Shamsul	Majeed, Imran	Maldonado, Frances	Malik, Mohammad	Malyhin, Illya
Mahmood, Tarek	Mahmud, Shariyat	Majeed, Omair	Maldonado, Jose A	Malik, Mohammad	Mamadnazarov, Orzu
Mahmood, Tariq	Mahmud, Shohel	Majeed, Rashad	Maldonado, Josue	Malik, Muhammad A	Mamadou, Diallo
Mahmood, Tariq	Mahmud, Shohel	Majekodunmi, Akin	Maldonado, Juan	Malik, Muhammad A	Maman, Harpreet
Mahmood, Tariq	Mahmud, Sultan	Majewski, Martin	Maldonado, Lester A	Malik, Muhammad S	Mamasoliev, Xurshid
Mahmood, Tariq	Mahmud, Tanjil	Majhi, Dhan	Maldonado, Luis	Malik, Muhammad Zeeshan	Mamatov, Ashur
Mahmood, Tariq	Mahmud, Zubair	Majibur, Mohammed	Maldonado, Marcelo	Malik, Nadeem	Mamatov, Ozod

## Uber Form Letter- Drivers Names (Submission 1)

Mambetaliev, Ulanbek	Mancebo, Cesar	Mansur, Saifullah	Marcial, Julio Cesar	Marone, Ibrahima	Marte, Klender
Mamedov, Shavkat	Mancebo, Jorge	Mansy, Abdelmonem	Marciano, Michael	Marong, Lamin	Marte, Lewis
Mameri, Ahmed	Mancebo, Tomas	Mantali, Tiberiu	Mardawi, Nael	Marotta, Anthony	Marte, Lewis Marte
Mammadov, Tural	Mancilla, Jennifer	Mantilla, Bryan	Mardy, David	Marotta, Anthony	Marte, Manuel
Mammadov, Zaur	Mancilla, Jennifer	Manuel, Delia	Mare, Oumarou	Maroun, Ramy	Marte, Manuel De La Cruz
Mammadov, Zohrab	Mandal, Bimal K	Manuel, Jean	Marega, Mouhamed	Marques, Michelle	Marte, Nikaury
Mamoune, Sid Ahmed	Mandal, Madhav	Manuel, Jorge	Margaretta, Fnu	Marquez, Aracelis	Marte, Noel
Mamporia, Gogita	Mandello, Anthony	Manuel, Juan	Margarin, Harris	Marquez, Cristian	Marte, Pedro
Mamulashvili, Khatuna	Mandor, Safa	Manuh, Elvis	Margvelashvili, Roini	Marquez, Daysi Pena	Marte, Ramiro
Mamun, Abdullah	Mandour, Ashraf	Manzanillo, Newton	Maria, Edwin	Marquez, Stiven	Marte, Ramon
Mamun, Abdullah	Manduley, Felix	Manzoor, Choudhary	Maria, Gisselle	Marquez, Yovany	Marte, Ramón Leonardo Acosta
Mamun, Abdullah A	Mang, Ndukwe	Manzoor, Mohammad	Maria, John	Marrera, Vimarry	Marte, Vladimir
Mamun, Abdullah Al	Mangal, Yuvraj	Manzoor, Noman	Maria, Luis	Marrero, Adriana	Marte, Vladimir
Mamun, Abdullah Al	Mangham, Christopher	Manzoor, Noman	Mariani, Elvira	Marrero, Frankie	Marte, Winder Joel
Mamun, Abdullah Al	Manghwani, Vijay	Manzoor, Saad	Mariano, Tyrone	Marrero, Patricia	Marte, Zenón
Mamun, Abdullah Al	Mangra, Deonarine	Manzoor, Umar Bin	Marichal, Edwin	Marrero, Sorangel	Martecrispin, Joel
Mamun, Abdullah All	Mani, Franklyn	Manzou, Doumbia	Mariem, Shehla	Marroquín, Julio	Martelli, Francesco
Mamun, Al	Mania, Kakha	Manzueta, Jonathan	Marin, Diego	Marryshow, Hasani	Martes, John
Mamun, Fahad	Maniani, Param	Manzueta, Orlando	Marin, Franceny	Mars, Naomie Guerrier	Marticio, Dario
Mamun, Ibrahim	Maniani, Ramanpreet	Manzueta, Orlando	Marin, Franceny	Marseille, Daniel	Martin, Anastasia
Mamun, Khairul Al	Manik, Saif U	Mapello, Joelvis	Marin, Georges	Marsen, Tenzin	Martin, Antonius
Mamun, Mahabub Morshed	Manik, Saif U	Maqbool, Tabasam	Marin, Jhonny	Marshall, Carlos	Martin, Ari
Mamun, Md	Manior, Abdelhak	Maqsood, Hamza	Marin, Jorge Eliecer	Marshall, Cordey	Martin, Dwayne
Mamun, Md Abdullah Al	Manir, Zaman	Maqsood, Imran	Marin, Julian	Marshall, Cordey	Martin, Gregory
Mamun, Md Al	Maniruzzaman, Md	Maqsood, Suleman	Marin, Linneker	Marshall, Robert	Martín, Pablo
Mamun, Md Apel	Maniruzzaman, Mohammad	Maradiaga, Jose	Marin, Nancy	Marston, Matthew	Martin, Shakeithe
Mamun, Md Rahat	Manjareez, Digna	Maradiaga, Rene	Marin, Roberto A	Marte, Aida	Martin, Sheila
Mamun, Mohammad A	Manjoo, Muhammed	Marankan, Saminou	Marin, Sabas	Marte, Aida	Martin, Tefilo
Mamun, Mohammed	Mankaruos, Usama	Marano, Joe	Marine, Edwin Urena	Marte, Angel	Martín, Wiliar
Mamun, Mohammed Al	Mankour, Said	Marasinghe, Jerome	Marine, Manuel	Marte, Angelo	Martindale, Marlon
Mamun, Mohammed Al	Manna, Md	Maravegias, Spyridon	Marinez, Lidia	Marte, Angelo	Martine, Melissa
Mamun, Muhammad	Mannan, Akm	Maravi, Bruno	Marinez, Marcos	Marte, Anthony Batista	Martinez, Abis
Mamun, Muhammad Al	Mannan, Choudhry	Marazhapov, Nemajan	Marinez, Suleimy	Marte, Christopher	Martinez, Agustin
Mamun, Muhammad Al	Mannan, Mohammed	Marcano, Maria	Marizan, Carlos	Marte, Cristian	Martinez, Alex Espinal
Mamun, Saifur	Manneh, Bakary	Marceli, Will	Marizan, Luis	Marte, Danilo	Martinez, Alfredo
Mamun, Shams	Mano, Issouf	Marcelino, Domingo	Mark, Vincent	Marte, Eduardo	Martinez, Amalfy
Mamun, Sultanul	Manon, Luis	Marcelino, Gerald Romero	Markarian, Souren	Marte, Elaine	Martinez, Anderson
Manaandhar, Amar	Manraj, Fnu	Marcelino, Ramon	Marks, Mario	Marte, Enrique	Martinez, Anderson
Manacsa, Daniel	Mansha, Imran	Marcelino, Ramon	Marlow, Eric	Marte, Estarlin	Martinez, Andres
Manafov, Tural	Mansoor, Mehwish	Marcelino, Ramon	Marmara, Ramazan	Marte, Fanfis Reynoso	Martinez, Angel
Managadze, Vladimer	Mansoor, Muhammad	Marcellin, Djefly	Marmol, Albert	Marte, Felix	Martinez, Antonio
Manago, Ali	Mansoor, Muhammad	Marcellin, Kenelson	Marmol, Alberto	Marte, Fernando	Martínez, Arolfi Michael
Manalang, Noel	Mansoor, Muhammad Bilal	Marcellus, Sopio	Marmol, Carlos	Marte, Jordan	Martinez, Bernardo
Manandhar, Bibek	Mansour, Amr	Marcellus, Vilardel	Marmol, Rafael	Marte, Jose	Martinez, Carlos
Manandhar, Pradeep	Mansour, Mohamed	Marcelo, Luis	Marmolejo, Luis	Marte, Jose	Martinez, Carlos
Manandhar, Suresh	Mansouri, Abdelaziz Aziz	Marcelus, Larry	Marmolejos, Jose	Marte, Juan Carlos	Martinez, Carlos
Manansala, Christoph	Mansur, Mohammed	Marchynov, Slava	Marmolejos, Juan	Marte, Juan Manuel Pérez	Martinez, Carlos Alberto
Manauova, Rauan	Mansur, Saifullah	Marcial, Julio	Marmolejos, Ricardo J	Marte, Julianny	Hernandez

## Uber Form Letter- Drivers Names (Submission 1)

Martinez, Chamil	Martinez, Jose	Martinez, Ronald	Masood, Khawar	Mateo, Jorge	Matos, Juan
Martinez, Christian	Martinez, Jose	Martinez, Rony	Masood, Malik	Mateo, Jose	Matos, Mailon Matos
Martinez, Clever	Martinez, Jose Jonathan	Martinez, Rudiel F Perez	Masood, Mohammad	Mateo, José Rafael	Matos, Nilson
Martinez, Christopher	Martinez, Jose M	Martinez, Rudiel Perez	Masood, Mohammad	Mateo, Julio	Matos, Rubér D
Martinez, Daniel	Martinez, Jose Roberto	Martinez, Saudy	Masood, Shaheen	Mateo, Lenin	Matrab, Mohamed
Martinez, Dario	Martinez, Joshua	Martinez, Sidney	Masood, Syed J	Mateo, Leysli	Matta, Medhat
Martinez, Diomedes	Martinez, Josue	Martinez, Steven	Masood, Tariq	Mateo, Luis	Mattar, Mohamed
Martinez, Eddy	Martinez, Josue	Martinez, Tomas	Masoud, Wessam	Mateo, Peter Rafael	Matthews, Bryan
Martinez, Eddy	Martinez, Jovanny	Martinez, Victor	Massamba, Alain	Mathelier, Thierry	Matthews, Jaquan
Martinez, Edgar	Martinez, Juan	Martinez, Wesley	Massey, Vincent	Mathew, Sohel	Matthews, Rotesha
Martinez, Edgardo	Martinez, Juan B	Martinez, Wilfredo	Massillon, Yves	Mathew, Thomas	Matties, Gregg
Martinez, Edicson	Martinez, Juan Carlos Pascual	Martinez, Yeffris	Massoukina, Hamid	Mathlib, Nazia	Mattis, Andre E
Martinez, Eduardo	Martinez, Juan R	Martinez, Yelfri	Massri, Saied Nour Al	Mathurin, Abraham	Mattu, Heena
Martinez, Eduardo	Martinez, Julio	Martinez, Yeniffer	Masud, Abdullah	Mathurin, Jean Paul	Matute, Angel
Martinez, Edwin	Martinez, Julio	Martinez, Yohan Manuel Lachapel	Masud, Md	Mathurin, Nickossi	Matute, Fredy Marcelo
Martinez, Efrain Ivan	Martinez, Julio Manuel Cedeno	Martins, Leonardo De Santanna	Masud, Md	Mathurin, Simpson	Matute, Manuel A
Martínez, Elia	Martinez, Junior	Pedreira	Masud, Md Emran	Mathurin, Woodelft	Maung, Thaw
Martínez, Emily	Martinez, Kelvin	Martins, Leonardo S P	Masud, Md Mahedi	Matias, Daniel	Maung, Thomas
Martinez, Ezequiel	Martinez, Keyla V	Martins, Oluwamuyiwa	Masud, Saiful Islam	Matias, Johnny	Maung, Zaw Htet
Martínez, Felipe	Martinez, Liliana	Emmanuel	Masum, Masud	Matias, Kelvin	Mauny, Agam
Martinez, Felix	Martinez, Luis	Martoral, Samantha	Masum, Md	Matias, Mariela L	Maurath, Manuel
Martinez, Felix	Martínez, Luis	Maruf, Mohammed	Masum, Md	Matias, Richard	Maure, Alberto
Martinez, Francisco	Martinez, Luis Miguel Mercado	Maruf, Nurullah	Masum, Mesbaul	Matias, Ricky	Maurice, Jean C
Martinez, Frandely	Martinez, Manuel	Marupov, Vasliddin	Mata, Carlos	Matias, Victor	Mauray, Stephen F
Martinez, Frank	Martinez, Marcos	Marye, Fausto Alexis Moronta	Mata, Cristian	Matin, Masud	Mavlonov, Daler
Martinez, Frank	Martinez, Marcos A Ortiz	Marzook, Milhan	Mata, Leyni	Matin, Masud	Mavlonov, Same
Martinez, Fray	Martinez, Maria	Marzook, Shazrin	Mata, Wilson	Matinez, Victor	Mavlyanova, Madina
Martinez, Freddy	Martinez, Maria	Marzouk, Basem	Matafias, Sophia	Matista, David	Mavour, Keron
Martinez, George	Martinez, Maria	Marzouk, Mahmoud	Matailo, Joselito	Matista, David Jerez	Mawad, Bassam
Martinez, George	Martinez, Marlenne	Marzouk, Romany	Matamoros, Daniel Tapia	Matista, Jose	Mawla, Md Rafiqul
Martínez, Gloria	Martínez, Martha	Masaud, Muhammad Waqas	Matar, Adel	Matkulov, Faizulla	Mawyin, Loraine
Martinez, Guadalupe	Martinez, Marvin	Masawudu, Fadulu	Matar, Amr	Matloub, Noredine	Maxe, Raul
Martinez, Gustavo	Martinez, Matibel Perez	Mash, Tj	Mateen, Abdul	Matmati, Mourad	Maxi, Fisner
Martinez, Halinsson	Martinez, Michael	Mashak, Abdel	Mateen, Abdul	Matmusaev, Melis	Maxwell, Ted
Martinez, Harlem Johel Aybar	Martinez, Michael	Mashore, Darryl	Mateo, Bienvenido	Matnazarov, Sherali	May, David
Martinez, Hector Lopez	Martinez, Michelle	Mashud, Md	Mateo, Carmen	Matos, Anel	Maya, Fernando
Martinez, Hitler G	Martinez, Miguel	Mashud, Mohammad	Mateo, Diogenes	Matos, Anthony	Mayan, Hekmatullah
Martinez, James	Martinez, Moises	Masih, Amjad	Mateo, Diward	Matos, Bladimir	Mayan, Sanallah
Martinez, Jasmine	Martinez, Moises	Masih, Arif Hayat	Mateo, Elizardo	Matos, Bladimir	Mayancela, Jaime
Martinez, Jean Carlos	Martinez, Natasha	Masih, Imran	Mateo, Elvis	Matos, Bryant	Mayani, Mayur
Martinez, Jennifer	Martinez, Nicholas	Masih, Michael	Mateo, Emmanuel	Matos, Carlos	Mayar, Mohammad
Martinez, Jesse	Martinez, Paulh	Masih, Riaz	Mateo, Fausto	Matos, David A Penalo	Maycock, Philippe
Martinez, Jhonattan	Martinez, Pedro	Masih, Wasim	Mateo, Fernando	Matos, David Penalo	Maye, Tony
Martinez, Joan	Martinez, Rafael	Maskey, Nigam	Mateo, Fernando	Matos, Domingo	Mayembo, Armel
Martinez, Johnny	Martinez, Ramon	Mason, Carl	Mateo, Ivan	Matos, Edgar	Mayers, Sumintra
Martínez, Johnny	Martinez, Raul	Mason, Ubeka	Mateo, Jasmine	Matos, Enrique	Mayinuddin, Mohammed
Martinez, Jose	Martinez, Richard	Masood, Faisar	Mateo, Jenniffer	Matos, Frederin	Mayorga, Alex
Martinez, Jose	Martinez, Robinson	Masood, Khalid	Mateo, Jenniffer	Matos, Josue	Mayorga, Gladys

## Uber Form Letter- Drivers Names (Submission 1)

Maza, Franklin	Mcfarlane, Anthony	Medina, Carlos	Medina, Yuberka	Mehmood, Yasir	Mejia, Jose Leandro
Mazard, Hermann	Mcfarlane, Kenton	Medina, Carlos	Medjahed, Abdelhalim	Mehmood, Zaffar	Mejia, Juan
Mazed, Muhammed	Mcfield, Taariq	Medina, Carlos	Medrano, Bienvenido	Mehndi, Haroon	Mejia, Juan Minier
Mazhar, Syed Imran	Mcgann, Khemelek	Medina, Carlos	Medrano, George	Mehra, Sanjeev	Mejia, Junior
Mazhar, Syed Usman	Mcgee, Kiesha	Medina, Carlos	Medrano, Hector	Mehran, Khawaja Muhammad	Mejia, Kelsys
Mazid, Abdul	Mcghee, Daniel	Medina, Christian	Medrano, Isaias	Mehraz, Mohammed	Mejia, Lidisis
Mazid, Mohammed A	Mcginn, Gregory	Medina, Damian	Medrano, Isaias	Mehrotra, Sunny K	Mejia, Luis
Mazmishvili, Berdia	Mchugh, Gary	Medina, Daniel	Medrano, Jose	Mehta, Pervaiz	Mejia, Luis
Mazo, Leydy Lorena Gonzalez	Mckeithen, Michael	Medina, Edward	Medrano, Mario	Mehta, Rahul	Mejia, Luis Guzman
Mazouni, Adel	Mckenzie, Avalon	Medina, Edwin	Medrano, Simon	Mehta, Rohan	Mejia, Manuel
Mazouz, Mustapha	Mckenzie, Michael	Medina, Frailin	Medrano, Turiana	Mehta, Sandeep	Mejia, Marlon Mejía
Mazumdar, Md Jamshed	Mckenzie, Vishal	Medina, Hanssen	Meegoda, Asoka	Mehta, Sarabjit	Mejia, Mike
Mazumder, Mohammed	Mckinley, Arnold	Medina, Huascar Medina	Meer, Pakiza	Mei, Jian Rong	Mejia, Romel
Mazumder, Muhammad Taufiq	Mckinley, Arnold	Medina, Hugo	Mefire, Ahmadou	Mei, Jiansong	Mejia, Sandy O Sama
Mazumder, Siraj Uddin	Mcknight, Maurice	Medina, Israel	Megaley, Adham	Mei, Stanley	Mejia, Vicente
Mazurau, Vitali	Mclawrence, Jamal	Medina, Javier	Megaley, Adham	Mei, Tao	Mejia, Victor
Mazza, Giuseppe	Mclawrence, Jamal	Medina, Jesus	Megie, Jean Baptiste	Mei, Wei	Mejia, Victor M
Mazza, Giuseppe	Mclean, Carol	Medina, Jhonny	Mehata, Sushil K	Mei, Xuhang	Mejia, Victor Miguel
Mba, Abid Saeed	Mclean, Todd	Medina, Johancel	Mehdi, Adam	Mei, Yi Hua	Mejia, Wendy
Mba, Justin	Mcleod, Herman	Medina, Jose	Mehdi, Badr Eddine	Meintassis, George	Mejia, William
Mbandi, Terence	Mcmillan, Floyd Kenton	Medina, Jose	Mehdi, Jawad A	Mejia, Adiel	Mejía, Willie J Mateo
Mbaye, Abdoul	Mcmillan, Hassan	Medina, Jose	Mehdi, Mumtaz	Mejia, Adimarys	Mejia, Wilson
Mbaye, Assane	Mcmillian, Jack	Medina, Jose	Mehdi, Naghman	Mejia, Alberto	Mejia, Ylluliany
Mbaye, Samba	Mcmillian, Rodney	Medina, José	Mehdi, Syed	Mejia, Alexander	Mejjad, Driss El
Mbaye, Serigne Mbacke	Mcnamara, Timothy	Medina, José Ramón Tejada	Mehdi, Syed	Mejia, Aneudy	Mekiyen, Ba Alassane
Mbeirick, Zein	Mcneill, Charest	Medina, Josue Peña	Mehdizadeh, Mohammad Ali	Mejia, Angel	Mekonen, Solomon
Mbengue, Abdoulaye	Mcperson, Alison	Medina, Juan	Mehedi, Hasan	Mejia, Carlos	Meksin, Aleksandr
Mbengue, Modou	Md, Asadulla	Medina, Juan	Mehedi, Syed	Mejia, Carlos	Meky, Ehab
Mbodj, Idrissa	Md, Diakh	Medina, Juan A	Meherdad, Shukrullah	Mejia, Christian	Meladze, Aleks
Mboup, Ibrahima	Md, Hussain	Medina, Keury	Mehlman, Jose	Mejia, Cristian	Meladze, Giorgi
Mboup, Mouhamed	Mdawood, Ahmadullah	Medina, Leonel	Mehmeti, Driton	Mejia, Danilo	Meladze, Mikheil
Mboup, Ousmane	Meah, Faruque	Medina, Luis	Mehmi, Raj	Mejia, Domingo	Melek, Emad
Mc, Ali	Meah, Md Omar Faruq	Medina, Manuel	Mehmood, Ansar	Mejía, Eddy M	Melendez, Angel
Mcbean, Clyde	Mealow, Ishtiaq	Medina, Mario	Mehmood, Arshad	Mejia, Edison	Melendez, Bayron
Mcbryde, Duane	Mebagishvili, Sandro	Medina, Orlando	Mehmood, Asad	Mejia, Edwin	Melendez, Christopher
Mccaffrey, Kelly	Mebarki, Yaser	Medina, Rafael G	Mehmood, Asad	Mejia, Edy	Melendez, Luis
Mccain, Nyasha	Mechekour, Krimou	Medina, Ramon	Mehmood, Asim	Mejia, Emmanuel	Melendez, Luis
Mccalman, Steven	Mechouche, Faycal	Medina, Robin	Mehmood, Majid	Mejia, Esperanza	Meléndez, Máximo Alvarado
Mccollin, Nerissa	Meddad, Zouhir	Medina, Ruberki	Mehmood, Nasir	Mejia, Felix	Meléndez, Máximo M Alvarado
Mccord, William	Mederos, Sadier	Medina, Soni Rober	Mehmood, Nasir	Mejía, Fernando Medina	Melendez, Michelle
Mccoun, Chip	Medeus, Alphonse	Medina, Susana	Mehmood, Nasir	Mejia, Francis	Melendez, Pedro
Mccrae, James	Medeus, Pierre	Medina, Wandí	Mehmood, Nasir	Mejia, Franklin	Melendez, Porfirio
Mccullough, Peter	Medford, Kevin	Medina, Williams	Mehmood, Shahid	Mejia, Gustavo	Melendres, Nelson
Mcdermott, Barrington	Medina, Abraham	Medina, Yaritza	Mehmood, Shahid	Mejia, Ignacio	Melezhik, Pavel
Mcdonald, Erick	Medina, Alfredo	Medina, Yazmir	Mehmood, Sohaib	Mejia, Joanna Hernandez	Melezhik, Pavel
Mcdougal, Rod	Medina, Angel	Medina, Yinesky	Mehmood, Syed M	Mejia, Jorge	Melgar, Luis
Mcelveen, Yvette	Medina, Angel	Medina, Yuberka	Mehmood, Tanser	Mejia, José A	Meliem, Adamou
Mcfadden, Donald	Medina, Anthony	Medina, Yuberka	Mehmood, Waqas	Mejia, Jose Alberto	Melikov, Farhod

## Uber Form Letter- Drivers Names (Submission 1)

Melinette, Libenson	Mendez, Jose	Menendez, Jasmine	Mercedes, Cesar	Mezini, Ferdinand	Miah, Mohamed
Mella, Rafael	Mendez, Jose	Meneses, Edgardo	Mercedes, Jimmy	Mezon, Jewry	Miah, Mohammad
Mellon, Jean	Mendez, Juan	Menezes, Jean Luis	Mercedes, Jose Mercedes	Mfoloum, Amadou	Miah, Mohammad
Mellouky, El Arby Labeid El	Mendez, Julio	Menezes, Stany M	Mercedes, Juan C Ferrer	Mgaloblishvili, Konstantin	Miah, Mohammad B
Mells, Benjamin	Mendez, Kalil	Meng, Fange	Mercedes, Miguel	Mgboul, Ous	Miah, Mohammad R
Melo, Deiby	Mendez, Leudy Ismael Paulino	Meng, Fanzhen	Mercedes, Miguel	Mgwaba, Sbusiso	Miah, Mohammed
Melo, Emerson	Méndez, Luidin Daniel Paulino	Meng, Hu	Mercedes, Rafael Alberto	Mhamud, Shahin	Miah, Mohammed
Melo, Francisco	Mendez, Luis Manuel Pena	Meng, Song	Mercedes	Mhimer, Mhammed	Miah, Mohammed
Melo, Hugo Alberto Novo	Mendez, Manuel	Menni, Farouk	Mercedes, Reyna	Mhoujeb, Mohamed	Miah, Mohammed
Melo, Jonathan	Mendez, Manuel	Mensah, Amouzou	Mercedes, Ricardo	Mia, Ali Kadar	Miah, Mohammed A
Melo, Maximo	Mendez, Miguel	Mensah, Edumond	Mercedes, Ricardo	Mia, Hash	Miah, Mohammed M
Melo, Miguel	Mendez, Nelson	Mensah, Eric	Merchad, Sami	Mia, Md	Miah, Mohsin
Melo, Ysabel	Mendez, Noe Luna	Mensah, Joseph	Merchan, Isauro	Mia, Md Billal	Miah, Moniruzzaman
Melse, Robine	Mendez, Socrates	Mensah, Joseph	Merchan, Luis	Mia, Md Limon	Miah, Moniruzzaman
Meltzer, Ronald	Mendez, Tommy	Mensah, Kingsford Amo	Merchan, Luis	Mia, Md Manik	Miah, Nousad
Melville, Latoya	Mendez, Wilver Garcia	Mensah, Kingsley	Merchan, María	Mia, Md Nirab	Miah, Rajeh
Memon, Muddasir	Mendez, Wilver R Garcia	Mensah, Simon	Merchant, Mohamed	Mia, Md Raju	Miah, Ratan
Memon, Tariq Mehmood	Mendez, Yuniur	Mensah, William	Merchant, Mohamed M	Mia, Md Suman	Miah, Redhoy
Mena, Carlos Andres	Mendim, Valery Emvolo	Mentias, Kirollos	Mercure, Jim Stevenson	Mia, Mohammed R	Miah, Ripon
Mena, Hilda Patricia	Mendis, Balapuwaduge	Mentor, Cadette	Mercy, Bergemane	Mia, Mufti	Miah, Rukon
Mena, Jailot	Mendis, Gamameda L	Mentor, Jhonny	Meregildo, Daniel	Miage, Md Zahir	Miah, Ruman
Mena, Jeison	Mendoza, Alexi	Meparishvili, David	Merette, Amin Amaurys	Miagi, Md Waliullah	Miah, Saiful
Mena, Jorge	Mendoza, Bella Marleny Ramas	Mera, John	Merino, Moises	Miah, Abjal	Miah, Saifuz Zaman Z
Mena, José	Mendoza, Carlos	Merarda, Aissa	Merino, Patricio	Miah, Akkas	Miah, Shafait
Mena, Jose Rafael	Mendoza, Demetri	Mercader, Irvin	Merino, Raul	Miah, Asm Rajib	Miah, Shafait
Mena, Lorenzo	Mendoza, Eduardo E	Mercado, Aderlyn	Merino, Wilfredo Olivares	Miah, Durud	Miah, Shahin
Mena, Melvin	Mendoza, Freddy	Mercado, Adrian Abel	Merletti, Leandro	Miah, Habibul	Miah, Shuhel
Mena, Mihail	Mendoza, Harvey	Mercado, Andry	Meronvil, Vilbrun	Miah, Harun	Miah, Yeasin
Mena, Mihail	Mendoza, Javier A	Mercado, Augusto Rodolfo	Mervilus, Gregory	Miah, Jahangir	Mian, Chishti
Mena, Pabel Joel	Mendoza, Jose	Mercado, Carlos Rafael	Mesa, Jhon	Miah, Janatul	Mian, Ikramullah
Menard, Carly	Mendoza, José	Mercado, David	Mesa, Socrates	Miah, Jewel	Mian, Jamil
Menard, Carly	Mendoza, Juan	Mercado, Elisha	Meselhy, Ahmed	Miah, Kamal	Mian, Salman
Mendez, Abel	Mendoza, Juan	Mercado, Emelanio	Meshkalov, Philipp	Miah, Kausar	Mian, Sami
Mendez, Angel	Mendoza, Martin	Mercado, Joe	Meskhia, Daviti	Miah, Khaled	Mian, Suleman
Mendez, Blanca E	Mendoza, Mayra Mejia	Mercado, Johnny R	Mesropyan, Harutyun	Miah, Khosru	Mian, Zain
Mendez, Carlos	Mendoza, Nicolas	Mercado, Luis	Messaoudene, Boem	Miah, Mahbubur	Miao, Yu Zan
Méndez, Edinson	Mendoza, Olmedo Ramirez	Mercado, Mario A	Mestesalem, Yared	Miah, Manik	Miazee, Md F
Mendez, Edwin	Mendoza, Robert	Mercado, Miguel	Metawea, Esam	Miah, Manik	Miazee, Mohammed
Mendez, Fausto	Mendoza, Ruddy	Mercado, Pamela	Metelus, Stervensly	Miah, Md	Miazi, Md Jubaer Alam
Mendez, Felix	Mendoza, Segundo	Mercado, Pedro	Metskhvarishvili, David	Miah, Md	Miazi, Mohammed
Mendez, Fernando	Mendoza, Ulises Solis	Mercado, Rafael	Mettle, Edward	Miah, Md	Michael, Jean
Mendez, Jairo	Mendoza, Yefri	Mercado, Ranny	Metwally, Abdelghan	Miah, Md	Michel, Bonito
Mendez, Jairo	Mends, Egerton	Mercado, Roy	Metwally, Moamen	Miah, Md	Michel, Brevil Louis
Mendez, Jairo	Mendy, Alphonse	Mercado, Tiffany	Metx, Felix	Miah, Md B	Michel, Brunel
Mendez, Jeffrey Leonardo Vargas	Mendy, Henry	Mercado, Wenceslao	Meus, Meralus C	Miah, Md Shohag	Michel, Brunel
Mendez, Jenny Rativa	Mendzeleu, Siarhei	Mercado, Yoel	Meyer, Edgar Jorge	Miah, Md Shumon	Michel, Carmen
Mendez, Jhovanny	Meneces, Diego	Mercedes, Ángel Antonio	Meza, Diana Johanna	Miah, Miju	Michel, Eladio
Mendez, Johan	Menendez, Alberlis	Mercedes, Bryan	Mezine, Ameziane	Miah, Mitun	Michel, Harry



## Uber Form Letter- Drivers Names (Submission 1)

Michel, Jean De Robert	Miliakos, Panagiotis	Minharuzzaman, Mohammed	Mirza, Qamar	Moddasser, Abu	Mohamed, Mohamed
Michel, Lyonel	Miliano, Jose	Minhas, Amanjot	Mirza, Shahbaz	Modebe, Onochie	Mohamed, Mohamed
Michel, Marc	Milikbekov, Himmat	Minhas, Arslan Nawaz	Mirza, Shaukat	Modesto, Luis	Mohamed, Mostafa
Michel, Sophia	Milinovic, Nikola	Minhas, Rashid	Mirza, Usman	Modesto, Victor	Mohamed, Nassef
Michel, Tiendrebeogo	Miller, Everton	Minhas, Sufyan	Mirza, Usman	Moe, Aye Zaw	Mohamed, Nazeem
Michel, Westanley	Miller, Harold	Minier, Edwin	Mirzaev, Sherzod	Moe, Aye Zaw	Mohamed, Ouaguennouni
Midi, Billy	Miller, John	Minier, Kenia M	Mirzaliyev, Kamran	Moe, Yone	Mohamed, Raymond
Midy, Vladimir	Miller, Marie	Minier, Miguel	Mirzamuradov, Ulugbek	Moffitt, Dirk	Mohamed, Sherif
Mieles, Nicole	Miller, Michael L	Minn, Maung Maung Paing	Mise, Caner	Mofli, Seanad	Mohamed, Talal
Mieses, Leandro	Miller, N	Mino, Jose	Mishael, Same	Mofus, Abdulla	Mohamed, Walid
Migirov, Igor	Miller, Ramona M	Minones, Glenn	Mishal, Fathi	Mogesa, Nathan	Mohamed, Zaheed
Miglani, Nishu	Millien, Jean F	Minott, Elisha	Mishra, Shekhar	Mogro, Victor	Mohamedali, Mohamednoor
Mignosi, Wayne	Millien, Joel	Minougou, Rayibgui Sidi	Misibahu, Nahimana	Mogrovejo, Christian	Mohamedkankou, Diallo
Miguel, Jorge	Millise, Oneil	Minster, Yakov	Mita, Ergys	Mogrovejo, Jose	Mohamedmansour, Ahmed
Miguel, Jose	Millogo, Corantin	Minuche, Luis	Mita, Ergys	Mogrovejo, Miguel A	Mohammad, Anwar
Miguel, José	Mills, Marcel	Minugu, Tarwindpanga	Mitchell, Carlos	Mogrovejo, Miguel E	Mohammad, Ashraful
Miguel, José	Milon, Rashed	Minyila, Elijah	Mitchell, Clifford	Mogrovejo, Paul	Mohammad, Ashraful
Miguel, Jose M	Milonas, Vasilios	Minza, Mazalou	Mitchell, Clifford	Mohabir, Narendra	Mohammad, Ashraful
Miguel, Luis	Milovic, Alex	Mir, Marilexis	Mitchell, David	Mohabir, Rajkumar	Mohammad, Atif
Miguel, Luis Miguel	Miltan, Sirajul	Mir, Nemat Ullah	Mitchell, Paul	Mohabir, Ravi	Mohammad, Farhan
Mihailescu, Victor	Miminoshvili, Dimitri	Mir, Waseem	Mitchell, Sunil	Mohamad, Shadi	Mohammad, Ghaus
Mihailuta, Stefan	Miminoshvili, Manana	Mirabdullaev, Dilshodzhon	Mitchell, Trevor	Mohamed, Abbas	Mohammad, Hanif
Mihalik, Michael	Mims, David	Miralles, Orialy	Mithun, Sm Arifur Rahman	Mohamed, Abdelwali	Mohammad, Ishfaq
Mihdawy, Alaa El	Min, Miyata Aye	Miranda, Erick	Mitrovic, Aleks	Mohamed, Abdraman	Mohammad, Islam
Miho, Armando	Min, Zaw S	Miranda, George	Mittal, Darshan Kumar	Mohamed, Ahmed	Mohammad, Khan
Mihoubi, Hicham	Min, Zhuo	Miranda, Jefferson	Mitus, Guy	Mohamed, Ahmed	Mohammad, Nur
Mihoubi, Riad	Minaev, Vitaly	Miranda, Johnny	Miu, Brian	Mohamed, Ahmed	Mohammad, Popal
Mihranian, Hovannes	Minalla, Jose Miguel	Miranda, Luis Pena	Miya, Hasmuddin	Mohamed, Ahmed	Mohammad, Samad
Mijee, Sahadad	Minalla, Milton	Miranda, Luis R	Mizan, Asif	Mohamed, Ahmed	Mohammad, Sultan
Mikabadze, Zaza Mikabadze	Minashvili, Shalva	Miranda, Marvin	Mizan, Chowdhury	Mohamed, Ahmed	Mohammad, Sultan
Mikaberidze, Irina	Minaya, Carlos	Miranda, Marvin	Mizan, Fahad	Mohamed, Ahmed	Mohammadi, Mir
Mikadze, Givi	Minaya, Daniel	Miranda, Michael	Mizan, Shamma	Mohamed, Ahmed F	Mohammed, Abdul
Mikaelian, John	Minaya, Dioni	Miranda, Michael	Mizhquiri, Jose	Mohamed, Ahmed Fouad	Mohammed, Abubakar
Mikeladze, Paata	Minaya, Gregory	Miranda, Nancy	Mizhquiri, Jose	Mohamed, Ahmed M	Mohammed, Aminu
Mikhaeil, Fathy M	Minaya, Isidro	Miranda, Ruth	Mizhquiri, Maria Cuzco	Mohamed, Ali	Mohammed, Azher
Mikhail, Malak	Minaya, Jose	Mirbaba, Mitch H	Mizhquiri, Mario Mizhquiri	Mohamed, Amar	Mohammed, Berradi
Mikhail, Reda	Minaya, Jose L Sanchez	Mirboboev, Murodjon	Mizu, Sabbir	Mohamed, Amr	Mohammed, Bilalhussain
Mikhail, Reda	Minaya, Michael	Mirdha, Md	Mkrtchyan, Armen	Mohamed, Bari	Mohammed, Bouziani Talal
Mikhail, Wafik	Minaya, Sandy	Mireles, Jose I	Mo, Jianzhi	Mohamed, Elsayed	Mohammed, Cherkaoui
Mikhail, Wafik	Minaya, Jeremy	Mirganiyev, Seyran	Mo, Maurice	Mohamed, Eslam	Mohammed, Fazel
Mikhailenko, Kirill	Minchala, Hugo	Mirmukhamedov, Mamur	Mo, Me	Mohamed, Fofana	Mohammed, Golam
Mikullovc, Armend	Minda, Asduval	Mirmukhamedov, Ravshan	Mo, Richard	Mohamed, Karim	Mohammed, Golam
Milanes, George	Ming, Cen De	Miron, Eyasin	Moah, Micheal	Mohamed, Karim	Mohammed, Humayan Kabir
Milanes, Kenneth	Ming, De	Mirsaburov, Dilshod	Moawwad, Mina	Mohamed, Karim	Mohammed, Humayan Kabir
Mildiani, Davit	Ming, Ng Soon	Mirville, Jean	Mobin, Md Ahmed	Mohamed, Khalid Elmuparak	Mohammed, Lazraq
Miles, Lyod	Mingming, Xie	Mirza, Ayaz	Mochalov, Ivan	Mohamed, Mahmoud M	Mohammed, Maach
Miles, Lyod S	Mingo, Basdeo	Mirza, Mohammad	Mocombe, Marc	Mohamed, Minhaj	Mohammed, Mobarak
Milholi, Carlos	Mingshan, Zhu	Mirza, Muhammad Usman	Modak, Naresh C	Mohamed, Mohamed	Mohammed, Mohammed
				Mohamed, Mohamed	Mohammed, Muftao

## Uber Form Letter- Drivers Names (Submission 1)

Mohammed, Muhiddeen	Mohsin, Muhammad	Molina, Maria D	Moniruzzaman, Md	Montero, Sharibel	Mora, Elieres G
Mohammed, Muzafar	Mohsine, Salaheddine	Molla, Anisur	Moniruzzaman, Md	Montero, Williams Del Rosario	Mora, Esequiel Jimenez
Mohammed, Nakib	Mohyuddin, Tahir	Molla, Khairuzzaman	Moniruzzaman, Mohammed	Montero, Williams Del Rosario	Mora, Frank
Mohammed, Nazaar	Moid, Mohammed	Molla, Masud	Moniruzzaman, Mohammed	Monterrosa, Cesar	Mora, Henry
Mohammed, Nizamuddin	Moin, Uddin Mohammed	Molla, Masud	Moniruzzaman, Muhammad	Monterrosa, Cesar	Mora, Jose
Mohammed, Noor	Moina, Angel	Molla, Masud	Moniruzzaman, Syed	Montes, Carlos David	Mora, Juan
Mohammed, Nur	Moína, Jaime	Molla, Mohammad	Monje, Bryan	Montes, Daniel	Mora, Samuel
Mohammed, Rasel	Moinuddin, Md	Molla, Mohammed	Monle, Babatounde	Montes, Eduardo	Mora, Sory
Mohammed, Rasheed	Moinuddin, Syed	Mollah, Aman	Monoaruzzaman, Md	Montes, Yonatan	Mora, Steven
Mohammed, Rauiff	Moise, Jc	Mollah, Mdmonir H	Monpremier, Kelly	Montesino, Antonio	Mora, Steven
Mohammed, Saifaldawla	Moise, Jerry	Mollah, Mohammed A	Monpremier, Kelly V	Montesino, Ceferino	Moraes, Paul
Mohammed, Sheikh Mohammed	Moise, Sandra	Mollik, Dilip	Monroy, Mynor G	Montesino, Edwin	Moraitis, Nikolaos
Mohammed, Sule	Moise, Saurel	Mollik, Kousar	Monroy, Rosa	Montesino, Ranlly	Moral, Mohammed
Mohammed, Umar Farouk	Mojica, Carlos	Moluh, Seidou	Monsegur, Eric	Montesino, Wilkins	Morales, Andres
Mohammeh, Noor	Mojica, Elisa	Momanyi, George	Monsi, Anisor Rahman	Monthe, Silas	Morales, Antolin Cedeno
Mohamuud, Mohamed	Mojica, Luis Alfredo Gomez	Mombrun, Jackson	Monsia, Eric	Montiel, Erwin	Morales, Antonio
Mohanadas, Chelliah	Mojica, Ms Erica Santiago	Momen, Md Abdul	Monsur, Mohammed Abu	Montiel, Reinel A	Morales, Axel
Mohar, Mohsan	Mojnu, Md	Momenpour, N	Montan, Emmanuel	Montilla, Deilin	Morales, Benita
Mohasseb, Ibrahim	Mojumder, Miganur	Momi, Gagandeep	Montanez, Osvaldo	Montilla, Manuel	Morales, Bladimir
Mohemed, Yasser	Mojumder, Saidul H	Momin, Jahangir	Montano, Alex	Montilus, Pierre A	Morales, Carlos B
Mohibullah, Mohammed	Mojumder, Shamim	Momin, Mohammad	Montano, Brian	Montoya, Fredy	Morales, Carmen
Mohiddin, Jahangir	Mojumder, Sonjoy	Momin, Mohammad M	Montano, Daniel	Montoya, Jaime Alberto Escobar	Morales, Cinthya
Mohindroo, Rinkle	Mojumder, Yousuf	Momplaisir, Antoine	Montano, Francisco	Montoya, Johany Aristizabal	Morales, Danilo
Mohindru, Sunny	Mokaddam, Hassan	Momtaz, Shila	Montaque, Verrol	Montoya, Luis	Morales, Diego
Mohiuddin, Golam	Mokalled, Hassan	Momus, Chrisroy	Montas, Brandon	Monzur, Mohammad	Morales, Edwin
Mohiuddin, Golam	Mokalled, Hassan	Monasterio, Karen	Montas, Brandon	Moon, Byeongsuk	Morales, Edwin
Mohiuddin, Gulam S	Mokhtari, Khaled	Monción, Elvio	Montas, Jorge	Moon, David	Morales, Enmanuel Jimenez
Mohiuddin, Gulam S	Mokri, Abdeldjalil	Monción, Elvio	Montas, Kendy	Moon, Muzammil	Morales, Fabio
Mohiuddin, Md	Moktadir, Faruque	Monclus, Juan	Montasir, Md Golam	Moon, Simon	Morales, Fabio
Mohiuddin, Md	Moktan, Aman Lama	Mondal, Babul C	Montazir, Marut	Moore, Daniel	Morales, Hermilo
Mohiuddin, Md	Moktan, Mikchen	Mondal, Maradona Sony	Monteiro, Jose	Moore, Darnell	Morales, Humberto
Mohiuddin, Mohammed	Moktan, Mikchen	Mondal, Ranjit	Monteiro, José	Moore, Douglas	Morales, Ivan
Mohiuddin, Mohammed	Moktan, Pranay	Mondal, Seum	Monteiro, Priscilla	Moore, Praxton	Morales, Joel
Mohiudfin, Mohammed	Molano, Jorge	Mondal, Shantanu	Monteiro, Sylvain	Moore, Vincent	Morales, Joshue
Mohammed, Monzer	Moliere, Jacquelin	Mondesir, Hentelais	Monteith, Nickeda	Mooro, Fernando Del	Morales, Juan
Mohmood, Muddasar	Molina, Anthony	Mondesir, Ricaldo	Montell, Kimberly	Moosa, Kunnumal	Morales, Kendys
Mohammad, Zia	Molina, Carlos	Mondol, Moshi	Montell, Kimberly	Moosa, Kunnumal	Morales, Leonardo G
Mohsin, Md	Molina, Cecilia	Monegro, Angeliq	Montero, Anderson	Moosa, Kunnumal	Morales, Luis
Mohsin, Mohammad	Molina, David	Monegro, Emmanuel	Montero, Carlos	Moosani, Mohamed A	Morales, Manuel
Mohsin, Mohammed	Molina, Delvis	Monegro, Ramon	Montero, Crusito	Moposita, Miguel Ángel	Morales, Marco
Mohsin, Mohammed	Molina, Favia	Monero, Antonio	Montero, Daniel	Moqrane, Mouad	Morales, Mayelin
Mohsin, Mohammed	Molina, Jonelvy	Monetero, Jaime Galva	Montero, Daniel	Moquete, Raudy	Morales, Nestor
Mohsin, Mohammed	Molina, Jonelvy	Monfil, Ady	Montero, Gustavo	Moquete, Rodin	Morales, Nikia
Mohsin, Mohammed	Molina, Jose	Mongiello, Emiliano	Montero, Joaquin	Mora, Aljeny	Morales, Omar
Mohsin, Mohammed	Molina, Juan	Moni, Mohammod	Montero, Jorge Alexander	Mora, Angel	Morales, Pedro
Mohsin, Monir	Molina, Kevin	Monir, Md	Montero, Juan P Ubr	Mora, Augusto Cesar	Morales, Rafael
Mohsin, Mueen	Molina, Luz	Monir, Syed	Montero, Luis Edward De Leon	Mora, Bryan	Morales, Refugio
Mohsin, Muhammad	Molina, Manuel	Monir, Syed	Montero, Mileanny	Mora, Carlos	Morales, Rolando Huerta

## Uber Form Letter- Drivers Names (Submission 1)

Morales, Rommel	Morel, Joaquin	Morgan, Lawrence	Mortenson, Peter	Mota, Tony	Moya, Pedro
Morales, Ruddy	Morel, Johan	Morgan, Milad	Mortuja, Md Golam	Motawe, Methatt	Moyano, Felipe
Morales, Sebastian	Morel, Jose	Morgan, Nathaniel	Mosarrof, Hossain	Motin, S M Abdul	Moye, Yusef
Morales, Washington	Morel, Jose	Morgan, William	Moscarelli, Richard	Motino, Eyden	Moyon, Lino
Morales, Willia	Morel, Jose	Mori, Claudio	Moscol, Alexyss	Motiur, Md	Mozab, Fouad
Morales, William	Morel, Jose	Mori, Norihisa	Moscovici, Edward	Mouadjidi, Didier	Mozeb, Jamil
Moran, Ana	Morel, Jose Wirionez	Morifere, Diarrassouba	Mose, Robinson	Mouazeb, David	Mozoul, Frantz
Moran, Eduardo	Morel, Juan	Morillo, Danilo	Moses, Akingbade	Mouchtaba, Cheikh El	Mozumder, Anamul Hoque
Moran, Edwin	Morel, Juan David	Morillo, Fernando R	Moses, Candice	Moufakir, Nour Eddine	Mozumder, Md
Moran, Fabricio	Morel, Junior	Morillo, Jack Reyes	Moses, Gabrielle	Moughal, Aftab	Mozumder, Mohammad
Moran, Fabricio	Morel, Luis	Morillo, Juneri	Moses, Tracey	Moujir, Jamal	Mozumder, Mohammed
Moran, Joan	Morel, Luis	Morillo, Kerlyn	Mosia, Ramazi	Moukah, Abderazak	Mozumder, Mohammed Sayedur
Moran, Joan A Moran	Morel, Luis	Morillo, Robinson	Mosiashvili, Mamuka	Moukalled, Nazih	Rahman
Moran, Lester	Morel, Luis A	Morillo, Saulo	Mosiashvili, Mamuka	Moulahem, Nabil	Mozumder, Rezaul
Moran, Lister	Morel, Mario	Morillo, Victor	Moslehi, Ashraff	Moumou., Omar	Mredol, Shawon
Moran, Luis	Morel, Michel	Morino, Victor John	Moslem, Md	Moumouni, Arafath	Mshvenieradze, Lasha
Moran, Modesto	Morel, Miosotis	Moris, Jose Luis	Mosquea, Luigi	Mounawar, Aboubaker	Mshvildadze, Malkhaz
Moran, Ricardo Andres Gallegos	Morel, Orlando	Morisseau, Alix	Mosquea, Paul	Moura, Michael	Mtavrishvili, Keso
Morant, Donet	Morel, Raul A	Morisseau, Wadner	Mosquera, Rosa	Mourad, Antoine	Muamba, Louis
Morantes, Pedro J	Morel, Ricardo Rosario	Morla, Juan V	Mostafa, Aber	Mourad, Lhoussine	Mubarak, Thaib Mohamed Husny
Moratalla, Jose	Morel, Wando Munoz	Morocho, Jesus	Mostafa, Ahmed	Mourani, Magid	Mudassar, Talhah
Moratin, Cecil	Morency, Myrtha	Morocho, Jofre	Mostafa, Emad	Moure, Luis	Mudassar, Umair
Morban, Leonidas	Morency, Wallace	Moronta, Carlos	Mostafa, Fakir Golam	Moursy, Naglaa	Mudrik, Gregory
Morce, Tamer	Moreno, Adrian	Moronta, Carlos	Mostafa, Mohamed	Moursy, Tarek	Mueses, Juan Fernando
Mordan, Fernelys	Moreno, Anthony	Moronta, Eduard De Jesus	Mostafa, Mohamed	Mousa, Azzam	Mufazzal, Syed
Mordani, Md Rayhan	Moreno, Arturo	Andujar	Mostafa, Mohamed	Mousa, Elrefaey	Mughal, Adeel
More, Dickson	Moreno, Edgar A	Moronta, Frandy	Mostafa, Mohammad G	Mousa, Mohamed	Mughal, Babar
More, Javi Salinas	Moreno, Edward	Moronta, Hairo	Mostafa, Mohammed	Mousa, Saleh	Mughal, Bilal
Morefield, Dequan	Moreno, Ernesto	Moronta, Jessie	Mostafa, Mohammed Golam	Mousa, Sefean	Mughal, Irfan Liaquat
Moreira, Carlos F	Moreno, Fernando	Moronta, Joanni	Mostafa, Tarek Mohamed	Mousakheel, Shakoor	Mughal, Javid
Moreira, Luis	Moreno, Gustavo	Moronta, Miguel José	Mostafa, Wael	Moussa, Belal	Mughal, Junaid
Morel, Abraham	Moreno, Hoovert	Moronta, Oliver Garcia	Mostafazadeh, Sina	Moussa, Ramzy	Mughal, Junaid
Morel, Amaury	Moreno, Jhon Alvaro Goez	Moronta, Ramon A	Mostofa, Manzur	Moussa, Wasfi	Mughal, Mohammad
Morel, Angel	Moreno, Johnny	Moroz, Vitaliy	Mostofa, Md Golam	Moussaoui, Lahcen	Mughal, Muhammad
Morel, Anyoli	Moreno, Kenia	Morozil, Evens	Mota, Alberto	Moustafa, Reda	Mughal, Muhammad
Morel, Cristian Luis	Moreno, Lizeth	Morris, Ismail	Mota, Danielle	Moustaid, Ahmed	Mughal, Muhammad Shiraz
Morel, Eduardo	Moreno, M	Morris, Thad	Mota, Darían Satos	Moustaid, Mustapha	Mughal, Nadeem
Morel, Edwin	Moreno, M Rey	Morrison, Touray	Mota, Darwin	Moustaoui, Khalid	Mughal, Nadeem B
Morel, Elizardo	Moreno, Manuel	Morshed, Md Mahafuz	Mota, Edwin	Moustapha, Emad	Mughal, Nadeem B
Morel, Ember	Moreno, Rosa	Morshed, Mohammed	Mota, Geremias Silvestre	Moustapha, Outman	Mughal, Rizwan
Morel, Enmanuel	Moreno, Victor	Morshed, Sajjib	Mota, Hector	Mouussa, Adds	Mughal, Rizwan
Morel, Enmanuel	Moreta, Jorge	Morshed, Sm Ruhul	Mota, Hector H	Mowla, Golam	Mughal, Umar
Morel, Enmanuel	Morety, Rene	Morsi, Ibrahim	Mota, Hilario	Mowla, Mohammed	Mughal, Zoraiz Khan
Morel, Fausto	Morfa, Stwalinyer	Morsn, Reinerio	Mota, Jorge	Mowla, Mohammed	Muhammad, Afzal
Morel, Geosgordy	Morgado, Michael	Morsy, Ahmed	Mota, José De La	Moya, Felix	Muhammad, Ahmed
Morel, Jacknely	Morgan, Courtney	Morsy, Mohamed	Mota, Rosario	Moya, Hatuey	Muhammad, Asif
Morel, Jhonattan	Morgan, Dezmond D	Morsy, Muhammad	Mota, Stevens Urena	Moya, Luis	Muhammad, Aun
Morel, Jhony	Morgan, Jane	Morsy, Waleed	Mota, Timothy	Moya, Newar	Muhammad, Bilal

## Uber Form Letter- Drivers Names (Submission 1)

Muhammad, Israr	Mulla, Yusuf	Munoz, Alexandra	Muradov, Fakhridinbek	Mushtaq, Faisal	N., Ackah
Muhammad, Maqsood	Mullajanova, Khilola	Munoz, Alfredo D	Murat, Nadyrbekov	Mushtaq, Iftikhar	Na, Ashin Tikkha Nya
Muhammad, Qureshi	Mullalli, Saimir	Munoz, Ana Amalia	Murdakhayev, Albert	Mushtaq, Iftikhar	Na, Byungkyu
Muhammad, Seth	Mullarkey, Brendan	Muñoz, Biannet De Jesus Santos	Murdock, Junior	Mushtaq, Mahmood	Naasan, Nidal
Muhammad, Tahir	Muller, Joseph	Munoz, Cesar	Muresan, Laurentiu	Mushtaq, Muhammad	Nabaloum, Boureima
Muhammad, Umar	Mullings, Dwight A	Munoz, Elvin D	Murgai, Sunil	Mushtaq, Muhammad	Nabarawy, Khaled
Muhammad, Usman	Mullings, Kweisi	Munoz, Elvin D	Muriel, Pedro	Mushtaq, Yasir	Nabassanga, Tidiane
Muhammad, Wahid	Mullings, Lenroy	Muñoz, Félix A	Murillo, Cristóbal	Musinov, Erkin	Nabdali, Abdelhafi
Muhammed, Faisal	Mullings, Naeem	Munoz, Geovanny	Murillo, Javier Alvarez	Musleh, Jaafar	Naberaev, Boburkhon
Muhammed, Khalid	Multani, Balwinder S	Munoz, Geovanny	Murillo, Mayra	Mustafa, Ahmad	Nabi, Asif
Muhammed, Murshed	Multani, Damanpreet	Munoz, Herduy	Muro, Gerardo J	Mustafa, Fada Ul	Nabi, Fakhrun
Muhammed, Nahid	Multani, Jatinder	Munoz, Isael	Murodov, Bobur	Mustafa, Ghulam	Nabi, Mohammad Yousuf
Muhanna, Emad	Multani, Joginder Singh	Munoz, Jeffrey Idarraga	Murodov, Furkat	Mustafa, H M Golam	Nabi, Mohammed N
Muharam, Yousuf M	Multani, Lovepreet	Munoz, Jhonny Jairo	Murodov, Umed	Mustafa, Jawad	Nabi, Nahim
Muharram, Tamer	Multani, Navpreet	Munoz, Jorge	Murodullaev, Davronbek	Mustafa, Mohammed Gulam	Nabi, Talat
Muhidinov, Mehrojdj	Multani, Pritpal	Muñoz, Jorge	Murphy, Darren	Mustafa, Nasreldin Ibrahim	Nabiev, Alisher
Muhit, Abdul	Multani, Pritpal	Munoz, Jose	Murphy, Derrick	Mustafa, Usman	Nabiev, Bobur
Muhlfelder, Ronald	Multani, Pritpal Singh	Munoz, Jose S	Murphy, John	Mustafa, Zishan	Nabiev, Bobur
Mui, Henry	Multani, Sarabjeet	Munoz, Lucitania	Murphy, Tarik B	Mustafaj, Valon	Nabil, Abdullah
Mujahidzada, Wali	Muminiv, Jamshid	Munoz, Nelson	Murray, Jason	Mustafizur, Md	Nabili, Tural
Mujica, Pedro P	Muminov, Farhod	Munoz, Oscar	Murray, Lision	Mustangi, Karma	Nacanabo, Hamade
Mujtaba, Ali	Muminovic, Hafiz	Munoz, Rafael	Murrell, Moses	Muswara, Ali	Nachi, Abdelghani
Mujtaba, Pirzada	Mumtaz, Tauqir	Muñoz, Rumaldo Muñoz	Murshed, Mohammed	Muswara, Fawaz	Nachstein, Richard C
Mukbel, Adnan	Mun, Choon Teak	Munoz, Sabiel	Murshed, Monjur	Mutalibov, Kamol	Nacir, Khalid
Mukhamedov, Tojiddin	Mun, Sang Keun	Munoz, Sabiel	Murshed, Mohammed N	Mutas, Mohammed	Nacoulma, Aloys
Mukhamedov, Ulugbek	Munam, Abdul	Munoz, Victor	Murshed, Salim	Mutas, Mohammed	Nacoulma, Serge
Mukhammad, Khojaliev	Munasinghe, Rohitha	Munoz, Virgilio	Murshed, Shawn	Muthugalge, Nimal	Nadal, Jose E
Mukhia, Vivek	Munasinghe, Rukshan C	Munoz, William	Murtaza, Adeel	Muthuthanthirige, Sasanga	Nadashvili, Paata
Mukhin, Dmitriy	Munassar, Akram	Munoz, William	Murtaza, Ali	Muto, Sen	Nadashvili, Paata
Mukhtar, Aftab	Munawar, Mohammad	Munsaf, Awais	Murtaza, Ghulam	Muttamara, Bannarat	Nadbi, Md Ohidur R
Mukhtar, Afzal	Munawar, Saqib	Munshi, Didar	Murusidze, Levan	Muyinov, Firuz	Nadeem, Ahmad
Mukhtar, Muhammad Bilal	Munawar, Shahid	Munshi, Didar	Murzaliev, Aziz	Muzaffar, Firuz	Nadeem, Amir
Mukhtar, Yussif	Munawar, Tamoor	Munshi, Didar	Musa, Henry	Muzaffarov, Sheroz	Nadeem, Asif
Mukhtarov, Djakhongir	Munder, Yograj	Munshi, Md Shaheen	Musa, Mahmoud	Muzaffary, Sanaullah	Nadeem, Faisal
Mukhtorov, Gulomzhon	Mundy, Miles	Muqaddas, Abdul	Musa, Md Abu	Muzaina, Tayyib	Nadeem, Khalid
Mukhtorov, Islomjon	Muneeb, Mohammed	Muqaddas, Abdul	Musa, Mohammad A	Muzammal, Muhammad	Nadeem, Khurram
Mukith, Abdul	Muneem, Shah Md Abdul	Muqtadirtafader, Abdul	Musa, Mohammed	Muzammal, Muhammad	Nadeem, Muhammad
Mukta, Zaman	Munetones, Yermi G	Murad, Amit	Musad, Ayman	Muzhak, Ihor	Nadeem, Muhammad
Muktadir, Abdul	Munguia, Victor	Murad, Faysal	Musaddeq, Sayed	Muzib, Sallam	Nadeem, Muhammad
Mukul, Saiful A	Munib, Abdul	Murad, Ismail	Musadiq, Noman	Mwangi, Laurence	Nadeesh, Ameen
Mukumov, Firuzkhon	Munir, Jamil	Murad, Mahmudul	Musaed, Mohammed Saleh	Myint, Mike	Nadhir, Zaimeche
Mukut, Tareq Imam	Munir, Mohammad	Murad, Mahmudul	Ahmed	Myltidor, Hervé	Nadil, Kamel
Mulaj, Fatjon	Munir, Sudhir	Murad, Mahmudul H	Musaev, Akmal	Myrtill, Herald	Nadim, Wakil
Mulayev, Efim	Muniruzzaman, Md	Murad, Md	Musaev, Sherzod	Myrtill, Herald	Nadir, Javid
Mulayev, Michael	Muniz, Roberto	Murad, Md Wahid	Musah, Shaibu	Myself, Thierno Diallo	Nadir, Mounir
Mulgrew, Francis	Munna, Mohammad	Murad, Wazid	Musaid, Ahmed	N, Julio Grullon	Nadir, Mustapha
Mulla, Noaman	Munna, Mohammed M Rahman	Muradov, Aziz	Muschette, Vernal	N, Skalli Mohammed	Nadirashvili, Saba
Mulla, Sahil	Munna, Syed	Muradov, Dilshod	Mushkudiani, Badri	N, Symphony	Naeem, Abdul

## Uber Form Letter- Drivers Names (Submission 1)

Naeem, Abdullah	Naing, Win	Nang, Kham Khan	Naser, Abu	Nath, Kailash	Nawaz, Haq
Naeem, Akhtar Aziz	Naism, Mahmad	Nanobashvili, Besik	Naser, Kazi Abu	Nath, Liton	Nawaz, Hassan
Naeem, Faizan	Najahi, Adil	Naouikhir, Mohammed	Naser, Md	Nath, Rago	Nawaz, Junaid
Naeem, M	Najahi, Adil	Napuri, Cesar Andree	Naser, Mohammed	Nath, Tapash	Nawaz, Kashif
Naeem, Malik Mujtaba	Najdawi, Yasser	Naqi, Muhammad	Nash, Kellon	Nath, Thapen	Nawaz, Mohammad
Naeem, Muhammad	Najdawi, Yasser	Naqvi, Ali	Nash, Tony	Nath, Tridip K	Nawaz, Mohammad
Naeem, Usman	Najdawi, Yasser	Naqvi, Faiza	Nashed, Rafeek	Natsvlshvili, Levan	Nawaz, Mohammad
Naem, Md	Naji, Aziz	Naqvi, Hassan	Nashel, Sabry	Nau, Aaron	Nawaz, Mohammad R
Nafea, Eslam	Naji, Aziz	Naqvi, Hassan	Nasher, Mohammad A	Nauman, Muhammad	Nawaz, Mohammad R
Nafea, Eslam	Naji, Mohammad Al	Naqvi, Nick	Nasib, Ahnaf	Naung, Kyaw	Nawaz, Muhammad
Nafi, Abdul	Naji, Saned	Naqvi, Seen	Nasim, Mohammad	Nausrudeen, Hamzah Naeem	Nawaz, Qamar
Nag, Sujan	Najjar, Kenny	Naqvi, Syed	Nasim, Muhammad	Naut, Michael	Nawaz, Rab
Naganur, Shashikumar	Najm, Rabih	Naqvi, Syed Fayyaz	Nasim, Zain	Nauth, Kissoon	Nawaz, Salak
Virupakshan	Naju, Md Shajahan Chowdhury	Naqvi, Syedamar	Nasir, Abdul	Nava, Eric	Nawaz, Shah
Nagbe, Agnami	Nakashidze, Ednar	Narain, Watankar	Nasir, Abu	Nava, Pedro	Nawaz, Shahid
Nageia, Baldwinder S	Nakhla, Hossam	Naranjo, Christopher	Nasir, Abu	Navarrete, Gildardo A	Nawaz, Shahid
Nagi, Adel	Nal, Onur	Naranjo, Jorge	Nasir, Fahad	Navarrete, Jorge	Nawaz, Shahid
Nagi, Amar	Nal, Onur	Naranjo, Juan	Nasir, Javid	Navarrete, Leonela	Nawaz, Shujaat
Nagi, Eisa	Nambo, Osciell	Naranjo, Mario	Nasir, Khaled	Navarrete, William	Nawaz, Shujaat
Nagi, Hemyar	Namdak, Kalsang	Naranjo, Walter	Nasir, Marub	Navarrete, Zacarias	Nawaz, Tehmoor
Nagi, Mohammed Ahmed Ali	Namdhari, Raunak Singh	Narcisse, Chrostoph	Nasir, Munawwar Ahmad	Navarro, Bertho	Nawaz, Umer
Nagi, Othman	Namdyal, Tashi	Narcisse, Jean	Chaudhry	Navarro, Edwin	Nayab, Wageeha
Nagpal, Dinesh	Name, No	Narin, Danis	Nasir, Shahzad	Navarro, Elvis	Nayan, Mohammed
Nagra, Ammy	Name, Sojun No Given	Narinderpalaggarwal, Fnu	Nasir, Sheikh	Navarro, Jeremiah	Nayeem, Ali Hayder Mohammed
Nagra, Ghulam Mustafa	Name, Vijay No Given	Narindoshvili, Giorgi	Nasir, Sohaib	Navarro, Maria	Nayeem, Noor
Nagrani, Aviv	Names, Tenzinkhyenrab	Narine, Sunil	Nasir, Waseem	Navarro, Yunelkis	Nayem, Mohammad
Nagy, Andrew T	Namgay, Jigme	Narkulov, Shukhrat	Nasirov, Vusal	Navas, Erick	Nayem, Mohammed
Nahal, Harrypreet Singh	Namgay, Tashi	Narouz, Fady	Nasr, Amad	Naveed, Anjum	Nayen, Md
Nahar, Mubarak	Namgyal, Fnu Tsewang	Narouz, Karim	Nasr, Muhammad	Naveed, Muhammad Y	Nayer, Gurmeet Singh
Nahar, Prince	Namgyal, Jigme	Narsayah, Hemchan	Nasrallah, George	Naveed, Rahat Hussain	Nayyar, Mian Talha
Nahid, Ahmed	Namgyal, Kunsang	Narsia, Teimuraz	Nasretdinov, Rustam	Naveed, Shahzad	Nayyar, Navdeep
Nahid, Nazmul Hossan	Namgyal, Pem	Narula, Ajay	Nasri, Jebran	Naveen, Anna	Nayyar, Navdeep
Nahied, Razoan	Namgyal, Rigzen	Narvaez, Eduardo	Nasri, Radouane	Navia, Frank	Naz, Adnan
Nahwi, Abdo	Namgyal, Tsering	Narvaez, Fausto	Nasriddinov, Furkat	Navia, Marco	Nazaire, Josue
Nai, Robert Sis	Namgyal, Tsering	Narzikulov, Sardor	Nasriddinzoda, Daler	Navidad, Donnel Jay	Nazaire, Josue Jude
Naik, Wahidullah	Namgyel, Thinley	Narzikulov, Sardor	Nasridinov, Sheroz	Nawabi, Farhad	Nazari, Rabiullah
Naim, Abdulla	Namous, Mustapha	Nasanaagha, Mohammad Nidal	Nasrullaev, Djavokhir	Nawafleh, Moath	Nazario, Jeison
Naim, Sayed	Nan, Haojie	Nasar, Abu	Nasrullah, Tauseef	Nawaiz, Chaudhary	Nazario, Luz
Naimallah, Bouchaib	Nan, Haojie	Nasar, Jamal	Nassar, Ahmed M	Nawas, Nirzan	Nazarov, Botir
Naimi, Ahmad	Nan, Xiaolin	Nasar, Kamal	Nassar, Hussein	Nawasry, Mourad El	Nazarov, Dzhamolbek
Naimi, Ahmad	Nana, Abdou Salam	Nasar, Md	Nasser, Amar	Nawasry, Mourad El	Nazarov, Marat
Naimov, Ilhom	Nana, Didier	Nasar, Mohammed	Nasser, Majed	Nawaz, Adnan	Nazarov, Ozod
Naimov, Nemat	Nana, Didier	Nasaridze, Zurab	Nassralla, George	Nawaz, Ahmad	Nazaryan, Artur
Naimul, Hasan	Nana, Koudaogo Jules	Nascimento, Shirlla	Nasto, Pandush	Nawaz, Ahmad	Nazghaidze, Vladimer
Naina, Mohamed	Nana, Nestor	Naseer, Mian Shoab	Nat, Sukhpal	Nawaz, Ahsan	Nazhand, Mohammad Sediq
Naing, Aung	Nanda, Rajesh	Naseer, Muhammad	Nath, Animesh	Nawaz, Ali	Nazim, Nauman
Naing, John	Nandan, Bharti	Naseer, Quiser	Nath, Deodat	Nawaz, Ali	Nazir, Adeeba
Naing, San	Nandi, Prodeep	Naseer, Rashid	Nath, Gorakh	Nawaz, Aqdas	Nazir, Asif

## Uber Form Letter- Drivers Names (Submission 1)

Nazir, Danish	Nedjar, Adel	Neto, Daniel D	Niampa, Ousmane	Nikoladze, George	Nobi, Mahammad Nur
Nazir, Hamid	Needham, Edmund	Netus, Louis Henri	Niane, Cheikh	Nikolaidis, Georgios	Nobi, Noor
Nazir, Nasibul	Neffakh, Hicham	Neupane, Bikalpa	Niane, Mamadou	Nikolopoulos, Thomas	Nobi, Nur
Nazir, Nasibul	Negash, Suleiman	Neupane, Eaknarayan	Niang, Babacar	Nikolov, Kaloyan	Noble, Melissa
Nazir, Shahid	Negi, Bharat	Neupane, Lokmani	Niang, Ibrahima	Nil, Hafiz Ahmed	Noboa, Johanna
Nazir, Shahzad	Neglia, Olga	Neupane, Tp	Niang, Mademba	Nima, Danzeng	Nocelotl, Eloy
Nazir, Sufyan	Negmatov, Maksud	Neupane, Tp	Niang, Mamadou	Nima, Dorji	Nodarse, Jorge Brito
Nazir, Sulman	Negmatov, Maksud	Neverson, Sayquan	Niang, Papa	Nimaga, Modibo	Noel, Lesly
Nazirov, Nuriddin	Negrin, Reynaldo	Neviadomski, Andrei	Niang, Papa M	Nimani, Burim	Noel, Marc Michel
Nazmul, Hassan Foysal Soyed	Negron, Joel	New, Kian Lun	Niangadou, Souleymane	Nimani, Burim	Noesi, Abner
Nazmuzzaman, Mohammad	Negron, Johnny	Newaj, Md	Niasse, Aly	Nimtrakul, Panya	Noesi, Claudio
Nazon, Claudel	Negussie, Mintwab	Newell, Adrian	Niazi, Ahmad	Nin, Jorge Perdomo	Nolasco, Daniel
Ndao, Mohamed	Neilstrong, Akeem	Newell, Barrington	Niazi, Ahmad W	Nina, Ulises	Nolasco, Jose Miguel
N'Daw, Sidiki	Neira, Jorge	Newman, Lennox	Niazi, Asim	Niono, Youssouf	Nolivos, Raul J
Ndey, Babalissa Lissa	Nekere, Abdoukoudousse	Newton, Barbara	Niazi, Shafqat U	Niquez, Jameson	Noman, Abdullah
Ndiath, Aly	Nekoula, Nader	Newton, Rawle	Niazi, Shah Haider	Niraula, Ganesh	Noman, Abdullah
Ndiaye, Babacar	Neljkojic, Sefket	Neziraj, Edmond	Niazi, Yasir	Niraula, Jandabi	Noman, Mahmoud
Ndiaye, Cheikh	Nelson, Alicia	Ng, Chi Cheung	Niazmand, Hamidullah	Nisanov, Avraham	Nonamegiven, Sweab
Ndiaye, Khadim	Nelson, Calvin	Ng, Daniel	Nicholas, Camillus	Nisar, Amir	Noncant, Jean
Ndiaye, Lamine	Nelson, Don	Ng, Jian	Nicholas, Francis	Nisar, Salman	None, Abhishek
Ndiaye, Lamine	Nelson, Dwight	Ng, Kam	Nichols, Arnold	Nishan, Assmain	Noor, Ahmed
Ndiaye, Mahamadou	Nelson, Eric	Ng, Kam Yiu	Nicholson, Clive	Nishimura, Takenobu	Noor, Golam
Ndiaye, Mamadou	Nelson, Harry	Ng, Keansoon	Nickle, Owen	Nitu, Marium	Noor, Izharul H
Ndiaye, Mbaye	Nelson, Ivonne	Ng, Pinghung	Nicolas, George	Niu, Feng	Noor, Mohammad
Ndiaye, Mbaye	Nelson, Jesse	Ng, Pui Fat	Nicolas, Laurore	Niu, Hongwei	Noor, Mohammad
Ndiaye, Modou	Nelson, Jude	Ng, Raymond	Nicolas, Laurore	Niu, Shaohui	Noor, Mohammed
Ndiaye, Mor	Nelson, Rivens	Ng, Sam Fung	Nicolas, Lion	Niu, Shiming	Noorani, Sheikh Ahmad
Ndiaye, Pape	Nelson, Winston	Ng, Sing	Nie, Chunlei	Nivar, Cesar	Noori, Nesar Ahmad
Ndiaye, Saliou	Nematov, Asadbek	Ng, Weng Onn	Nie, Yaxiong	Nivar, Mariela	Nooruddin, Abu
Ndiaye, Serigne	Nematov, Eldor	Ng, Yan	Nieto, Aracelys	Nivrose, Ford	Noory, Hamid
Ndiaye, Songo	Nemeh, Mohammad	Ngai, Chi Man	Nieto, Jorge Vázquez	Nixon, Azizul	Noray, Anthony
Ndieye, Elhadji Omar	Nemirovsky, Dmitry	Ngai, Hang Kei	Nievas, Ernesto	Niyazimbetov, Farrukh	Norbhu, Tsering
Ndione, Alexandre	Nemkul, Yejendra	Ngawang, Nfn	Nieves, Angel	Niyazmatov, Muhammed	Norbu, Dawa
Ndjim, Mohamed	Nepali, Arjun	Ngawang, Tamding	Nieves, Keara	Niyazov, Zafar	Norbu, Dawa
Ndong, Khadim	Nepali, Deependra	Nghe, Tran	Nieves, Kerlyng	Niyozov, Rustam	Norbu, Dawa
Ndongo, Fallou	Nepali, Kumar	Ngigi, Charles	Nigmatjonov, Farkhod	Nizam, Hassaan	Norbu, Kalsang
Ndonho, Fallou	Nepali, Lal B	Ngodup, Tsewang	Nigmatov, Asadbek	Nizam, Somnauth	Norbu, Kalsang
Ndouli, Charles	Nepali, Sujan	Ngoen, Sarawut Klib	Nijhawan, Arvind	Nizami, Nabeel	Norbu, Kalsang
Ndouli, Charles	Nepali, Sushil	Nguyen, Danny	Nijman, Johan	Nizamqoriev, Jakhongir	Norbu, Sangye
Ndoye, Cheikh	Nepesov, Gayyp	Ngwudo, Onyeka	Nikatsadze, Konstantine	Njankouo, Amina Mengouot	Norbu, Sonam
Ndoye, Dame	Nerette, Yancy	Ni, Fu Jin	Nikci, Ermal	Njournme, Oussamatou	Norbu, Tashi
Neal, Dwayne	Nerich, Cornelius	Ni, Jian Xin	Nikiema, Assami	Njoya, Stanley	Norbu, Temba
Neal, Marcus Mc	Neshad, Nurjaman	Ni, Jimmy	Nikiema, Eric Hermann	Nkansah, Eric	Norbu, Tenzin
Neal, Ronald	Nessar, Assad	Ni, Jin	Nikiema, Jonas	Nln, Yulianto	Norbu, Tsering
Neamonitakis, George	Nesterov, Grigori	Ni, Renguan	Nikiema, Pierre	Nnajiofor, Michael	Norbu, Tsewang
Neaupane, Ganesh	Nestserav, Ivan	Ni, Shidong	Nikiema, Rayagnewinde E	No, No Foysal	Nordiana, Vincent
Neazy, Md Rashid	Net, Dexter	Ni, Zengfeng	Nikiema, Wendkouni	No, Robert C Lhyssouck	Norgay, Tsering
Nechaev, Gennadi	Neto, Abilio De Souza	Niakate, Moustapha	Nikishin, Igor	Noaman, Shoiep	Noriega, Allan

## Uber Form Letter- Drivers Names (Submission 1)

Nork, Tony	Núñez, Danilo	Nunez, Kenny	Nurilloev, Nodir	Obeng, Klaus	Ogando, Nelson
Normandia, Luis A	Nunez, Danny	Nunez, Luis	Nurit, Stan	Obeng, Nana	Ogando, Nelson
Normil, Franckie	Nunez, Darnell	Nunez, Luis	Nuriyev, Elnur	Obidinov, Bobomurod	Oganyan, Vartan
North, Eric J	Nunez, David Nunez	Nunez, Luis	Nurmakhmatov, Abdukodir	Obilo, Macanthyony	Ogbamicael, Zemui
Norton, Kellon	Nunez, Deyvis	Nunez, Luis	Nurmatov, Makhmudjon	Obilor, Magnus	Ogbeide, Samson Amos
Nosa, Ben U	Nunez, Dierick	Nunez, Luis E	Nurmatov, Makhmudjon	Obin, Emmanuel	Ogbeta, Airende
Nostades, Jose	Nunez, Dulce	Nunez, Luis Encarnacion	Nurmetov, Kudrat	Oblokulov, Jonibek	Ogbolu, Peter
Nouali, Rachid	Nunez, Early Urena	Nunez, Manolo	Nurmuhamedov, Erkin	Obochi, Oscar	Ogbonna, Benjamin
Noubani, Riyad	Nunez, Edibe	Nunez, Marcos	Nurmukhamedov, Akimzhan	Obong, Solomon	Ogden, Daniel
Nouman, Muhammad	Nunez, Eduard	Nunez, Maria	Nurov, Manuchehr	O'Brien, Brendan	Ogedah, Dorothy
Nouman, Muhammad	Nunez, Eduardo	Nunez, Max	Nurullaev, Azim	Obu, Patrick	Oglesby, Mike
Noumbissi, Yannick	Nuñez, Edward	Nunez, Max	Nuruzzaman, Md	Obuamah, Amos	Oguguo, Iheanyichukwu
Noureddine, Ali	Nunez, Endy	Nunez, Miguel	Nutakor, Samuel	Obuamah, Amos	Oguguo, Matthew
Noursabah, Ismail	Nunez, Endy	Nunez, Miguel	Nwabueze, Leonz	Obut, Fatih	Oguguo, Sylvester
Nova, Celido	Nuñez, Ergán De Jesus Garcia	Nuñez, Mirian	Nwachukwu, Marshall	Obydullah, Md	Ogun, Ola
Nova, Jhosua	Nunez, Erick	Nunez, Nelson	Nwachukwu, Marshall	Ocal, Kutlu	Ogundipe, Olaolu
Nova, Tomas R	Nunez, Erick	Nuñez, Nelson	Nwadirim, Obinna	Ocampo, David	Ogunfowokan, Omotayo
Novak, Howie	Nunez, Felix	Nunez, Oliver	Nwaduwa, Ifeanyi	Ocampo, Jaime	Ogungbuyi, Ekundayo
Novo, Jackson	Nunez, Francisco	Nunez, Oswaldo	Nwafor, Chidozie	Ocampo, Jim	Ogunlade, Olusola
Noyon, Nazmul	Nunez, Frank	Nunez, Pedro	Nwamerue, Anthony	Ocampo, Juan Carlos	Ogunleye, Oludare
Nozadze, Davit	Nunez, Geraldo	Nuñez, Raymundo	Nwanekpe, Dave	Ocampo, Natalia	Ogunnaike, Emmanuel
Nozadze, Giorgi	Nunez, Gustavo A Nunez	Nunez, Rigoberto	Nwanekpe, Dr Dave	Ocampo, Renato	Ogunniyi, Damilola
Nozadze, Giorgi	Nunez, Hector	Nunez, Ruben	Nwaokolo, Christopher	Occansey, Koffi	Ogunsanya, Oyebola
Nozadze, Zurab	Nunez, Inocencio	Nunez, Santo	Nwokafor, Daniel	Ochilov, Ashurali	Ogunsua, Oluwaseye
Nsiah, Mutala	Nunez, Ismael	Nunez, Santo	Nwosu, Chris	Ochilov, Doniyor	Oh, Dong G
Ntiamoah, Brown	Nunez, Jafet	Nunez, Santo G	Nwosu, Christian	Ochoa, Ignacio	Oh, Heung
Nuanploy, Nittiya	Nuñez, Jarlin Smith Gil	Nunez, Steven	Nwosu, Emmanuel	Ochoa, Luis	Oh, Jungseok
Nueces, Franklin	Nunez, Jean Carlos Gil	Nunez, Victor	Nwosu, Livinus S	Ochoa, William	Ohyan, Eduard
Nueces, Franklin	Nunez, Jeffrey	Nunez, Victor	Nwoye, Chidiebere	Ocomnor, Michael	Ojeda, Edward
Nully, Carlos De	Nunez, Jimmy Encarnacion	Nunez, Vladimir Garcia	Nwozuzu, Dominic	Oconnor, Michael	Ojer, Jose Daniel
Numanov, Dzhamshed	Nunez, Jina	Nunez, Wanderson	Nwugo, Ikechukwu	Oconnor, Oneil	Ojiego, Justin
Numfor, George	Nunez, Joel	Nunez, Wandy	Nyack, George	Octavius, Veristil	Ojikutu, Ayoade
Numonov, Sukhrobjon F	Nuñez, Joel	Nunez, Wellington V	Nyamadi, Daniel	Odedele, Presterjo	Ok, Du
Nune, Juan Carlos	Nunez, Jonathan	Nunez, Wendy	Nyangaresi, Haron	Odeh, Morad	Okai, Charles
Nunez, Agustin	Nunez, Jose	Nunez, Wilson	Nyar, George	Odeh, Naif	Okako, Deborah Mukoy
Nunez, Albert Mejia	Nunez, Jose	Nunez, Wilson	Nyarko, Suley	Odeh, Naif	Okanume, Theophilus
Nunez, Alexander	Nunez, Jose	Nuñez, Yaencarlos	Nyibum, Tenzin	Odemikhe, Paul	Oke, Olabisi
Nunez, Alfonso	Nunez, Jose	Nunez, Yani Josefina Nunez	Nyima, Kalsang	Odg, Drama	Oke, Solomon O
Nunez, Andrew	Nunez, Jose	Nunez, Yessenia Diaz	Nyima, Lobsang	Odigie, Efosa Monday	Okeneye, Tolulope
Nunez, Andris	Nunez, Jose	Nunez, Yinmi	Nyima, Tseten	Odom, Yhamier	Okiti, Clement Tega
Nunez, Anthony	Nunez, Jose Bisono	Nur, Danial	Nzamba, Richard	Oduro, Daniel	Okmelashvili, Shalva
Nunez, Ariel F Tiburcio	Nunez, Jose T	Nur, Faisal	O, Amgad Elsiddig	Oduwe, Evans	Okojie, Charles
Nunez, Ariel Francisco Tiburcio	Nunez, Juan	Nur, Md Golam	O, Michelle	Officer, Amanteh	Okolo, James
Nunez, Buenaventura	Nunez, Juan	Nur, Md Golam	Oakes, Eric	Ofodile, James	Okori, Datiemudor
Nunez, Christopher Urena	Nunez, Juan	Nuraliev, Halim	Oakes, Eric	Ofodile, Joepeters Tochukwu	Okoro, Chidi
Nunez, Cristopher Ossiel Luque	Nuñez, Julio Cesar Vargas	Nurannabi, Razib	Oates, Tshyrad	Ofori, George	Okoye, Christopher
Nunez, Danilo	Nunez, Keimi	Nurewal, Kulwinder	Obajuluwa, Olushegun	Ofulue, Lilian	Okoye, Simon
Núñez, Danilo	Nunez, Kelvin	Nuri, Mohammad	Obaliko, Smolich	Og, Semih	Okpashi, Bany

## Uber Form Letter- Drivers Names (Submission 1)

Okumus, Macit	Olivero, Michael	Omurzakov, Ermek	Orihuela, Javier	Ortiz, Angel C Dilone	Ortiz, Oaris
Okunade, Samuel Afrifa	Olivier, Changler	Onadipe, Tunde	Oriwa, Noah	Ortiz, Angely	Ortiz, Oledis
Okungbowa, Edwin	Olivieri, Luis	Onar, Senol	Orji, James	Ortiz, Antonio	Ortiz, Pablo R
Okur, Abdurrahman	Olivo, Braulio	Onbasi, Ibrahim	Ormotsadze, Amberki	Ortiz, Ariel	Ortiz, Radhames Díaz
Oladejo, Samuel Tolulope	Olivo, Franklin Olivo	Once, Segundo M	Oro, Alexei Gonzalez	Ortiz, Billy Oscar	Ortiz, Ramon
Olagunju, Festus	Olivo, Jesus	Oneal, Kaity R Walker	Oronsaye, Emmanuel	Ortiz, Brian	Ortiz, Rene
Olaitan, Akinola	Olivo, Julio	Ong, Mike	Oropeza, Richie	Ortiz, Brian	Ortiz, Robert
Olaniyi, Bukola S	Olivo, Pablo	Ong, Ruben	Orozco, Andrés	Ortiz, Carlos	Ortiz, Silvia
Olanrewaju, Taiwo	Olivo, Tomas	Ong, Tjindjiang	Orozco, Eduardo	Ortiz, Cesar	Ortiz, Tirso
Olaoye, Gbenga	Olivo, Tomas	Onick, Rahad	Orozco, Jenny	Ortiz, Cristhian	Ortiz, Victor
Olarewadjou, Salako Soliatou	Olivo, Yossel	Onikashvili, Roman	Orr, Carolyn	Ortiz, Danferlin	Ortiz, William
Olatawura, Adedayo	Olorunfemi, Harris	Onofre, Francisco	Orridge, Orion	Ortiz, Edwin	Ortiz, Wilson
Olawale, Olaniyi	Olouwatoyin, Agbe	Onovoh, Kenneth Monday	Orsell, Fabio	Ortiz, Ever A	Ortiz, Wilson
Olawore, Sikiru	Olowoyeye, Bunmi	Onwubuya, Christopher	Orta, María	Ortiz, Felix	Ortiz, Wilton
Olaya, Ricardo	Oloye, Rotimi	Onwubuya, Titus	Ortega, Antonio	Ortiz, Frankie A	Ortiz, Yan
Olayemi, Johnson	Olufemi, Sodiya	Onwuka, Obioma	Ortega, Alex	Ortiz, Franklin	Ortizlatorre, Ediberto
Olazagasti, Jesus	Olukayode, Joshua	Onyegbula, Henry	Ortega, Alexander	Ortiz, Gal	Oruci, Artan
Olazagasti, Jesus	Olumuyiwa, Olatunji	Onyemakonor, Godday	Ortega, Anthony	Ortiz, Germania	Orun, Ahmet
Oleksii, Malkovych	Olusanya, Ebenezer	Onyenakeya, Benjamin Chisom	Ortega, Conrado	Ortiz, Henry	Orzech, Renata
Oleo, Cesar Augusto De	Olusola, Sunday	Onyibe, Onyrbuchi	Ortega, Duelmi S Vasquez	Ortiz, Jason Eduardo	Osahan, Arunjit Singh
Oleo, Omar Valenzuela De	Omaidat, Helmi	Oo, Aung M	Ortega, Fermin	Ortiz, Javier	Oshaughnessy, Jeremiah
Olewuenyi, Chris	Omamogho, Napoleon	Oo, Maung Thaung Htike	Ortega, Jahaciel	Ortiz, Jean	Osher, Elliot
Olewuenyi, Chris	Omar, Abu	Oo, Ronnie	Ortega, Jorge	Ortiz, Joangel	Oshode, Samson
Olgunde, Johnson	Omar, Issakha	Oo, Soe Myint	Ortega, Jose	Ortiz, Joe G	Oshodin, Imagbe
Oli, Judda B	Omar, Mohamed A	Oo, Zaw Min	Ortega, Jose Luis	Ortiz, John	Osias, Wilner
Oli, Mano	Omar, Mohammad	Oo, Zinmar	Ortega, Juan	Ortiz, Jose	Osifuwa, Ayodeji
Oli, Osman	Omar, Mohammad H	Opadele, Joseph O	Ortega, Marco	Ortiz, Jose	Osikmashvili, Nino
Oli, Prakash	Omar, Mohammed A	Opoku, Joseph	Ortega, Miguel	Ortiz, Jose	Osinowo, Jennifer Weekes
Oli, Roshan	Omar, Muhammad	Opoku, Michael	Ortega, Minor	Ortiz, Jose	Ositashvili, Nikoloz
Oli, Roshan	Omar, Omer	Oppong, Solomon	Ortega, Neyshla	Ortiz, Jose	Oskouie, Mohammad
Oli, Shobharam	Omar, Ossama	Oprita, Constantin	Ortega, Paulino	Ortiz, Jose	Osman, Abdulkarim
Oli, Ujwal	Omar, Touray	Oquendo, Jose	Ortega, Ramon	Ortiz, José L	Osman, Ahmed
Oli, Vaskar	Omarzadeh, Shafiullah	Oquendo, Sergio Anthony	Ortega, Ruddy	Ortiz, Juan	Osman, Amr
Oliente, Wili	Omas, Victor	Orbe, Marlyn Del	Ortega, Sergio	Ortiz, Juan B	Osman, Amro
Oliko, Prince	Omas, Victor	Orbeladze, Vazha	Ortega, Victor	Ortiz, Julio Cesar	Osman, Kevin
Oliva, Niurys	Ome, Rakib Hasan	Ordonez, Cristhian	Ortega, Yaneth	Ortiz, Kenia Susana	Osman, Mahmoud
Olivares, Leonardo Ramirez	Omeke, Festus	Ordonez, Elias	Ortega, Yenifer	Ortiz, Kenneth	Osman, Mujib
Olivares, Milciades	Omenuwa, Onuosa	Ordonez, Erick	Ortega, Yohan Enmanuel García	Ortiz, Luis R Montilla	Osman, Sayed
Olivares, Santo	Omer, Goksel	Orea, Gregorio	Ortega, Yohandis	Ortiz, Luzmairy	Osmangoni, Dewan
Olivares, Santo	Omer, Salih	Oreagan, Davan	Orti, Luiyin	Ortiz, Manuel Castillo	Osmani, Faizan
Olivarez, Anildy	Omey, Al Emran Hossin	Oreagan, Davan	Ortikov, Ali	Ortiz, Manuel Medina	Osmonaliev, Aman
Oliveira, Gilberto De	Omogunloye, Oludamilola	Oredola, Anthony	Ortikov, Khurshid	Ortiz, Marcial	Osondu, Emmanuel
Oliveira, Jairo Silva De	Omojola, Olarinde	Orejuela, Carolina	Ortiz, Aldo	Ortiz, Marie Shella	Osor, Carlos
Oliver, Kyle	Omolola, Ayotunde	Orejuela, Carolina	Ortiz, Aldo E	Ortiz, Maximo	Osoria, Fausto
Oliver, Wesley	Omorogieva, Raphael	Orellana, Cesar	Ortiz, Alvin	Ortiz, Melvin Moquete	Osoria, Jose
Olivera, Carlos	Omorov, Azamat	Orhan, Halil	Ortiz, Ana	Ortiz, Mencido	Osoria, Rafael
Olivera, Jaime Yenko Castillo	Omoworare, Olusayo	Oriakhi, Osagie	Ortiz, Ana	Ortiz, Michael	Osorio, Arnold
Olivera, Rael	Omuri, Benon	Orifov, Dilshod	Ortiz, Angel	Ortiz, Michelle	Osorio, Diego Jaramillo



## Uber Form Letter- Drivers Names (Submission 1)

Osorio, Edward	Ouattara, Thierry	Ougba, Batchiye Adinda	Oyente, Moussa	Padilla, Felix	Paladines, Williams N
Osorio, Guillermo A Osorio	Ouattara, Wanebe	Ougba, Batchiye Adinda	Oyeyinka, Oluwadamilare	Padilla, Irlanda	Palaguachi, Daniel
Osorio, Joaquin	Oubssis, Mohamed	Ouhejjou, Mustapha	Oyiboike, Victor	Padilla, Mildred	Palaguachi, Jose
Osorio, Jorge	Ouchakov, Vladimir	Oujeddi, Khalil	Oyuela, Jhon	Padilla, Reagan De Jesus	Palaguachi, Luis
Osorio, Tulliremos	Ouchallal, Mohand	Oulany, Kalifa	Oza, Hanif	Padilla, Victor	Palamedi, Ronaldo
Ospina, Beatriz Elena Lopez	Ouchrif, Elhoussine	Oumahjoub, Karim	Ozcan, Fatih	Padilla, William	Palaquibay, Nestor M
Ospina, Jose	Oudah, Lafta	Oumarov, Bakhtier	Ozdemir, Ibrahim	Padwal, Sandeep	Palash, Aftab
Ospina, Luis A	Oudeh, Mazen	Oumouss, Mohammed	Ozdemir, Selcuk	Paek, Pj	Palchok, Tenzin
Ospina, Santiago	Ouedraogo, Abdoul	Oun, Tarek	Ozdemir, Yasin	Paez, Anthony	Palenfo, Sie
Ossa, Ruben	Ouedraogo, Abdoul Aziz	Ousmane, Sissoko	Ozel, Hasan	Paez, Johan	Palfy, Gene
Osuji, Chima	Ouedraogo, Abdoulaye	Outanine, Laila	Ozel, Huseyin	Paez, Nelson	Palit, Akash
Osuman, Mohammed Naseef	Ouedraogo, Abou	Outtassi, Anouar El	Ozgul, Serdar	Paez, Noel Leopoldo Marte	Paljor, Lobsang
Otakulov, Javlon	Ouedraogo, Ali	Ouyang, Xiang	Ozkoc, Ozlem	Paez, Raidy	Paljor, Lobsang
Otal, Harsimran	Ouedraogo, Amado	Ouyang, Zhenhua	Ozmen, Salih	Paez, Rosa	Paljor, Sonam
Otañez, Lenni Jerez	Ouedraogo, Armand	Ouzerala, Riadh	Oznlbant, Murat	Pagador, Yenson Pagador	Paljor, Tashi
Otasowie, Sylvester	Ouedraogo, Boezenwende	Ovaez, Eduardo	Ozorio, Yudith	Paghubasan, Edwin	Pallahzco, Jose
Otazhonov, Abdulkakhor	Ouedraogo, Brahima	Ovalle, Carlo	Oztas, Ilyas	Pagiazitis, Nikos	Pallogudis, George
Otegbayi, Johnson	Ouedraogo, Brice	Ovalle, Carlos	Ozuna, Felix	Pagnozzi, Aminta	Palma, Julio
Otero, Anastasia	Ouedraogo, Casimir	Ovalle, Carlos	Ozuna, Felix Ozuna	Paguay, Richar	Palma, Kevin
Otero, Javier Florez	Ouedraogo, Casimir	Ovalle, Escarlin Ovalle	Ozyay, Yusuf	Paguay, Segundo	Palmer, Howard
Otero, Jonathan	Ouedraogo, David	Ovalle, Jose	P, Clay	Paiker, Tahinoor	Palok, A B M Kawsar Hossain
Otero, Luis	Ouedraogo, Dieudonne	Ovalle, Jose R	P, Gene	Paing, Zwe Thet	Palokaj, Julian
Othon, Enrique	Ouedraogo, Dieudonne	Ovalles, Dionis	P, José A Mella	Paiva, Joaquim	Palomeque, Alberto Geovanni
Oti, Christian	Ouedraogo, Feysale	Ovalles, Fernando	P, Jose A Sanchez	Pajarito, Noemi	Coronel
Oti, Chuck	Ouedraogo, Franck	Ovalles, Freddy	P, Sergiy	Pajaro, Alexander S	Palomino, Camilo A
Otibu, Theo	Ouedraogo, Gregory	Ovalles, Jose	Pablo, David	Pajaro, Jesus A Coneo	Palzin, Tashi
Otkhvani, Mirza	Ouedraogo, Halidou	Ovalles, Mike	Pablo, Juan	Pajaro, Jesus A Coneo	Pamassi, Essowenam
Otles, Murat	Ouedraogo, Hamidou	Ovalles, Mike	Pablu, Misbahur Rahman	Pak, Yukki	Pampara, Ana
Ottenwalder, Felix	Ouedraogo, Ismaila	Ovalles, Reinaldo A	Pabon, Joana	Pake, Huseyin	Pan, Feng
Ottey, Damian	Ouedraogo, Issa	Ovhe, Arafuzzaman	Pabon, Wally	Paktik, Shahazd	Pan, Furong
Ottman, Ali	Ouedraogo, Issouf	Oviedo, Erick	Pabonchain, Carlos	Pakuwal, Sameer	Pan, Gui
Ou, Feng	Ouedraogo, Kader Abdoul	Oviedo, Jorge	Paca, Mahmut	Pal, Amarjit	Pan, Lihang
Ou, Haojie	Ouedraogo, Mariam	Owad, Ahmed	Pacheco, Francisco L	Pal, Arjun	Pan, Mingxing
Ou, Min Yong	Ouedraogo, Mohamed	Owen, Comewell	Pacheco, Henry	Pal, Arvinder	Pan, Taiping
Ou, Wopei Pei	Ouedraogo, Noufo	Owen, Comewell	Pacheco, Jose Manuel	Pal, Harjider	Pan, Taiping
Ouabdesselam, Abdelmalek	Ouedraogo, Oumarou	Owens, Debrah	Pacheco, Nelson	Pal, Jaswinder	Pan, Wen Hao
Ouadah, Mahfoud	Ouedraogo, Oumarou	Owens, Teiara	Pacheco, Rahman Ali	Pal, Kamaljeet	Pan, Wen Jie
Ouadba, Mita	Ouedraogo, Pawendbem	Owiriwa, Tambi	Pacheco, Rene	Pal, Munish	Pan, Wenliang
Oualla, Mohamed	Ouedraogo, Pegdwinde	Owoade, Adewale	Pacheco, Usman Ali	Palacio, Ricardo	Pan, Xiaodong
Ouattara, Ali	Ouedraogo, Riminba	Owusu, Bonsu	Pachon, Carlos	Palacios, Carlos	Pan, Xu
Ouattara, Ba Sie Camille	Ouedraogo, Salif N	Owusu, Eric	Pacifique, Donny	Palacios, Cristian	Pan, Yingxiang
Ouattara, Cheick O	Ouedraogo, Seydou	Owusu, John	Pacuruco, Luis	Palacios, Jose	Pan, Zhongbin
Ouattara, Drissa	Ouedraogo, Tiego	Oyadeyi, Babatunde	Padawer, Kevin	Palacios, Jose F	Panchoo, Kahseem
Ouattara, Lassana	Ouedraogo, Vallea	Oyebamiji, Ibukun	Padda, Gurpreet	Palacios, Juan Pablo	Panday, Jivan
Ouattara, Lassana	Ouedraogo, Wendemi	Oyebanjo, Naheem	Padda, Ranjit	Palacios, Karen	Pande, Bikas
Ouattara, Mariame Epse Kone	Ouedraogo, Wendkuni Modeste	Oyegun, Oluwafemi	Padda, Ranjit S	Palacios, Lauren	Pandey, Atul
Ouattara, Nati	Ouedraogo, Windinkon	Oyegun, Oluwafemi	Padilla, Cristian	Palacios, Teofilo	Pandey, Dipu
Ouattara, Omar	Ouedraogo, Yembila Souleymane	Oyende, Oluyemi	Padilla, Domingo	Palacios, Teofilo	Pandey, Himat
Ouattara, Ousmane	Oufrid, Fouad				

## Uber Form Letter- Drivers Names (Submission 1)

Pandey, Parbat	Paredes, Danny	Parrilla, Louie	Patel, Jayantkum C	Paudel, Bishwas	Paulino, Dianela
Pandey, Pradip Jung	Paredes, Delvin	Parrilla, Pedro	Patel, Jayesh	Paudel, Dhruva Raj	Paulino, Domingo
Pandey, Pravin	Paredes, Gabriel	Parris, Shurland	Patel, Megha	Paudel, Niwash	Paulino, Elizahul López
Pandher, Kulwant	Paredes, Huascar	Parry, Charles	Patel, Mehulkumar	Paudel, Shankar	Paulino, Eudy
Pandher, Parminder	Paredes, Jefferson	Parson, Cynthia	Patel, Monik	Paudel, Shyam P	Paulino, Felix Antonio
Pandit, Deepesh	Paredes, Jose	Parvag, Anwar	Patel, Monik	Paudel, Sudhir	Paulino, Fernando
Pando, Humberto	Paredes, José	Parvaz, Md Masud	Patel, Navinchandra	Paul, Ashish	Paulino, Fernelis
Paneri, Prem	Paredes, Jose M	Parvelus, Milton	Patel, Paritaben	Paul, Atindra	Paulino, Franklin
Paneru, Deepak	Paredes, Jose Palacios	Parvelus, Milton	Patel, Prakash	Paul, Bimal	Paulino, Greg
Panglia, Harinder	Paredes, Juan	Parves, Ahmed	Patel, Rakesh	Paul, Bishowjit	Paulino, Guillermo
Paniagua, Constantino	Paredes, Junior Urena	Parvez, Md	Patel, Rakesh A	Paul, David	Paulino, Henry
Paniagua, Constantino	Paredes, Limarty	Parvez, Md Jabed	Patel, Ravikumar Premjibhai	Paul, Fedner	Paulino, Hugo
Paniagua, Mauricio	Paredes, Marcos V	Parvez, Md Rajib	Patel, Sikandar	Paul, Giter	Paulino, Jason
Paniagua, Miguel	Paredes, Primitivo	Parvez, Mohit	Patel, Sudhir	Paul, Ilton	Paulino, Jeffreys
Paniagua, Shainer	Paredes, Rafael	Parvez, Muhammad	Patel, Tarak	Paul, Indrajit	Paulino, Jesus
Paniagua, Wilfrido	Paredes, Sonia	Parvez, Rayhan	Paternina, Camilo	Paul, Jaswinder	Paulino, Jonathan
Panier, Maxime	Parhar, Harjinder	Parwani, Muhib	Paterson, Keith	Paul, Jean	Paulino, Jose
Pankevitch, Jerry	Parhar, Ranjit Singh	Pasato, Gigi	Pathak, Hari	Paul, Johnson	Paulino, Jose
Pannu, Jasbir	Parhar, Tarlochan	Pascal, Iurie	Pathak, Kamal	Paul, Joseph	Paulino, Jose
Panora, Luis	Parihar, Inderjit S	Pascall, Alwin	Pathak, Ramesh	Paul, Naeem	Paulino, Jose
Panora, Luis G	Parihar, Varun	Paschal, Mathiew	Pathak, Suraj	Paul, Pierre	Paulino, Jose
Pant, Chandra	Parikesit, Erick	Pascual, Juan C Espinal	Pathak, Uttam	Paul, Pierre	Paulino, Juan Adonis
Pant, Damber	Parikh, Mayank	Pascual, Wendy	Pathan, Muhammad Tahir Khan	Paul, Raj	Paulino, Julio Adrián Vasquez
Pant, Puskar Raj	Parilava, Levan	Pasha, Ektiarul Hoque	Pathan, Rizavan	Paul, Riviere Pierre	Paulino, Leonardo Miguel Paulino
Pantoja, Jesus	Parisien, Clint	Pasha, Yamnun	Pathan, Shahadat	Paul, Uttam	Paulino, Marisol
Panton, Shaun	Pariyar, Sobit	Pasha, Yamnun	Patino, Kimberly	Paula, Alex	Paulino, Milton
Papadopoulos, Sampson	Pariyar, Srijana	Pashayev, Elmir	Patino, Martha	Paula, Fior	Paulino, Omar
Papaker, Veysel Hakan	Park, Hee Young	Pashoghli, Vladimer	Patirakis, Ioannis	Paula, Francisco B De	Paulino, Pedro
Papayev, Farman	Park, Hyun Ho	Pasnak, Michael	Patra, Pronab	Paula, Joan Concepcion	Paulino, Ramon
Papazian, Araxi	Park, Jaehee	Passang, Ngawang	Patrichi, Jacob	Paula, Johan M	Paulino, Ramon A
Pappu, Kazi	Park, Kibum	Passang, Tsering	Patricio, Yandry	Paula, Leandro A Martínez	Paulino, Ramon A
Papuc, Ronald	Parker, Angela	Passley, Stafford	Patrick, Pepe	Paula, Luis José Rodriguez De	Paulino, Ronald
Paracha, Shahnoor	Parker, Shedrick	Pastrana, Carmen	Patterson, Barbara	Paula, Rafael	Paulino, Ronny
Parache, Juan	Parkins, Nikos	Pastrana, Luis	Patterson, Clarence	Paulette, Vincent	Paulino, Tomas
Paraison, Onel	Parkinson, Patrick	Pastuizaca, Gabriel A	Patwalia, Sukhdev Singh	Pauleus, Marc	Paulino, Wilfry
Parajuli, Suresh	Parmar, Balwant	Patadia, Hitendra	Patwary, Abdur	Paulino, Abdiel	Paulino, Wilman
Paramoshin, Yuri	Parmar, Harvinder S	Patel, Ashad	Patwary, Helal	Paulino, Alberto Rafael Tifa	Paulino, Yoel Santos
Paras, Muhammad	Parmar, Jatin	Patel, Ashish H	Patwary, Main	Paulino, Alexander	Paulos, Henock
Pardeep, Kumar	Parodi, Juan	Patel, Bhargavkumar R	Patwary, Md Kawshar Alam	Paulino, Amerfi	Paulose, Sujan
Pardo, Andrea	Parra, Gilberto	Patel, Devendra	Patwary, Mohammad Borhan	Paulino, Ana	Pauls, Eric
Pardo, Eidel	Parra, Jhonatan Feliz	Patel, Dharmendra	Uddin	Paulino, Andy Daniel Baez	Paupaw, Shequan
Pardo, Juan	Parra, Jose Mieses	Patel, Farhad Mohamed	Patwary, Mohammed	Paulino, Angel	Pauta, Gallo
Pardo, Juan C	Parra, Manuel	Patel, Gaurang	Patwary, Momin	Paulino, Armando	Pautrat, Cecilia
Pare, Yacouba	Parra, Osvaldo A	Patel, Harry	Patwary, Shobuj Alam	Paulino, Ben	Pautz, Michael
Paredes, Alis	Parra, Sandra	Patel, Harshad	Patwary, Siddique	Paulino, Bryan	Pauzhi, Edison
Paredes, Alis	Parra, Vladimir Lebrón	Patel, Hetav	Pau, Khup	Paulino, Carmelo	Pavel, Marian
Paredes, Carlos	Parrales, Michael	Patel, Imran	Paucar, Oscar	Paulino, Catalina Tavarez De	Pavilino, Lisa
Paredes, Carlos	Parreno, Omar	Patel, Ismail	Paudayal, Bishal	Paulino, Dalbin	Pavloyianis, John

## Uber Form Letter- Drivers Names (Submission 1)

Pavon, Edwin	Peguero, Miguel	Pena, Francisco	Pena, Richard	Peralta, Charleny	Perdomo, Ariel
Pawar, Gurtaj	Peguero, Miguel	Pena, Francisco	Pena, Robert	Peralta, Cristobal	Perdomo, Eugenio
Pawar, Manjit Singh	Peguero, Nataniel	Peña, Francisco	Pena, Robinson	Peralta, David	Perdomo, Franklin
Pawlowski, Thomas	Peguero, Pedro	Pena, Franklyn	Pena, Ruddy	Peralta, Deciderio	Perdomo, Jayden
Payamps, Erik	Peguero, Radhames	Pena, Genaro	Pena, Sandy	Peralta, Erick	Perdomo, Jose De La Cruz
Payamps, Jordy	Peguero, Radhames	Pena, Geraldo	Pena, Saul	Peralta, Feranyely Hernandez	Perdomo, Juan
Payamps, Jose	Peguero, Ramón Amaury	Pena, Gerardo	Pena, Tony	Peralta, Francisco	Perdomo, Malvin
Payamps, Wellington	Peguero, Reiny	Pena, Grismaldy	Pena, Victor	Peralta, Franklin	Perdomo, Victor
Payano, Ariyolis Calcaño	Peguero, Yency	Pena, Guillermo	Pena, Wendy	Peralta, Harlyn	Pereira, Adilson
Payano, Denuy	Peguero, Yency	Peña, Hansel	Pena, Wilson	Peralta, Jarinelly	Pereira, Eduardo J
Payano, Jonathan	Pehlivan, Seckin	Peña, Harold Perez	Peña, Wilson	Peralta, Joan	Pereira, Wesley Ribeiro
Payano, Jose L	Pehlwan, Farooq	Peña, Henry	Pena, Yakaira	Peralta, Jordy	Perera, Chammi N
Payano, Junior R Garcia	Pei, Steve	Pena, Hilaria	Pena, Yoli Gonzalez	Peralta, Jose	Perera, Kasadorlige S
Payano, Lohanny	Peiqiang, Ma	Pena, Humberto	Penacepeda, Jose	Peralta, José	Perera, Madawala
Payano, Lully	Pelaez, Luis Miguel	Pena, Humberto	Penafiel, Gustavo	Peralta, Jose A	Perera, Sarath
Payano, Rudy	Pelegrin, Juan	Pena, Ismael	Penafiel, Tonny	Peralta, José A	Pereyra, Dario
Payano, Rudy	Pelegrin, Rafael	Peña, Jesus D	Penalo, Greimy	Peralta, Jose Miguel	Pereyra, Jorge
Payares, Kristian	Pelia, Hardeep	Pena, Johangel	Penalo, Jorge	Peralta, José O	Perez, Abraham
Payares, Kristian	Pellew, Nigel A	Pena, Johnny	Penaloza, Lauro	Peralta, Jose T	Perez, Alexander
Payero, Esteban	Pellilngton, Everton	Pena, Jorge	Penaloza, Luis	Peralta, Juan	Perez, Amado B
Payero, Willy R Brito	Pemba, Tsering	Pena, Jose	Peñaloza, Luis	Peralta, Julian	Pérez, Andrés
Payes, Robert	Pemberthy, German	Pena, Jose	Penaloza, Luis Enrique	Peralta, Kelvin	Perez, Andrés Quezada
Payes, Robert	Pemberton, Jennifer	Pena, Jose	Penaranda, Luis	Peralta, Kewy	Perez, Angel Y Rodriguez
Paz, David Haramuniz	Pena, Alan	Peña, Jose	Pendergrass, Rakaiyah	Peralta, Lorenzo	Perez, Anny
Paz, Luis	Pena, Alfredo	Peña, Jose	Pendley, Aliah	Peralta, Lorenzo	Perez, Arieliz
Paz, Thomas	Pena, Ángel	Peña, José Alberto	Peng, Ai Dong	Peralta, Manuel	Perez, Arismendy
Paz, Thomas	Pena, Angel N Heredia	Pena, Juan	Peng, He	Peralta, Martin	Perez, Arlen A
Pazmino, Joel	Pena, Antonio	Peña, Juan	Penister, Jediah	Peralta, Melvin Reyes	Perez, Berenice
Pazmino, José	Pena, Ariel	Pena, Juan C Rodríguez	Penjor, Sonam	Peralta, Nicolás	Perez, Bernabe
Pazmino, Patricio	Pena, Atahualpa	Pena, Luiggy Miguel Gil	Penjor, Sonam	Peralta, Rafael	Perez, Brandy Perez
Pe, Saw Aungwin	Peña, Braian Nuñez	Pena, Luis Miguel	Penjor, Sonam	Peralta, Rafael	Perez, Brian
Peajes, No	Peña, Brandy	Pena, Luis Rafael	Penjore, Tandin	Peralta, Rafael Mauricio	Perez, Carla
Peck, Andrew	Peña, César	Peña, Manuel	Penn, Franklin	Peralta, Stiven	Perez, Cesar
Pecunia, Eric	Pena, Cesar A	Pena, Marino Urena	Penny, Venise	Peralta, Stiven	Perez, Cristian
Pecunia, Eric	Pena, Claudio	Pena, Melbin Antonio Pena	Pennyfeather, Oscar	Peralta, Tania	Perez, Daniel
Pedroza, Carlos	Pena, Daniel	Pena, Miguel	Pennyfeather, Roberto	Peralta, Willy	Perez, Daniel
Peeples, Michael	Pena, Daniel	Pena, Nelson	Peoples, William	Peralta, Wilman	Perez, Dario Perez
Peets, Aubrey	Pena, Daniel	Pena, Odalis	Pepen, Ramon	Peralta, Yave	Perez, David
Peguero, Carlos	Pena, Darlin J Urena	Pena, Panifer Acevedo	Peppers, Mark	Peralta, Yelison Perez	Pérez, David
Peguero, Edward Ramirez	Pena, Dayana	Pena, Pedro	Peragine, Michael R	Peralta, Yohelvin	Perez, Deocadio
Peguero, Felipe	Pena, Douglas	Pena, Pedro	Peralta, Andres	Peralta, Yovanny	Perez, Disson
Peguero, Jacob	Pena, Eddy E	Pena, Pedro	Peralta, Andy Rivas	Peralta, Yovanny	Perez, Edgar
Peguero, José Alberto	Pena, Edelyn Cedeno	Pena, Rafael	Peralta, Angelo	Peralta, Zeneido	Perez, Edgar Viscarra
Peguero, Juan	Pena, Edgar Santos	Pena, Rafael	Peralta, Antonio	Perazic, Enzo	Perez, Eduardo
Peguero, Juan	Pena, Eliezer	Pena, Rafael	Peralta, Arian	Percel, Riles	Perez, Edward
Peguero, Luis	Peña, Emmanuel	Pena, Rafael	Peralta, Carlos Peralta	Percel, Riles	Perez, Edwin
Peguero, Manuel	Pena, Eric	Pena, Rafael Antonio	Peralta, Carmelina	Perdomo, Almed	Perez, Elizabeth Rivera
Peguero, Marcos	Pena, Erison	Pena, Ricardo	Peralta, Cesar	Perdomo, Anny	Perez, Elvis

## Uber Form Letter- Drivers Names (Submission 1)

Perez, Emmanuel		Perez, Juan Manuel	Pérez, Raimundo	Pervaiz, Shahid	Phende, Tenzin	Pichardo, Felix R
Perez, Emmanuel	Lisandro	Perez, Juan Pablo	Perez, Ramon	Pervaiz, Shahid	Pheradze, Rati	Pichardo, Isidro
Quezada		Perez, Julio	Perez, Reddy	Pervaiz, Sujeel	Phillippe, Freddy Jean	Pichardo, Joni
Perez, Estaniel		Perez, Julio	Perez, René Esquea	Pervaz, Rashid	Phillippe, Philistin	Pichardo, Jose
Perez, Evelyn		Perez, Julio	Perez, Renson A Feliz	Perves, Md Papon	Phillippe, Salim	Pichardo, Jose
Perez, Ezequiel		Perez, Julio César Mora	Perez, Ricardo	Pervez, Adil	Philitas, Jean M	Pichardo, Jose
Perez, Francis	Alberto	Perez, July Esterlin	Perez, Ricardo Suriel	Pervez, Hamza	Phillips, Amber	Pichardo, Jose
Encarnacion		Perez, Justo	Perez, Richard	Pervez, Malik Shuaib	Phillips, Ezra	Pichardo, Jose A
Perez, Frank		Perez, Karina	Perez, Richard	Pervez, Nadeem	Phillips, Jerel	Pichardo, Lenny
Perez, Frankely Samuel Rodriguez		Perez, Keilin Yoneris	Perez, Robert	Pervez, Smr	Phillips, Keith	Pichardo, Luis
Perez, Franklyn		Perez, Kelvin	Perez, Robert	Perviaz, Adnan	Phillips, Quaison	Pichardo, Luis
Perez, Franklyn		Perez, Kelvin Oscar	Perez, Rodolfo	Pesantez, Daniel	Phillips, Russ	Pichardo, Nelson
Perez, Frederick Aquino		Perez, Leandro	Perez, Rodolfo	Pesantez, Diego	Phillips, Wayne	Pichardo, Rolando
Perez, Froilan		Perez, Luis	Perez, Ruben	Pesantez, Jose	Phillips, Wayne	Pichardo, Sandy
Perez, Gerardo		Perez, Luis	Perez, Salvador A	Pesantez, Sandra	Philogene, Edzer	Pichardo, Thania
Perez, German		Perez, Luis Enrique Hernandez	Perez, Sandy Javier Melo	Peschio, Lisa Del	Phool, Shahzada	Pichardo, Wilton
Perez, Gianni		Perez, Luis Gomez	Perez, Sherven	Peschio, Lisa Del	Phountso, Nawang	Pichardo, Wilton
Perez, Gianni		Perez, Madinson Colon	Perez, Silvestre	Pestilos, Jose Antonio	Phulara, Govind	Pico, Ricardo
Perez, Harold		Perez, Madinson Colon	Perez, Tony	Peter, Adeniran Adeniyi	Phunchok, Karma	Picon, Danilo
Perez, Hector Armando Tavarez		Perez, Magdalena	Perez, Victor A	Peters, Curtis	Phuntsok, Karma	Picone, John J
Perez, Ingrid		Perez, Marcelo	Perez, Vinicio	Peters, Leroy	Phuntsok, Johnny	Piedrahita, Miguel Fernando
Perez, Ivan		Perez, Marco A	Perez, Vladimir	Peterson, Derrick	Phuntsok, Kalsang	Marin
Perez, Ivette		Perez, Mariela	Perez, Wandel	Peterson, Eric	Phuntsok, Karma	Pierce, Olivier
Perez, Jehison M		Perez, Mario	Perez, Wilfred	Peterson, Idi	Phuntsok, Nawang	Pierre, Alix Pierre
Perez, Jenniffer		Pérez, Mario Bolivar	Pérez, Willy	Peterson, Jasmine	Phuntsok, Tenzin	Pierre, Carlo
Perez, Jeremiah		Perez, Marisol	Perez, Wilson	Peterson, Jasmine	Phuntsok, Tenzin	Pierre, Charles
Perez, Joeny		Perez, Mayron J De La Cruz	Perez, Yahaira Cruz De	Peterson, John	Phuyal, Achyut	Pierre, Daniel
Perez, Johan		Perez, Melany	Perez, Yefrey	Peterson, Regon	Phuyal, Rajaram	Pierre, Dieubon
Perez, Johann		Perez, Melissa	Perez, Zandra	Peterson, Timothy	Phyo, Tin A	Pierre, Dortilen
Perez, John		Perez, Michael	Perez, Zenaída	Petion, John	Phyo, Tin Aung	Pierre, Dortilien
Perez, Jonathan		Perez, Michael Luis Peguero	Perkins, Alfray R	Petit, Idalbeau	Piao, Yonghe	Pierre, Edwin
Perez, Jorge		Perez, Miguel	Perlak, Lukasz	Petithomme, Woodley	Piao, Zhe	Pierre, Edwine
Perez, Jorge		Perez, Miguel	Perner, Anthony	Petriashvili, Eka	Pichardo, Adderly	Pierre, Emmanuel
Perez, Jorge		Perez, Miguel	Perpignant, Louis	Petronchak, John	Pichardo, Albert	Pierre, Fordjames
Perez, Jorge		Perez, Miguel	Persaud, Chavindra	Petronchak, John	Pichardo, Alexis F	Pierre, Frantz
Perez, Jorge Jose		Perez, Misael	Persaud, Frank	Petrov, Eugene	Pichardo, Alvaro	Pierre, Fred
Perez, Jose		Perez, Nancy	Persaud, Karl	Petrovic, Milos	Pichardo, Andres	Pierre, Getro Robinson
Perez, Jose		Pérez, Olga	Persaud, Latchman	Petrovic, Nemanja	Pichardo, Andres	Pierre, Giomany
Perez, Jose		Perez, Omar Cepeda	Persaud, Omadat	Petruniv, Ivan	Pichardo, Anthony	Pierre, Hateley
Perez, Jose		Perez, Oscar	Persaud, Omadat	Phagami, Chet	Pichardo, Carlos Gabriel	Pierre, Hateley
Perez, Jose Luis		Perez, Osiris	Persaud, Robie	Phalante, Garret	Pichardo, Carlos R Pichardo	Pierre, Joel
Perez, Juan		Perez, Osiris	Persaud, Robie	Phaliea, Manjeet	Pichardo, Christian	Pierre, Joel
Perez, Juan		Perez, Ovidio Garcia	Persaud, Roy	Phang, Joseph	Pichardo, Damian Adolfo German	Pierre, Joel
Perez, Juan		Perez, Pascual Cuevas	Person, Andrew	Phanord, Kingson	Pichardo, Diomedes Miguel Pena	Pierre, Juan Roberto Valdez
Perez, Juan		Perez, Porfirio	Person, Andrew	Phanord, Rubens	Pichardo, Edward Ademan	Pierre, Mackentoch
Perez, Juan Jose		Perez, Rafael	Perstin, Oleg	Phat, Tran	Pichardo, Elbin	Pierre, Magloire Jean
Perez, Juan Luis		Perez, Rafael	Pervaiz, Adil	Phatak, Nikhil	Pichardo, Elias	Pierre, Mardel J
Perez, Juan M		Perez, Rafael T	Pervaiz, Amjad	Phelgey, Lobsang	Pichardo, Enmanuel	Pierre, Mario

## Uber Form Letter- Drivers Names (Submission 1)

Pierre, Nelson	Pinchuk, Iurii	Placencia, Bolivar A	Polanco, Dariel	Pompa, Robert	Powell, Michael
Pierre, Patrick	Pineda, Abel O	Placencio, Delvis	Polanco, Eddy	Pona, Wascar	Pozo, Manuel
Pierre, Raynand	Pineda, Angel	Placencio, Francisco	Polanco, Eduard	Ponamgi, Kiran	Prada, Gustavo
Pierre, Renel Grand	Pineda, Candy	Placencio, Luis	Polanco, Edwar	Ponce, Carlos	Prada, Gustavo
Pierre, Roberto	Pineda, Dari	Placencio, Randy	Polanco, Eric A Hiraldo	Ponnuthurai, Jeyathas	Pradhan, Amogh
Pierre, Sebastien	Pineda, Eduardo	Placido, Darine	Polanco, Ericson	Ponpotsang, Tsepak Gonpo	Pradhan, Anil Chandra
Pierre, Wadson	Pineda, Halan	Placido, R Radhames Zarzuela	Polanco, Ferlyn	Poolsombat, Sophon	Pradhan, Anil Chandra
Pierrette, Jean Marie	Pineda, Jonathan	Plasencia, Diony	Polanco, Freilin	Popal, Homayoon	Pradhan, Gangalal
Pierrilus, Bonoski L	Pineda, Julio Andrés	Plasencia, Fidel D Pena	Polanco, Jefry	Popal, Mohammad Jan	Pradhan, Raj K
Pierson, Leroy	Pineda, Julio V	Plasencia, Jeremy	Polanco, Jesús M	Popal, Mohammed	Prado, Melissa E Prado
Pig, Patrick	Pineda, Julio V	Plasencia, Jeremy Nelson	Polanco, Jhonatan Almonte	Pope, Bartholomew	Prah, Nana
Pigott, Winston	Pineda, Junior	Plata, Hanna	Polanco, Jordan	Popelzai, Sultan	Prajapati, Niran
Pilar, Eury Polanco	Pineda, Kelmy	Plata, Jovanny	Polanco, Jose	Popelzai, Sultan	Pramanik, Md Ahsan
Pilar, Jeovanny	Pineda, Kelvin	Plata, Ytalo	Polanco, Jose	Popko, Kris	Pranto, Redwan
Pilar, Yefry Polanco	Pineda, Rafael	Platel, Claude	Polanco, Jose L	Popli, Sanjay	Pranto, Sakibul
Pilar, Yefry Polanco	Pineda, Wilkin	Platel, Claude	Polanco, Jose Miguel	Popoola, Adekunle	Prasaud, Rajendra
Pillcorema, Jose	Pinedo, Juan Carlos	Platturk, Abraham	Polanco, Juan Luis	Popov, Oleg	Prasetyo, Edwin Budi
Pime, Sayouba	Pinero, Ruben	Plaza, Anthony	Polanco, Juan M	Popruzhenko, Kostiantyn	Prejsnar, Marian
Pime, Sayouba	Pineros, Belkin	Plaza, Jann Paul	Polanco, Juancarlos	Porcelli, Peter	Prendo, Ardi
Pimentel, Adrian	Pineyro, Miguel Angel	Plaza, Julio	Polanco, Keiry	Porgho, Abdoulaye	Prendo, Roland
Pimentel, Angel	Ping, Yi	Plikh, Edward	Polanco, Llublainy	Porgy, Georgi	Prensa, Raisa
Pimentel, Eduardo F	Pinhasov, Rafael	Pllana, Leutrim	Polanco, Manuel	Porles, William	Prenz, Patrick
Pimentel, Edwin	Pinilla, Carlos	Pllumbaj, Kristjan	Polanco, Manuel	Porras, Victor	Prepelita, Iurii
Pimentel, Erickson	Pink, Andy	Plummer, Dane	Polanco, Mario	Portalatin, Heather Jinene	Prescod, Henderson
Pimentel, Esdrimil Pimentel	Pinkhasov, David	Plunkett, Darlene	Polanco, Melvyn	Porter, Lloyd	Presinal, Jose Gregorio Tejada
Pimentel, Esmerlin	Pino, Rodolfo	Poblano, Noe	Polanco, Nayda	Portilla, Elimelec	Presmy, Samuel
Pimentel, Francisco	Pinos, Cesar	Poda, Ganda E	Polanco, Pedro	Portilla, Johan	Preudhomme, Rawlins
Pimentel, Joel Marte	Pinto, Ashok	Pohmal, Qais Jan	Polanco, Pedro J Capellan	Portillo, Oscar	Preval, Abintz
Pimentel, Jose	Pinto, Kwame	Pointi, Prashant	Polanco, Raynner Polanco	Portorreal, Hector	Previl, Diosmyr
Pimentel, Juan	Pinto, Lucy P	Pokharel, Bishnu	Polanco, Víctor José Arias	Portorreal, Jose	Price, John
Pimentel, Juan	Pinzon, Ange	Pokharel, Tejraj	Polanco, Willie	Portoviejo, Leonardo	Price, Kenneth
Pimentel, Kelvin	Pinzon, Julian	Pokhrel, Arun	Polanco, Wilton	Portugal, Guido	Price, Patricia
Pimentel, Kelvin	Piovezan, Mirnian	Pokhrel, Narayan P	Polidura, Louis	Posada, Jhonatan	Pride, Herman B
Pimentel, Miguel A	Pipia, Frank	Pokhrel, Narayan Prasad	Polintan, Dennis	Posada, Sergio	Prieto, Ernesto
Pimentel, Osiris	Pipu, Tawhid	Pokhrel, Shambhu	Politano, Steven	Poster, Bradley	Prieto, Luis
Pimentel, Rafael Arturo	Pipul, Mohammad	Polak, Marcin	Polito, Gregory	Potapov, Gennadiy	Prieto, Victor
Pimentel, Renso	Piracha, Imran	Polanco, Abiezer	Polo, Enmanuel	Potomskiy, Roman	Prieto, William
Pimentel, Yodanny	Piracha, Naeem	Polanco, Adalberto	Polo, Kimberli	Potter, Ramon	Prince, Albert
Piña, Jaime	Pirela, Merys	Polanco, Adelso	Pologe, Renee	Pou, Edwin	Prince, Kirk
Pina, Ramdor	Pirela, Renny Benito Chacon	Polanco, Alejandro	Polonia, Daniel	Pou, Jose	Prince, Sarpong Nyantakyi
Pina, Victor	Pirro, Nicholas J	Polanco, Alexander	Polonia, Felix Andres Valdez	Poudel, Chandra	Principe, Hugo
Pinales, Eddy Valenzuela	Pirzada, Khurram	Polanco, Alexandra M Polanco	Polonia, Ironellys	Poudel, Dinesh	Princivil, Lesly
Pinales, Gary	Pitton, Pierre Evens	Polanco, Alvaro L	Polonia, Jose	Poudel, Jeevan	Printemps, Frantzdy
Pinales, Simón Ramon Diaz	Pizarro, Pablo	Polanco, Alvi	Polycarpe, Frantz	Poudel, Prakash	Pritsingh, Satnam
Pinales, Víctor	Pizha, John	Polanco, Amaury	Polycarpe, Frantz	Pough, Veronica	Probal, Master
Pinales, Yentl	Pizzi, Italo	Polanco, Argeny Hiciano	Poma, William	Poulos, Nikolaos	Prodhan, Farhad
Pinard, Alejandro	Pizzi, Italo	Polanco, Bill	Pomales, Ismael	Poveda, William	Prodhan, Monzurul
Pinargote, Otto Rafael	Plaban, Sabbir	Polanco, Bryan	Pomeroy, Edwin	Powar, Uttam	Proko, Ardi

## Uber Form Letter- Drivers Names (Submission 1)

Prokopyak, Stepan	Pun, Laxman	Qi, Bo	Quazbari, Zakaria	Quiroz, Carlos Fernandez	Rabah, Hassan M
Prophete, Worlked	Pun, Rajendra	Qi, Chen Hao	Quddus, Abdul	Quiroz, Gregory	Rabbanee, Md Golam
Prosper, Julietta	Pun, Rajkumar	Qi, Shengzong	Quddus, Abdul	Quiroz, Jimmy	Rabbani, Ghulam
Provilon, Anderson	Pun, Sam Bahadur	Qi, Shuai	Quddusi, Quazi	Quiroz, Orlangher	Rabbani, Golam
Proya, Ashfaq	Pun, Sunil	Qi, Yang Hai	Queliz, Francisco Javier	Quispe, Marco Antonio	Rabbani, Md Golam
Prupes, Alexander	Pun, Tikot	Qian, Feng	Queliz, Julio	Quito, Edisson	Rabbani, Sayed Mutawakkil Billah
Prupes, Alexander	Pun, Yam B	Qian, Jing	Quepuy, José Manuel	Quito, Geovanny	Rabbi, Mohammed Azmul
Pruthi, Kavita	Punel, Yuvraj	Qiang, Gao	Querevalu, Luis	Quizhpi, William	Rabbimov, Bekhzod
Pruthi, Sorav	Purewal, Jasvinder	Qiang, Jiang Han	Quero, Alcibiades De Aza	Quraishi, Alauddin	Rabga, Tenzin
Pryce, Stacey	Puri, Jatin	Qiang, Tong Xue	Quero, Jonathan	Quraishi, Alauddin	Rabgay, Kezang
Pryce, Staceyann	Puri, Kishan	Qiang, Wang	Queshi, Mohammad	Qurashi, Muhammad	Rabgay, Kezang
Puello, Carlos	Puri, Ravi	Qiao, Quan Zhong	Quevedo, Daniel Baez	Qurashi, Zaheer	Rabgey, Kinley
Puello, Gianna	Puri, Rohit	Qiao, Wenbin	Quezada, Agustin	Qurashi, Zaheer S	Rabie, Rami Ahmed
Puente, Esther	Purification, George Sony	Qichai, Lin	Quezada, Bayron	Qurbonov, Behzod	Rabin, Greg
Puente, Freddy L	Purkayastha, Ashish	Qiming, Liu	Quezada, Enmanuel	Qureshi, Adnan	Rabinovich, Gennadiy
Puerta, Cynthia	Purnama, Asep	Qin, Shao Feng	Quezada, Gustavo	Qureshi, Ahmed	Rabiou, Hamidu
Puertas, Carlos	Purter, Siran	Qin, Shaofeng	Quezada, Jennifer	Qureshi, Azeemuddin	Rabiuzzaman, Kazi
Puglla, Rene	Pusey, Sharnette	Qing, Mao	Quezada, Jonathan Reynoso	Qureshi, Azhar	Rabten, Jampa
Puhach, Pavel	Putera, Made C	Qingfeng, Huang	Quezada, Juan	Qureshi, Bilal	Rabten, Sonam
Pujara, Dev	Puya, Galo	Qiu, Chen Shi	Quezada, Kelly	Qureshi, Bilal	Rached, Otmame
Pujols, Angel	Q, Sean	Qiu, Ji	Quezada, Melvin	Qureshi, Danial	Rachev, Slavcho
Pujols, Francisco	Qa, Sean	Qiu, Jianming	Quezada, Nieve	Qureshi, Fisal	Rachi, Shawkat Osman
Pujols, Leykiy	Qaderi, Sharif	Qiu, Xuguang	Quezada, Pedro	Qureshi, Ghulam Mustafa	Rachid, El Mustapha
Pujols, Luis	Qadir, Mujtaba	Qixie, Lin	Quezada, Pedro	Qureshi, Hamza	Rachidi, Smail
Pujols, Neftali Contreras	Qadir, Zeeshan	Qlan, De	Quezada, Roberto	Qureshi, Mahdi Iqbal	Racine, Founel
Pujols, Ricardo	Qadri, Mohammad	Qniet, Said	Quezada, Romel	Qureshi, Mohammad	Racionzer, Leon
Pujols, Ricardo	Qaisar, Muhammad	Qodir, Sherzod	Quezada, Victor Castillo	Qureshi, Mohd	Rada, Angela
Pujols, Ronald Matos	Qaiser, Ammad	Qoku, Gafur	Quezada, Vinicio	Qureshi, Muhammad	Rada, Marcos
Pujols, Wilford Mordan	Qaiser, Naveed	Qosja, Altin	Quijano, Alex	Qureshi, Naveed	Radev, Petar
Pulatov, Akpardzhon	Qamar, Almas	Qu, Bo	Quinde, Ruben	Qureshi, Saad	Radhouane, Beladjine
Pulatov, Bakhtiyor	Qamar, Imran	Qu, Jinling	Quinn, John	Qureshi, Shaheer	Radi, Driss
Pulatov, Bakhtiyor	Qamar, Jahanzaib	Qu, Xuejun	Quinones, Alex	Qureshi, Shahzad	Radi, Mourad Ben
Pulgarin, Luis	Qamar, Muhammad Adiel	Qu, Yi Hong	Quinones, Eric	Qureshi, Usman	Radi, Saad
Pulido, Alma	Qamar, Tanveer A	Qu, Zhibo	Quinones, Frankie	Qureshi, Waqas	Radjabbaev, Mukhiddin
Pulinario, Cheison	Qamer, Waqar	Qu, Zhibo	Quinones, Moises E	Qureshi, Zargham	Radouane, Nadir
Pulla, Angel	Qanoongo, Shaheen	Quader, Mohammad Manzurul	Quinones, Rosemarie	R, Azizur	Rady, Hamada
Pulla, Carlos	Qarajeh, Mohammad	Quader, Muhammad	Quinonez, Franco	R, Carlos	Radzhabov, Odil
Pulodzoda, Maruf	Qarshiev, Shuhrat	Quadrey, Azam	Quinonez, Nanci	R, Gabriel Caba	Radzhabov, Saidikrom
Pun, Amar	Qasim, Shah	Quadri, Mohammed	Quinonez, Roger	R, Gilbert	Raees, Muhammad
Pun, Bal B	Qatabi, Ibrahim	Quainoo, Alex	Quintana, Carlos	R, Hermes	Rafa, Ali
Pun, Bhaktajit Garbuja	Qayyum, Abdul	Quainoo, Kingsley	Quintana, Estephanie Estevez De	R, Maria Isabel Gonzalez	Rafael, Ramon
Pun, Bidur	Qayyum, Abdul	Quammie, Brian	Quintana, Juan C	R, Parviz	Rafath, Sariath
Pun, Birendra	Qayyum, Abdul	Quan, Du	Quintero, Miguel	R, Richard	Rafe, Minhajul Islam
Pun, Ganesh Paija	Qayyum, Ahmad	Quan, Liu Run	Quintero, Miguel	Ra, Mahmoud Elsaid	Rafeeq, Asif
Pun, Jivan	Qayyum, Amar	Quansah, Ebo	Quintero, Ronald E	Ra, Nixon J A	Rafi, Ashfaq
Pun, Khem B	Qayyum, Umer	Quartey, William K	Quintuna, Miguel	Raach, Walid	Rafi, Ashfaq
Pun, Kulprasad	Qazi, Mohammad T	Quayson, Ebenezer	Quiroga, Luis	Rab, Jowel	Rafi, Mohammed
Pun, Lal	Qelia, Albi	Quayyum, Abdul	Quiroz, Bernardo	Rabah, Hassan M	Rafi, Muhammad

## Uber Form Letter- Drivers Names (Submission 1)

Rafi, Nurulalam Alam	Rahim, Mushfikur	Rahman, Habibur	Rahman, Mashiur	Rahman, Md Moshiur	Rahman, Mohammad
Rafi, Shalman	Rahim, Nickolas	Rahman, Habibur	Rahman, Mashiur	Rahman, Md S	Rahman, Mohammad
Rafik, Abdelkrim	Rahim, Shaheed	Rahman, Habibur	Rahman, Masuma	Rahman, Md Saifur	Rahman, Mohammad
Rafiq, Abdul	Rahimi, Amir	Rahman, Habibur	Rahman, Md	Rahman, Md Sazedur	Rahman, Mohammad
Rafiq, Ajmal	Rahimi, Hamidullah	Rahman, Habibur	Rahman, Md	Rahman, Md Shariar	Rahman, Mohammad
Rafiq, Muhammad Jabran	Rahimi, Khuja	Rahman, Habibur	Rahman, Md	Rahman, Md Shorifur	Rahman, Mohammad
Rafique, Irfan	Rahimi, Shirshah	Rahman, Habibur	Rahman, Md	Rahman, Md Siddiquur	Rahman, Mohammad
Rafique, Muhammad	Rahimov, Alisher	Rahman, Habibur	Rahman, Md	Rahman, Md Tifur	Rahman, Mohammad A
Rafique, Salman	Rahimov, Kamolitdin	Rahman, Habibur	Rahman, Md	Rahman, Md Toufiq	Rahman, Mohammad Abdur
Rafique, Shahid	Rahman, Abdur	Rahman, Hasan	Rahman, Md	Rahman, Md Toyebur	Rahman, Mohammad Abdur
Rafiuzzaman, Md	Rahman, Abm	Rahman, Hasan	Rahman, Md	Rahman, Md Tuhinur	Rahman, Mohammad B
Ragab, Mahmoud	Rahman, Abu	Rahman, Hasanur	Rahman, Md	Rahman, Md Wahidur	Rahman, Mohammad F
Raghunandan, Shirley	Rahman, Afm Ridwanur	Rahman, Hasibor	Rahman, Md	Rahman, Md Ziaur	Rahman, Mohammad L
Raghunath, Davanand	Rahman, Akm Mohibur	Rahman, Hasibur	Rahman, Md	Rahman, Md Zillur	Rahman, Mohammad M
Ragimov, Anar	Rahman, Aminur	Rahman, Hifzur	Rahman, Md	Rahman, Mdshafiqur S	Rahman, Mohammad M
Ragone, Robert M	Rahman, Aminur	Rahman, Iftiquar	Rahman, Md	Rahman, Mehedi	Rahman, Mohammad M
Ragoo, Sarah Shannon India	Rahman, Aminur	Rahman, Imran	Rahman, Md	Rahman, Mian	Rahman, Mohammad Nurur
Rah, Sajjadur	Rahman, Aminur	Rahman, Inayat	Rahman, Md	Rahman, Mijanur	Rahman, Mohammad S
Rahama, Shihab	Rahman, Anishour	Rahman, Jahidur	Rahman, Md	Rahman, Mijanur	Rahman, Mohammad Shamsur
Rahaman, Abdur	Rahman, Anisur	Rahman, Jamie	Rahman, Md	Rahman, Minhaz	Rahman, Mohammad Zahidur
Rahaman, Arafat	Rahman, Arafat	Rahman, Joy	Rahman, Md	Rahman, Mirajur	Rahman, Mohammed
Rahaman, Md	Rahman, Arifur	Rahman, Kamalur	Rahman, Md A	Rahman, Mizanur	Rahman, Mohammed
Rahaman, Md M	Rahman, Arifur	Rahman, Kamalur	Rahman, Md Anis It	Rahman, Mizanur	Rahman, Mohammed
Rahaman, Md Maksudur	Rahman, Asfakur	Rahman, Kazi	Rahman, Md Arifur	Rahman, Mizanur	Rahman, Mohammed
Rahaman, Md Mushfiq	Rahman, Ashiq	Rahman, Kazi	Rahman, Md Arifur	Rahman, Mizanur	Rahman, Mohammed
Rahaman, Mohammad	Rahman, Ashiqur	Rahman, Kazi	Rahman, Md Ashikur	Rahman, Mizanur	Rahman, Mohammed
Rahaman, Mohammed	Rahman, Ashiqur	Rahman, Kazi Ashikur	Rahman, Md Atiar	Rahman, Mizanur	Rahman, Mohammed
Rahaman, Mohammed Arifur	Rahman, Ashiqur	Rahman, Khalilur	Rahman, Md Atikur	Rahman, Mizanur	Rahman, Mohammed
Rahaman, Mohammed M	Rahman, Ashiqur	Rahman, Khondker Arifur	Rahman, Md Faiyad	Rahman, Mizanur	Rahman, Mohammed
Rahaman, Motiur	Rahman, Asifur	Rahman, Km Alamur	Rahman, Md Fazlur	Rahman, Mizanur	Rahman, Mohammed
Rahaman, Parvezur	Rahman, Asm	Rahman, Luthfur	Rahman, Md Habibur	Rahman, Mohamed H	Rahman, Mohammed
Rahaman, Sm M	Rahman, Ataur	Rahman, Mahbubur	Rahman, Md Habibur	Rahman, Mohammad	Rahman, Mohammed
Rahameen, Muhammad	Rahman, Atikur	Rahman, Mahbubur	Rahman, Md Hadisur	Rahman, Mohammad	Rahman, Mohammed
Rahat, Abed	Rahman, Atiqur	Rahman, Mahbubur	Rahman, Md Hafizur	Rahman, Mohammad	Rahman, Mohammed
Rahawi, Khalil	Rahman, Atiqur	Rahman, Mahfuz	Rahman, Md Hafizur	Rahman, Mohammad	Rahman, Mohammed
Raheel, Muhammad	Rahman, Atiqur	Rahman, Mahfuz	Rahman, Md Jiaur	Rahman, Mohammad	Rahman, Mohammed
Rahi, Ajay	Rahman, Atiqur	Rahman, Mahfuz	Rahman, Md Lutfur	Rahman, Mohammad	Rahman, Mohammed
Rahim, Abdul	Rahman, Atiqur	Rahman, Mahfuzur	Rahman, Md M	Rahman, Mohammad	Rahman, Mohammed
Rahim, Abdul	Rahman, Atm M	Rahman, Mahfuzur	Rahman, Md M	Rahman, Mohammad	Rahman, Mohammed
Rahim, Abdul	Rahman, Bm Mustafizur	Rahman, Mahfuzur	Rahman, Md M	Rahman, Mohammad	Rahman, Mohammed
Rahim, Atta	Rahman, Dewan	Rahman, Mahmudur	Rahman, Md M	Rahman, Mohammad	Rahman, Mohammed
Rahim, Fahad	Rahman, Fahadur	Rahman, Mahmudur	Rahman, Md M	Rahman, Mohammad	Rahman, Mohammed A
Rahim, Kalim A	Rahman, Fahimur	Rahman, Mahmudur	Rahman, Md Mahbubur	Rahman, Mohammad	Rahman, Mohammed Atiqur
Rahim, Md	Rahman, Faisal	Rahman, Mahmudur	Rahman, Md Mashiur	Rahman, Mohammad	Rahman, Mohammed H
Rahim, Md Abdur	Rahman, Faruque	Rahman, Makhlisur	Rahman, Md Masudur	Rahman, Mohammad	Rahman, Mohammed Hafizur
Rahim, Mohamed	Rahman, Fayzur Fayzur	Rahman, Makhlodur	Rahman, Md Masudur	Rahman, Mohammad	Rahman, Mohammed M
Rahim, Mohamed	Rahman, Foysol	Rahman, Maksudur	Rahman, Md Moshahidur	Rahman, Mohammad	Rahman, Mohammed M
Rahim, Mohammad Nadeem	Rahman, Habibur	Rahman, Manik	Rahman, Md Moshiur	Rahman, Mohammad	Rahman, Mohammed Mizanur

## Uber Form Letter- Drivers Names (Submission 1)

Rahman, Mohammed Motiur	Rahman, Samiur	Rahuman, Mahfal Naleemul	Rajapakse, Narangala G	Ramassar, Willis	Ramirez, Jose
Rahman, Mohammed W	Rahman, Sarifjada M	Rai, Bhupendra	Rajaratnam, Pradeep	Ramazanov, Muhsin	Ramirez, Jose
Rahman, Mohibur	Rahman, Sayed	Rai, Bijay	Rajaure, Manohar	Ramazonov, Dilovar	Ramirez, Jose Delfin Morel
Rahman, Mohibur	Rahman, Shah	Rai, Bijay	Rajendran, Maurathan	Ramcharan, Krishna	Ramirez, Jose F
Rahman, Mojibur	Rahman, Shahidur	Rai, Chandra	Raji, Muhammad	Ramdan, Ahmed	Ramírez, Juan
Rahman, Moklesur	Rahman, Shahidur	Rai, Deshman Man	Rajib, Abdul Muneem	Ramdass, Navindra	Ramírez, Juana M
Rahman, Momtazur	Rahman, Shamsur	Rai, Dipen	Rajib, Ibrahim	Ramdath, Winston	Ramirez, Julio Rosario
Rahman, Mosheur	Rahman, Shamsur	Rai, Doshan	Rajpal, Rajpal	Ramde, Guibril	Ramirez, Leon F Vargas
Rahman, Moshiur	Rahman, Shantanur	Rai, Ganesh	Rajpar, Azfar Waqar	Ramdé, Wend Yam	Ramirez, Luis
Rahman, Mosiur	Rahman, Shifadur	Rai, Hari Raj	Raju, Jahid H	Ramdeo, Rajendra	Ramirez, Luis
Rahman, Mosiur	Rahman, Shourav	Rai, Krishna	Raju, Md Abdul Alilm	Ramdhani, Rajiv Kevin	Ramirez, Manuel A
Rahman, Mostafizur	Rahman, Sm	Rai, Laxman	Raju, Md R	Ramey, M Sabtain	Ramirez, Marcos
Rahman, Motiur	Rahman, Sm	Rai, Raj Kumar	Rajwar, Jagat	Ramim, Nur Mohammad	Ramirez, Marcos
Rahman, Moznur	Rahman, Sm M	Rai, Sakuna	Rakhmimov, Sam	Ramires, Esteban	Ramirez, Maria Selenia Cardoza
Rahman, Muhammad	Rahman, Sm Mahbubur	Rai, Sakuna	Rakhha, Allah	Ramirez, Admiry	Ramirez, Marvis
Rahman, Muhammad	Rahman, Smmahfuzur	Rai, Subhash	Rakhimbabaev, Sanjarkhon	Ramirez, Adolfo	Ramirez, Melisa
Rahman, Muhammad	Rahman, Suhag	Rai, Tek	Rakhmadjonov, Akmal	Ramirez, Alexis Hernandez	Ramirez, Oliver
Rahman, Muhammad Hafijur	Rahman, Suzon	Rai, Teshu Raj	Rakhmankulov, Ansar	Ramirez, Auriely	Ramirez, Oswald
Rahman, Muhammad M	Rahman, Sydur	Raian, Shafayee	Rakhmatov, Mukhamadali	Ramirez, Austrico	Ramirez, Pablo
Rahman, Muhammed	Rahman, Sydur	Raichandra, Heema	Rakhmatullaev, Sadulla	Ramirez, Austrico	Ramirez, Patricia
Rahman, Muhammed Sharifur	Rahman, Syed	Raihan, Abm	Rakhmon, Alisher	Ramirez, Blanca	Ramirez, Patricia
Rahman, Muhammed Sharifur	Rahman, Syed M	Raihan, Md	Rakhmonov, Akmal	Ramirez, Boanerges	Ramírez, Paula
Rahman, Mujibur	Rahman, Syed Misbaur	Raihan, Md Ibad Uddin	Rakhmonov, Akmal	Ramirez, Bryant Joel	Ramirez, Rafael
Rahman, Muminur	Rahman, Syed S	Raihan, Mohammad	Rakhmonov, Marufjon	Ramirez, Carlos William Solorzano	Ramirez, Rafael
Rahman, Munshi	Rahman, Szad	Raihan, Mohammad	Rakhmonov, Zarshed	Ramirez, Christopher	Ramirez, Rafael
Rahman, Munshi A	Rahman, Szad	Raihan, Sahed	Rakhra, Harinder	Ramirez, Christopher	Ramirez, Rafael
Rahman, Musfika	Rahman, Tabibur	Raille, Mohcine Ait	Rakib, Mohammad	Ramírez, Cristian	Ramirez, Rafael
Rahman, Mushfiqur	Rahman, Tanveer	Raimi, Abdulrahman Al	Rakib, Mohammed Badrul A	Ramirez, Damien	Ramirez, Ramon
Rahman, Mustafizur	Rahman, Tanvir	Raimov, Tofik K	Rakib, Rakibul Islam	Ramirez, Diego	Ramirez, Ramon
Rahman, Mustaqur	Rahman, Tanvir	Rais, Mohammad	Rakov, Anton	Ramirez, Eddys	Ramirez, Ramon Michael Garcia
Rahman, Na Habibur	Rahman, Tanzim	Raiss, Zahies	Rally, Ahamed	Ramirez, Edgar	Ramirez, Raul
Rahman, Naimor	Rahman, Tayefur	Raisudeen, Mohamed Razik	Ram, Amrik	Ramirez, Eduardo	Ramirez, Raymund
Rahman, Oliure	Rahman, Yasser Abdel	Raiy, Sarfraz	Ram, Chris	Ramirez, Edwin	Ramirez, Renzo
Rahman, Raihan	Rahman, Zahidur	Raizman, Abraham Y	Ram, Jarnail	Ramirez, Edwin	Ramirez, Reynel
Rahman, Raju	Rahman, Zehedur	Raj, Sukhdev	Ram, Joga	Ramirez, Erishon	Ramirez, Roberto
Rahman, Rana	Rahmani, Mohammad	Raja, Abid	Ram, Kanshi	Ramirez, Eugenio	Ramirez, Rodolfo
Rahman, Rasedur	Rahmani, Muzaffar	Raja, Assad Parvez	Ram, Shubh	Ramirez, Fernando	Ramirez, Rossely
Rahman, Rejaur	Rahmanov, Habibulla	Raja, Imran	Rama, Ilir	Ramirez, Francarli	Ramirez, Samuel Sisa
Rahman, Rezaur	Rahmat, Nfn	Raja, Mohammed Ali	Rama, Marin	Ramirez, Francisco	Ramirez, Sandra
Rahman, Rezaur	Rahmatilloev, Ashraf	Raja, Mubashar	Rama, Murat	Ramírez, Francisco	Ramirez, Steven
Rahman, Russell	Rahmatov, Alisher	Raja, Nasir	Ramadan, Khaled	Ramirez, Frank O	Ramirez, Victor
Rahman, S M Mustafijur	Rahmatov, Amirjon	Raja, Sana	Ramadan, Mohamed	Ramirez, Guseppe	Ramirez, Victor C Guzman
Rahman, Sadiqur	Rahmatov, Amirjon	Raja, Shah	Ramadan, Tarek	Ramirez, Hector	Ramirez, Wilkins Brun
Rahman, Sahin	Rahmatov, Shehroz	Raja, Shahzad	Ramadan, Yacoub	Ramirez, HECTOR	Ramirez, Willebaldo
Rahman, Saidur	Rahmatullah, Syed	Raja, Umair Riaz	Ramadani, Ismet	Ramirez, Joao Ramírez	Ramirez, Yajaira Nunez
Rahman, Saifur	Rahmonov, Askarjon	Rajabov, Iqbol	Ramales, Isaac	Ramirez, Jonathan	Ramirez, Yeisser
Rahman, Saifur	Rahmouni, Mustapha	Rajah, Velton	Ramales, Isaac	Ramirez, Jonathan E	Ramirez, Yencer Cabreja
Rahman, Salim	Rahul, Fnu	Rajamony, Ratheesh	Ramales, Omar F	Ramirez, Jose	Ramlogan, Ronald



## Uber Form Letter- Drivers Names (Submission 1)

Ramnaraine, Kushantalla	Ramos, William	Ranjeet, Arun	Rashid, Amir	Rashwan, Fathy	Rayhan, Md Abu
Ramnaraine, Kris	Ramos, Yesid	Ranjha, Shahrood Ahmad	Rashid, Asif	Rashwan, Nasser	Rayhan, Muhammad
Ramon, Diego	Ramos, Yunio	Ranjit, Ashish	Rashid, Haroon	Rasiah, Dineshkaran	Rayman, Roy
Ramoncolladodiaz, Jesus	Rampersad, Steve	Ranjit, Ramesh	Rashid, Harun	Rasid, Harunur	Rayman, Sayeed
Ramos, Agustin	Rampersaud, Karam	Ranjitkar, Dirgha Raj	Rashid, Harun	Rasmane, Ouedraogo	Raymond, Allen
Ramos, Agustín	Rampersaud, Omesh	Rannan, Mohamed	Rashid, Harun	Rasol, Md Golam	Raymond, Louis
Ramos, Angel	Rampersaud, Rohit	Ranpaheli, Raju	Rashid, Harun Or	Rasool, Amer	Raymond, Risler
Ramos, Angelica	Ramratan, Deo	Rao, Hancy	Rashid, Harunoor	Rasool, Shahid	Raza, Ahsan
Ramos, Anthony	Ramsawak, Sasha	Raoul, Jeff	Rashid, Iqbal	Rasoolzada, Mohammad	Raza, Ali
Ramos, Ariel	Ramsukh, Moe	Raphael, Doly	Rashid, Mahinur	Rasul, Faiz	Raza, Ali
Ramos, Bienvenido E	Ramzan, Intakab	Raphael, Erlan	Rashid, Mamunur	Rasulov, Aidos	Raza, Ali
Ramos, Carlo Monte De	Ramzan, Intakab	Raphael, Michael	Rashid, Mamunur	Rasulov, Ozod	Raza, Ali
Ramos, Cynthia	Ramzan, Zubair	Raphael, Oghuma	Rashid, Mamunur	Rasulov, Tolib	Raza, Ali
Ramos, Darlene	Rana, Ankush	Raphael, Romando L	Rashid, Mamunur	Rataul, Sukhdev Singh	Raza, Ali
Ramos, David	Rana, Ashok	Rapke, Chikyiep	Rashid, Md	Ratchford, Daniel	Raza, Amish
Ramos, Domingo	Rana, Ashrafal	Raposo, Kelvin	Rashid, Md	Rathor, Jagdish Kumar	Raza, Anjum
Ramos, Domingo	Rana, Deep B	Raposo, Winston	Rashid, Md	Rathore, Fiaz Ahmed	Raza, Arslan
Ramos, Eddy	Rana, Dharma	Rasabzada, Mohamed	Rashid, Md	Rathore, Mohammad S	Raza, Gul
Ramos, Eduardo	Rana, Dipen	Rasal, Md	Rashid, Md Haroon Ur	Rathore, Naeem	Raza, Hafiz
Ramos, Edward	Rana, Fayyaz	Rasal, Mohammad	Rashid, Md Harun Ar	Ratibi, Hassan	Raza, Hassan
Ramos, Franklin	Rana, Hassan	Rasehid, Bilal	Rashid, Md Harunur	Rattan, Ryan	Raza, Hussnain
Ramos, Gregory Emil Guaba	Rana, Kaji	Rasel, Imrul	Rashid, Md Mamunur	Rattan, Ryan	Raza, Majid
Ramos, Guadalupe	Rana, Kul Bahadur	Rasel, Mohammed	Rashid, Md Sanzid	Rattana, Anuwat	Raza, Mohsan
Ramos, Habaad	Rana, Maruf	Rasel, Muhammad	Rashid, Minhaj	Ratti, Rohit	Raza, Mohsan
Ramos, Homero	Rana, Mashud	Rasel, Muhammad	Rashid, Mohammad	Rattu, Deepak	Raza, Muhammad
Ramos, Homero	Rana, Masud	Rasel, Shekh	Rashid, Mohammad	Ratul, Rakibul	Raza, Muhammad
Ramos, Idelka	Rana, Masudur	Rashchinsky, Viktor	Rashid, Mohammad	Raudales, Manuel	Raza, Mutalib
Ramos, Jaime	Rana, Md	Rashdan, Ahmed	Rashid, Mohammad	Rauf, Muhammad	Raza, Noman
Ramos, Jordano	Rana, Md Masud	Rashed, Foyezul Islam	Rashid, Mohammad Harun Ur	Raufi, Abdul	Raza, Saihan
Ramos, Jorge	Rana, Md Masud	Rashed, Md	Rashid, Mohammad Iqbal	Raufov, Abdumutalib	Raza, Saqib
Ramos, José	Rana, Md Sohél	Rashed, Md Abu	Rashid, Mohammed	Rauner, Jim	Raza, Sayed
Ramos, Jose Cruz	Rana, Mohammad	Rashed, Syed Rihan Al	Rashid, Mohammed	Raupov, Abdumajid	Raza, Shahid
Ramos, José L	Rana, Mohammad	Rashed, Tanvir Hossain	Rashid, Mohammed	Raupov, Bakhodir	Raza, Syed H
Ramos, Lenin	Rana, Mohammed S	Rashedy, Abdul S	Rashid, Muhammud	Raut, Bikram	Raza, Tayyab
Ramos, Luis	Rana, Mohammed Shohel	Rasheed, Adnan	Rashid, Muhammad	Raut, Manish	Raza, Umair
Ramos, Manuel	Rana, Muhammad	Rasheed, Asad	Rashid, Muhammad	Ravelo, Hector	Raza, Waleed
Ramos, Martin F	Rana, Prakash	Rasheed, Farrukh	Rashid, Rahat	Ravshanov, Doston	Raza, Waleed
Ramos, Miguel	Rana, Prakash	Rasheed, Haroon	Rashid, Reena	Rawal, Binod	Raza, Zaki
Ramos, Nancy	Rana, Siddique	Rasheed, Mohammad M	Rashid, Saleh	Rawal, Govind	Razaq, Mian
Ramos, Nicole	Rana, Sm Shohel	Rasheed, Mohammad Usman	Rashid, Salman	Rawal, Prakash	Razaq, Rashid
Ramos, Pedro Lopez	Rana, Sohale	Rasheed, Tariq	Rashid, Shaikh	Rawlins, Derelle	Razaq, Rashid
Ramos, Ramon	Rana, Sohél	Rasheed, Zaffar	Rashid, Sifat	Rawol, Bhim Bahadur	Razib, Mohammed
Ramos, Ronald	Rana, Subas Chandra	Rasheed, Zaheer	Rashid, Syed A	Ray, Sabuj	Razikov, Fakhridin
Ramos, Ronald	Rana, Zahirul	Rashel, Chakma	Rashid, Syed Enamur	Ray, Swapon	Razine, Mohamed Elamine
Ramos, Steven	Ranaivoson, Hariliva	Rashid, Abdur	Rashid, Tahir	Rayhan, Abdur Rahman	Razon, Ahmed
Ramos, Victor	Randhawa, Mohammad Aslam	Rashid, Adnan	Rashid, Zahid	Rayhan, Chowdhury	Razon, Anthony
Ramos, Wanda	Randriantsalama, Frank	Rashid, Adnan	Rashidi, Omid	Rayhan, Md	Razu, Shah Iqbal
Ramos, Wilfri Castillo	Rangel, Jocelyn	Rashid, Aminur	Rashidzada, Jamaloddin	Rayhan, Md	Razzak, Abdul

## Uber Form Letter- Drivers Names (Submission 1)

Razzak, Abdur	Rehan, Saqib	Ren, Jiany	Reyes, Danilo	Reyes, Joseph	Reynoso, Genaro
Razzak, Abdur	Rehman, Abdul	Ren, Jianyu	Reyes, Darío A	Reyes, Juan C	Reynoso, Jose
Razzak, Abdur	Rehman, Abdul	Ren, Meibin	Reyes, David	Reyes, Juan Gabriel Novas	Reynoso, Jose Alexander Placido
Razzak, Mohammed	Rehman, Abdul	Ren, Minghui	Reyes, Dayana E Garcia	Reyes, Juan R	Reynoso, José V
Razzaki, Amdadul	Rehman, Abid	Ren, Minghui	Reyes, Dickson	Reyes, Junior Anibal Rubio	Reynoso, Julio Batista
Razzaq, Abdul	Rehman, Asad	Ren, Rachel	Reyes, Diorkis	Reyes, Kevin Johnsons Reyes	Reynoso, Leuris
Razzaq, Faisal	Rehman, Atta	Ren, Xiang	Reyes, Domingo	Reyes, Lewin	Reynoso, Luis
Razzaq, Kashif	Rehman, Attiq	Ren, Yan Qing	Reyes, Domingo A	Reyes, Lizbeth	Reynoso, Monico
Razzaq, Mehsam	Rehman, Faiz	Ren, Zhao	Reyes, Eduardo	Reyes, Luis	Reynoso, Wikeidy
Razzaque, Junayed	Rehman, Hafeez	Renderos, Kelvin González	Reyes, Eduardo	Reyes, Luis	Reynoso, Monica
Razzaque, Sayfur Rahman	Rehman, Inayat	Rendon, Jhon	Reyes, Edwin	Reyes, Malvin	Reza, Abu K
Razzaque, Zukhraf	Rehman, Mirza	Renervil, Jean	Reyes, Edwin	Reyes, Mariaemilia	Reza, Md
Reazulla, Mohammed	Rehman, Mohammed	Reneus, Ronald	Reyes, Elvin A Duran	Reyes, Melissa Flores	Reza, Md Arif
Rebaza, Norberto	Rehman, Muneeb	Renfrum, Alvin Dean	Reyes, Emilio	Reyes, Neftali	Reza, Md Salim
Rebello, Jeffrey	Rehman, Mussawar	Rennie, Richard	Reyes, Esait	Reyes, Nelson	Reza, Mohammed
Recalde, Richard Antonio	Rehman, Obaid Ur	Reno, Jim	Reyes, Fabio José	Reyes, Nilo F De La Cruz	Reza, Syed
Recinos, Elder	Rehman, Reza	Requena, Juan E	Reyes, Fabio José	Reyes, Omar	Rezk, Bassem
Recio, Carlos A	Rehman, Shahid	Resetnic, Octavian	Reyes, Fatima	Reyes, Óscar	Rezk, Soumail
Recio, Juan	Rehman, Suhail	Reshad, Jawad Mahmud	Reyes, Felipe	Reyes, Rafael	Rezwani, Ahsan Alahi
Recio, Junior	Rehman, Talha	Resorfnig, Octarvian	Reyes, Felix A	Reyes, Rafael Antonio	Rhabouqi, Nouredine
Recio, Luis	Rehmat, Imran	Resteopo, Andre	Reyes, Francisco Trejo	Reyes, Ramon	Rhaman, Muhammad
Recio, Victor	Rehmat, Shakeel	Restituyo, Robinson	Reyes, Franklin	Reyes, Randy	Rhamatzada, Naim
Redd, Daron	Reid, George	Restituyo, Stanley	Reyes, Freddy	Reyes, Rey	Rhanem, Boubker Ait
Redd, Robert	Reinoso, Engells	Resto, Jose Luis	Reyes, Freddy	Reyes, Reynaldo	Rhoden, Nelson
Reddy, Etykala	Reinoso, Joham Manuel Reinoso	Resto, Sharina	Reyes, Freddy Javier	Reyes, Rodolfo Reyes	Rhodes, Johnnie E
Reddy, Etykala	Reinoso, Josue	Restrepo, Carlos	Reyes, Fredy O	Reyes, Rolfy A Guzman	Rhooms, Ramone
Redman, Kirsy	Reinoso, Kleber	Retta, Girmachew W	Reyes, Gerardo	Reyes, Ronald	Riabisheskii, Denis
Redondo, Rafael	Reinoso, Miguelina	Reule, Krishna	Reyes, Gerson	Reyes, Rony	Riad, Kazi
Redroban, Galo	Reinoso, Yinalda	Revels, Dave	Reyes, Gerson	Reyes, Ruben	Riar, Bikramjit
Redvil, Rousseau	Reinoso, Yinalda	Revolte, Reginald	Reyes, Hector	Reyes, Ruddy	Riasat, Anjum
Redvil, Rousseau	Reis, Mauro	Rexha, Armend	Reyes, Helder Melissa	Reyes, Samuel	Riasat, Chaudhary
Redzovic, Ali	Reis, Ozeas F Dos	Reyad, Asel	Reyes, Henry Rodriguez	Reyes, Santiago	Riascos, Carlos
Reed, Earl	Reis, Ozeas F Dos	Reyes, Angel	Reyes, Herlindo B	Reyes, Sofia Jimenez	Riaz, Ahsan
Reese, Sherry	Reja, Mohammad	Reyes, Anthony	Reyes, Issamal	Reyes, Stephany	Riaz, Asad
Refai, Mohamad El	Remache, Victor	Reyes, Ariel	Reyes, Isselin	Reyes, Suany C	Riaz, Faisal
Reg, Jean	Reman, Steve	Reyes, Ariel	Reyes, Jeneri	Reyes, Tayron	Riaz, Hamza
Regalado, Rinaldo	Rementería, Johnny	Reyes, Arnold	Reyes, Jesus	Reyes, Vicente	Riaz, Khayam
Regalado, Victor Tomás Carrasco	Remfort, Jean	Reyes, Arnold Reyes	Reyes, Jesus	Reyes, Wilfredo A Pena	Riaz, Khurram
Regirer, Sergey	Remigio, Sonia	Reyes, Augustine	Reyes, Johan	Reyes, Yohant	Riaz, Maira
Regis, Jean	Remtula, Aminmohamed	Reyes, Bryan	Reyes, Johanny	Reyhill, Ray	Riaz, Muhammad
Registre, Jamesly J	Ren, Bo	Reyes, Carlos	Reyes, Johansel	Reynald, Walme	Riaz, Muhammad
Regmi, Kishor	Ren, Chaoyang	Reyes, Carlos	Reyes, John	Reynolds, Kirk	Riaz, Najum
Regmi, Shyam	Ren, Chen Zheng	Reyes, Caroline	Reyes, Jonathan	Reynolds, Maurice	Riaz, Rakib Hasan
Regmi, Sujan	Ren, Fei	Reyes, Christian	Reyes, Jonathan	Reynoso, David	Riaz, Saboor
Regragui, Sidi	Ren, Hao	Reyes, Christian	Reyes, Jose	Reynoso, Emmanuel	Riaz, Saleem
Regtoumda, Emile	Ren, Hongting	Reyes, Cindi	Reyes, Jose	Reynoso, Enmanuel	Riaz, Saqib
Rehan, Muhammad	Ren, Hongting	Reyes, Clodomiro	Reyes, Jose	Reynoso, Erick M Santiago	Riaz, Shazab
Rehan, Muhammad	Ren, Hui	Reyes, Cristopher	Reyes, Jose	Reynoso, Estarlin	Riaz, Sohail
		Reyes, Daniel	Reyes, José Manuel		

## Uber Form Letter- Drivers Names (Submission 1)

Riaz, Usman	Rincón, Ángel	Rivas, Maximilian	Riveras, Jorge	Robles, Agustin	Rodriguez, Arturo
Riaz, Zeshan	Rincon, Rusbis	Rivas, Mayrobi	Rivers, Rodney	Robles, Dawin	Rodríguez, Basilio A
Ricardo, Jose	Rincon, Wilinton Londono	Rivas, Mayrobi M	Riviere, Ydabal	Robles, Josemario	Rodríguez, Benito V
Richard, Jean	Rincones, Albert	Rivas, Richard	Riwan, Shoaib	Robles, Kim	Rodriguez, Bienvenido A
Richard, Kelly	Rinku, Md Al Amin	Rivas, Wilberto	Rizika, Ahmed	Robles, Luis Antonio	Rodriguez, Br
Richards, Daniel	Rinzin, Pema	Rivas, William	Rizk, Omar	Roby, Sherif	Rodriguez, Branly
Richards, Dia	Rinzin, Pema	River, Gabriel	Rizkalla, Ramez	Rocha, Jean	Rodriguez, Brayan
Richards, Juan	Rinzin, Tsewang	Rivera, Alberto	Rizo, Felix	Rocha, Zunilda	Rodriguez, Carlos
Richards, Leroy	Rinzing, Rinzing	Rivera, Alberto Nunez	Rizvi, Abulhasan	Roche, Edwin R Perez	Rodriguez, Carlos
Richards, Ricardo	Rion, Taufiquel Alam	Rivera, Alfredo	Rizvi, Syed	Roche, Etienne	Rodriguez, Carlos
Richards, Roxroy	Rios, Daniela Calderon	Rivera, Angel	Rizvi, Syed Arslan Haider	Rocky, Hamidullah Hamid	Rodriguez, Carlos
Richards, Sean	Rios, Danny	Rivera, Angel	Rizwaan, Fathima Azra	Rodas, Angel	Rodriguez, Carlos
Richardson, Carey	Rios, David	Rivera, Angelo	Rizwan, Mohammad	Rodas, Eduardo Timoteo	Rodríguez, Carlos
Richardson, Darus	Rios, Hugo	Rivera, Antonio	Rizwan, Muhammad	Rodas, Fausto	Rodríguez, Carlos
Richardson, Jeanette	Rios, Isaac	Rivera, Antonio	Rizwan, Muhammad	Rodas, Fernando Garcia	Rodriguez, Carlos E
Richardson, Joseph	Rios, Juan	Rivera, Armando	Rizwan, Shahid	Rodas, Kenia	Rodriguez, Carmelo
Richardson, Luis Aurelio	Rios, Kenneth G	Rivera, Audberto	Rmaidi, Elmostafa	Rodionov, Stanislav	Rodriguez, Catherine
Richardson, Omar	Rios, Lukas	Rivera, David	Rmaiti, Alex	Rodrigo, Walter	Rodriguez, Cesar
Richardson, Patrick	Rios, Miguel	Rivera, David	Rmatmati, Mohammed	Rodrigues, Adriana	Rodriguez, Cesar
Richardson, Romain	Rios, Miguel Antonio Rios	Rivera, Deifilio	Roa, Jesus	Rodrigues, Beatriz	Rodriguez, Christian
Richardson, Tiffany	Ripama, Wahabo	Rivera, Diego	Roa, Jose	Rodrigues, Lanie	Rodriguez, Cindy
Ricketts, Damion	Ripoll, Junior	Rivera, Diego	Roach, Calvin	Rodrigues, Luis Armando Ortiz	Rodriguez, Cirilo
Ridgard, Nathaniel	Ripon, Faysal Ahamed	Rivera, Erick	Roachford, Nyron	Rodriguez, Abel	Rodriguez, Dailin
Ridwan, Umar	Ripon, Khalid K	Rivera, Ervin José	Roamba, Guerschom	Rodríguez, Abel De La Rosa	Rodriguez, Daniel
Riera, Dany	Ripon, Ruhul	Rivera, Francisco	Robakidze, Giorgi	Rodriguez, Adelaida	Rodriguez, Danis
Riera, Luis	Riqz, Muhammad	Rivera, Gloria	Robakidze, Zaza	Rodriguez, Adinson	Rodriguez, Danny
Riera, Luis	Risik, Victor Veloz	Rivera, Henry	Robalino, Cesar	Rodriguez, Albert	Rodriguez, Darielvy
Rifat, Md	Rismany, Karamat	Rivera, Hugo	Robert, Sara	Rodriguez, Alfalenin	Rodriguez, David
Rifath, Abu	Risoli, Paul	Rivera, Israel Aquino	Roberto, Encarnación	Rodriguez, Alfida	Rodriguez, David
Rigdol, Tenzin	Ritzberg, Keith	Rivera, Jeimy	Roberts, Alborno H	Rodriguez, Alfredo	Rodriguez, Delfry
Rigzin, Chimey	Rivas, Alberto Rivas	Rivera, Jerome	Roberts, Jevon	Rodriguez, Alfredo	Rodriguez, Demetrio
Rijal, Ram	Rivas, Carlos	Rivera, Jonathan	Roberts, Roberto A	Rodriguez, Alvaro	Rodriguez, Dewuni
Rijo, Bernabel	Rivas, Edwin	Rivera, Jose	Roberts, Stephin	Rodriguez, Alvin	Rodriguez, Diana
Rijo, Edwin	Rivas, Elias	Rivera, Juan	Robertson, Donald J	Rodriguez, Amed	Rodriguez, Dileysi
Rijo, Franklin	Rivas, Enny Osvaldo Oscar	Rivera, Juan Carlos Bruno	Robi, Mohammed	Rodriguez, Andrys	Rodriguez, Dileysi
Rijo, German	Rivas, Felipe Susana	Rivera, Julio	Robin, Mahmudul	Rodríguez, Andy	Rodriguez, Dorkidia
Rijo, German	Rivas, Henry	Rivera, Luis	Robin, Najim	Rodriguez, Aneudy	Rodriguez, Eddy
Rijo, Jose	Rivas, Javier	Rivera, Luis	Robinson, Adrian	Rodriguez, Angel	Rodriguez, Edel
Rijon, Ayetadul Raj	Rivas, Jean	Rivera, Luis A Correa	Robinson, Fitzroy	Rodriguez, Angel	Rodriguez, Edilberto
Riley, Cardinal	Rivas, Joel	Rivera, Luz	Robinson, George	Rodriguez, Angelico	Rodriguez, Eduard G Nuñez
Riley, Eugene A	Rivas, Joel	Rivera, Milly	Robinson, Gizelle	Rodriguez, Angelico	Rodriguez, Eduard T
Rim, Nam	Rivas, Jose	Rivera, Mirla Fajardo	Robinson, Gregory	Rodriguez, Anneudys	Rodriguez, Eduardo
Rimal, Laxman	Rivas, Juan Starlyn	Rivera, Nestor	Robinson, Kedar	Rodriguez, Anthony Joel Castillo	Rodriguez, Edward
Rimal, Rajendra	Rivas, Juliana	Rivera, Nestor	Robinson, Kemar	Rodriguez, Antonio	Rodriguez, Edwin
Rimal, Sarin	Rivas, Julio	Rivera, Oswaldo	Robinson, Orville M	Rodríguez, Antonio	Rodriguez, Edwin
Rinaz, Mohamed	Rivas, Liliana	Rivera, Pedro	Robinson, Paula	Rodriguez, Ari	Rodriguez, Edwin
Rinchen, Dawa	Rivas, Liliana	Rivera, Victor Manuel Mendez	Robinson, Walter	Rodriguez, Ariel	Rodriguez, Efys
Rinchen, Sonam	Rivas, Mabel	Rivera, Xiomara	Roblea, Albert Oscalin Capellan	Rodriguez, Ariel	Rodriguez, Eladio

## Uber Form Letter- Drivers Names (Submission 1)

Rodriguez, Elanny	Rodriguez, Henry Lopez	Rodriguez, Jorge Luis Godoy	Rodriguez, Keiry Ynfante	Rodriguez, Omar	Rodriguez, Sergio
Rodriguez, Elvin	Rodriguez, Herbert	Rodriguez, Jose	Rodriguez, Kelvin	Rodriguez, Orlando	Rodriguez, Silvestre
Rodriguez, Elvin	Rodriguez, Herman	Rodriguez, Jose	Rodriguez, Kelvin Valera	Rodriguez, Osmir	Rodriguez, Skywalker
Rodriguez, Elvis	Rodriguez, Hily	Rodriguez, Jose	Rodriguez, Kelvis	Rodriguez, Overling	Rodriguez, Sonny
Rodriguez, Emerson	Rodriguez, Iliana M	Rodriguez, Jose	Rodriguez, Kendrick	Rodriguez, Pedro	Rodriguez, Stevens
Rodriguez, Emmanuel	Rodriguez, Isidro	Rodriguez, Jose	Rodriguez, Kevin	Rodriguez, Pedro	Rodriguez, Stevens
Rodriguez, Emmanuel	Rodriguez, Ismael	Rodriguez, Jose	Rodriguez, Leonelda	Rodriguez, Pedro	Rodriguez, Survia
Rodriguez, Emmanuel	Rodriguez, Ivan	Rodriguez, Jose	Rodriguez, Leoneyri Pichardo	Rodriguez, Pedro	Rodriguez, Valentin Vazquez
Rodriguez, Endel A	Rodriguez, Ivan	Rodriguez, Jose	Rodriguez, Lizette	Rodriguez, Pedro R	Rodriguez, Victor
Rodriguez, Engels	Rodriguez, Jaime Tomas Estrella	Rodriguez, Jose	Rodriguez, Louis	Rodriguez, Piedad D	Rodriguez, Victor
Rodriguez, Enrique	Rodriguez, Jairo	Rodriguez, Jose	Rodriguez, Lourdes	Rodriguez, Porfirio	Rodriguez, Victor
Rodriguez, Enrique Disla	Rodriguez, Jairon	Rodriguez, Jose	Rodriguez, Luigi	Rodriguez, Quimet	Rodriguez, Victorino
Rodriguez, Ernesto	Rodriguez, Janet	Rodriguez, Jose	Rodriguez, Luis	Rodriguez, Rafael	Rodriguez, Vinicio A
Rodriguez, Ernesto	Rodriguez, Javier	Rodriguez, Jose	Rodriguez, Luis	Rodriguez, Rafael A	Rodriguez, Vladimir
Rodriguez, Esther	Rodriguez, Javier	Rodriguez, Jose	Rodriguez, Luis	Rodriguez, Rafael Duque	Rodriguez, Wandy
Rodriguez, Eugenio	Rodriguez, Jean Carlos	Rodriguez, Jose	Rodriguez, Luis	Rodriguez, Ramon	Rodriguez, Wendy
Rodriguez, Evelyn	Rodriguez, Jeff	Rodriguez, José	Rodriguez, Luis	Rodriguez, Ramon Antonio Pena	Rodriguez, Wendy
Rodriguez, Fanny	Rodriguez, Jennifer	Rodriguez, José	Rodriguez, Luis Alberto	Rodriguez, Ramon Dario	Rodriguez, Wendy
Rodriguez, Farah	Rodriguez, Jennyfer	Rodriguez, Jose A	Rodriguez, Luis Jose	Rodriguez, Ramon Estevez	Rodriguez, Willie
Rodriguez, Federico De Jesus Lazala	Rodriguez, Jensie	Rodriguez, Jose Antonio	Rodriguez, Maik	Rodriguez, Randy	Rodriguez, Wilmer
Rodriguez, Felix	Rodriguez, Jervin	Rodriguez, Jose Arturo	Rodriguez, Manauris	Rodriguez, Raul	Rodriguez, Wilmy
Rodriguez, Florileidy	Rodriguez, Jervin	Rodriguez, Jose E	Rodriguez, Marcos	Rodriguez, Richard	Rodriguez, Wilson
Rodriguez, Francis	Rodriguez, Jesus	Rodriguez, Jose Luis Gelabert	Rodriguez, Maria Vanegas	Rodriguez, Robert	Rodriguez, Wilson
Rodriguez, Francis	Rodriguez, Jesus	Rodriguez, Jose Luis Gomez	Rodriguez, Mario	Rodriguez, Robert	Rodriguez, Wilson
Rodriguez, Francisco	Rodriguez, Jesus	Rodriguez, Jose Luis Gomez	Rodriguez, Marlon	Rodriguez, Roberto	Rodriguez, Wilson Soler
Rodriguez, Francisco	Rodriguez, Jesus M	Rodriguez, Jose Rafael	Rodriguez, Marlon	Rodriguez, Roberto	Rodriguez, Yakaira Morel
Rodriguez, Frank	Rodriguez, Jeury	Rodriguez, Joseph	Rodriguez, Marvin	Rodriguez, Roberto	Rodriguez, Yamile
Rodriguez, Frank Bklynski	Rodriguez, Jhon	Rodriguez, Joshua	Rodriguez, Mauricio	Rodriguez, Robin	Rodriguez, Yanderis
Rodriguez, Frankie	Rodriguez, Jhon Paul	Rodriguez, Joshua	Rodriguez, Mayobanex Pérez	Rodriguez, Rodhaymi	Rodriguez, Yanderis
Rodriguez, Frankie	Rodriguez, Jhonnattan	Rodriguez, Juan	Rodriguez, Melvin	Rodriguez, Romer	Rodriguez, Yaritza
Rodriguez, Franklin	Rodriguez, Joan	Rodriguez, Juan	Rodriguez, Melvin	Rodriguez, Romulo R	Rodriguez, Yester
Rodriguez, Fredys	Rodriguez, Joel	Rodriguez, Juan	Rodriguez, Mercedes	Rodriguez, Ronald	Rodriguez, Yois Catalina
Rodriguez, Gabriel	Rodriguez, Joel	Rodriguez, Juan	Rodriguez, Michele	Rodriguez, Ronnie	Rodriguez, Yordanys A
Rodriguez, Galo	Rodriguez, Johan	Rodriguez, Juan Ariel Mateo	Rodriguez, Miguel	Rodriguez, Ronnie E	Rodriguez, Yosuel
Rodriguez, Gary	Rodriguez, Johan Rafael	Rodriguez, Juan Carlos	Rodriguez, Miguel	Rodriguez, Ronny	Rodriguez, Yunio
Rodriguez, Genesis	Rodriguez, John	Rodriguez, Juan Flores	Rodriguez, Miguel	Rodriguez, Ronny	Rodrigues, Oneil
Rodriguez, German A Luna	Rodriguez, John F	Rodriguez, Juan Fm	Rodriguez, Miguel	Rodriguez, Rony	Roebuck, Malachi
Rodriguez, Gerrison	Rodriguez, Johnny	Rodriguez, Juan J	Rodriguez, Miguel E	Rodriguez, Rosa	Rofas, Shadman
Rodriguez, Geudy Marte	Rodriguez, Jomarie	Rodriguez, Juan Junior	Rodriguez, Nandy	Rodriguez, Rosalba	Roger, Gary
Rodriguez, Gilberto	Rodriguez, Jonas Monegro	Rodriguez, Juan Luis	Rodriguez, Natanael Leon	Rodriguez, Roy Eduardo	Roger, Randolph
Rodriguez, Gilberto	Rodriguez, Jorge	Rodriguez, Juan Martinez	Rodriguez, Nelson	Rodriguez, Rudi	Roger, Siambe
Rodriguez, Hamlet	Rodriguez, Jorge	Rodriguez, Juan Miguel Espinal	Rodriguez, Nelson	Rodriguez, Ruth Cruz	Rogers, Gary
Rodriguez, Handel Bregman	Rodriguez, Jorge	Rodriguez, Juan Muñoz	Rodriguez, Nelson	Rodriguez, Samuel	Rogers, Karim
Rodriguez, Haulin	Rodriguez, Jorge	Rodriguez, Julio	Rodriguez, Nilson	Rodriguez, Sandra	Rogers, Stephan
Rodriguez, Hector	Rodriguez, Jorge	Rodriguez, Julio A Ceballo	Rodriguez, Norquina M	Rodriguez, Sandy Jimenez	Roh, Minho
Rodriguez, Hector	Rodriguez, Jorge	Rodriguez, Karina	Rodriguez, Octavio	Rodriguez, Santiago	Rohan, Muhammad
Rodriguez, Hector Fco López	Rodriguez, Jorge E	Rodriguez, Katherin	Rodriguez, Omar	Rodriguez, Santiago	Roi, Alexander Le
		Rodriguez, Keicy		Rodriguez, Saul	Rojas, Abrodicio

## Uber Form Letter- Drivers Names (Submission 1)

Rojas, Alexis	Roman, Edwin	Roni, Rebeka	Rosa, Robert De La	Rosario, Hector	Rosario, Rafael A
Rojas, Angela	Roman, Koyes	Ronzu, Fnu	Rosa, Roberto De La	Rosario, Henry	Rosario, Ramón Rodríguez
Rojas, Antonio	Roman, Lozynsky	Roofeh, Mozaffar	Rosa, Rocio De La	Rosario, Henry	Rosario, Ramon Salvador
Rojas, Christopher Garcia	Roman, Maximo	Roon, Pedro	Rosa, Rosemary	Rosario, Henry	Rosario, Robert Del
Rojas, Dorianny	Roman, Mayra	Roopnarine, Kamini	Rosa, Samuel	Rosario, Ivan	Rosario, Robert Roman
Rojas, Emmanuel E Mejia	Roman, Raul	Roque, Pedro	Rosa, Sandy Rafael Nunez	Rosario, Jeremy	Rosario, Salvador Potentini
Rojas, Enrique	Romano, Alexis	Roques, Edgar	Rosa, Sujel	Rosario, Jerry	Rosario, Victor
Rojas, Feliberto	Romano, Cindy	Rosa, Adalberto Rohena	Rosa, Wellington De La Rosa De La	Rosario, Jerson	Rosario, Victor
Rojas, Felix	Romano, Jose	Rosa, Alberto De La	Rosa, Wilson	Rosario, Jesus	Rosario, Victor Edwin Castillo
Rojas, Fernando	Romero, Amaury	Rosa, Alfredo Rivera	Rosado, Alexi	Rosario, Joel	Rosario, Vielka
Rojas, Fernando	Romero, Branjo	Rosa, Alttagracia De La	Rosado, Ana	Rosario, Johan	Rosario, Wandy
Rojas, Franklin	Romero, Carlos Arias	Rosa, Ana De La	Rosado, Crystal	Rosario, Jonuel Espinosa	Rosario, Wilson
Rojas, Gary V	Romero, Ery L Corsino	Rosa, Ana Julia De La	Rosado, Eddy	Rosario, Jorge	Rosario, Yenison
Rojas, Henry	Romero, Flavio	Rosa, Ana Julia De La	Rosado, Elvis	Rosario, Jose	Rosario, Yenison
Rojas, Jean Carlos	Romero, Francisco	Rosa, Armando De La	Rosado, Juan	Rosario, Jose	Rosas, Leonel
Rojas, Johnny Arroyo	Romero, George	Rosa, Arturo	Rosado, Jacqueline	Rosario, Jose	Rose, Devon St
Rojas, Jonathan	Romero, George	Rosa, Daniel De La	Rosado, Juan	Rosario, Jose	Rose, Oneik
Rojas, Juan Carlos	Romero, Guillermo	Rosa, Daniel De La	Rosado, Kevin	Rosario, Jose A Abreu	Roseau, Reynold
Rojas, Lucia	Romero, Gustavo E	Rosa, Deliany De La	Rosado, Luis A	Rosario, Jose D Vasquez	Roseau, Reynold
Rojas, Luis	Romero, Irving	Rosa, Deysi De La	Rosado, Ramon	Rosario, Jose O Del	Rosen, Gregg
Rojas, Luis A	Romero, Jorge A Estrada	Rosa, Eddy	Rosado, Washington	Rosario, José Rubén Guzmán Del	Rosenberg, Steve
Rojas, Martín	Romero, Justin	Rosa, Edinson De La	Rosales, Edmund	Rosario, Juancarlos	Roshan, Mohamed
Rojas, Nayary	Romero, Luis	Rosa, Felix	Rosales, Federico	Rosario, Julio	Roshdy, Ibrahim
Rojas, Pablo	Romero, Luis	Rosa, Francisco De La	Rosales, Marvin	Rosario, Junior	Roshid, Humayun
Rojas, Pedro	Romero, Martha	Rosa, Francisco De La	Rosales, Rene	Rosario, Kayla Brendaliz	Rosier, Joany
Rojas, Ramiro	Romero, Miriam	Rosa, Frank	Rosario, Alvin Ignacio	Rosario, Leandro	Ross, Glen
Rojas, Sabas	Romero, Rafael	Rosa, Frank	Rosario, Arturo Rosario	Rosario, Leoncio	Ross, Michael A
Rojas, Segundo T	Romero, Rafael	Rosa, Guillermo Dela	Rosario, Bernys	Rosario, Leoncio	Ross, Neal
Rojas, Sergio	Romero, Rafael Rodriguez	Rosa, Gustavo De La	Rosario, Body DI	Rosario, Leoncio	Ross, Norberto
Rojas, Socrates	Romero, Ronald	Rosa, Héctor De La	Rosario, Brian	Rosario, Leovaldwin	Rossov, Anatoly
Rojas, Sócrates	Romero, Ruben	Rosa, Jesus Adony Reyes	Rosario, Carlos	Rosario, Liz	Rossum, Olson Van
Rojas, Wilbert	Romero, Sergio	Rosa, Joel	Rosario, Carlos Guzman	Rosario, Luichi	Rostomyan, Hayk
Rojdi, Mohamed	Romero, Troy Quezada	Rosa, Johanna Avila De De La	Rosario, Carlos Guzman	Rosario, Luis	Rostoshvili, Giorgi
Roka, Amrit	Romero, Victor	Rosa, Jose	Rosario, Cesar	Rosario, Luis	Rotgans, Romeo
Roka, Anmol Bahadur	Romero, Victor	Rosa, Jose De La	Rosario, Daniel	Rosario, Marisol	Rothstein, Brian
Roka, Khem	Romero, Walter	Rosa, Jose Stalin Ortega	Rosario, Daniel	Rosario, Miguel Angel	Roton, Nur M
Roka, Kumar	Romero, William	Rosa, José Sterlin De La Rosa	Rosario, Delvis	Rosario, Miguel Angel	Roton, Nur M
Roka, Narayan	Romhen, Adnan	Rosa, Juan Carlos De La	Rosario, Derinon	Rosario, Omar	Rouf, Arman
Roka, Ram	Romo, Angel	Rosa, Juan Herrera De La	Rosario, Edwin	Rosario, Omar	Rouf, Md A
Roka, Tham Bahadur	Romulus, Betty	Rosa, Julio De La	Rosario, Edwin Junior Rodriguez	Rosario, Orionis Mena	Roura, Ricardo
Rokka, Bimal	Romulus, Ricky Lyonel	Rosa, Katty De La	Rosario, Erick	Rosario, Oscar	Rowe, Mark
Roky, Md Sajjad Hossain	Rondon, Wilking	Rosa, Luis De La	Rosario, Euripides	Rosario, Pancraccio López	Rowe, Quentin
Roldan, Dan	Rone, Md Rashedul Islam	Rosa, Luis De La	Rosario, Felipe	Rosario, Pedro	Roxana, Karen
Roldan, Rey	Ronero, Auris	Rosa, Maria De La	Rosario, Felix Miguel	Rosario, Pedro	Roy, Abir
Roldana, Funezi	Ronero, Joshua	Rosa, Mayraelisa	Rosario, Francisco	Rosario, Perfecto Del Rosario Del	Roy, Anik
Rolland, Kareem	Rong, Wei	Rosa, Pedro	Rosario, Franklin	Rosario, Rafael	Roy, Arjun
Rollock, Anthony	Rong, Xiuqin	Rosa, Rafael Peguero De La	Rosario, Frankys Yomar Colon	Rosario, Rafael	Roy, Arup
Rolon, Angelica	Roni, Forhad A	Rosa, Randy	Rosario, Gilberto	Rosario, Rafael	Roy, Ashim Chandra

## Uber Form Letter- Drivers Names (Submission 1)

Roy, Biplob	Ruddock, Marcia	Ryan, Gregory	Sabirov, Khusen	Saduzy, Sannah	Saha, Basudev
Roy, Biprajit	Rudecindo, Tomas Santana	Rynin, Andrei	Sabit, Emell	Saed, Mohammad	Saha, Bishwajit
Roy, Debasish	Rueda, Marvin	Rytov, George	Saboor, Abdul	Saeed, Ahmad	Saha, Indrojit K
Roy, Debasish	Ruffin, Jessie	Ryu, Yeonjong	Sabouri, Farshad	Saeed, Ahmed	Saha, Jugal
Roy, Goutam	Rugoso, Alejandro J	S, Anderson	Sabovic, Sefkija	Saeed, Ahmed	Saha, Kartick
Roy, Gregory	Ruhi, Jalal Uddin	S, Anvar	Sabra, Ab	Saeed, Asad	Saha, Pulak
Roy, Hrishikesh	Ruisi, Robert L	S, Dan	Sabra, Hussein	Saeed, Azeem	Saha, Rony
Roy, Hrishikesh	Ruiz, Alexandra	S, Daniel	Sabry, Mohamed	Saeed, Azhar	Saha, Rony
Roy, Kandarpoo	Ruiz, Arnaldo	S, Dilbag	Sabuj, Mushiur	Saeed, Fadul	Saha, Sukanta
Roy, Liton	Ruiz, Beato	S, Juan A Suarez	Sabuncu, Burak S	Saeed, Fahad	Saha, Uttam
Roy, Manish	Ruiz, Cesar	S, Kat	Sabyrov, Akmyrat	Saeed, Ihtsham	Sahajalal, Mohmed
Roy, Palash C	Ruiz, Diana	S, Ladi	Sacasari, Eulogelio	Saeed, Mian Aamer	Sahi, Azzi
Roy, Ramesh	Ruiz, Jonathan Manuel	S, Lina	Saccoh, Tapsiru	Saeed, Muhammad	Sahi, Muhammad
Roy, Ramesh	Ruiz, Jorge	S, Mahin	Sachdeva, Kunal	Saeed, Muhammad	Sahi, Qasim Raza
Roy, Sajal	Ruiz, Jose	S, Maria	Sachdeva, Pankaj	Saeed, Muhammad Saeed	Sahi, Rauf Hussain
Roy, Samar	Ruiz, Jose	S, Mohammad Islam	Sachdeva, Raj K	Saeed, Qaisar	Sahibov, Abdurashid
Roy, Sanjit	Ruiz, Jose Ruiz	S, Ouattara Mamadou	Sachdeva, Rajiv	Saeed, Shamshad	Sahin, Bilal
Roy, Toroni Kanta	Ruiz, Juventino García	S, Sokrat	Sacko, Amadou	Saeed, Tarig	Sahin, Onur
Royal, Albert	Ruiz, Mabel	Saa, Aime Talla	Sacko, Bakary	Saeed, Zeeshan	Sahin, Ugur
Rozario, Callins	Ruiz, Martina	Saad, Hassan H	Sacko, Demba	Saenz, Abraham	Sahney, Jagjit
Rozario, Danny George	Ruiz, Sergio	Saad, Hesham S	Sacko, Gaoussou	Saenz, Juan	Saho, Mahamudou
Rozario, Francis	Ruiz, Tea	Saad, Hussam	Sacko, Ibrahim Oustaz	Saenz, Patricia	Sahossi, Cohomlan Paul
Rozario, Riki J	Ruiz, Vanessa	Saad, Muhammad	Sada, Ivan	Saerstein, Michael	Sahota, Gurminder Singh
Rozier, Akmal	Rukh, Shah	Saad, Sameh	Sada, Ivan	Safarov, Oybek	Sai, Bikash
Rua, Carlos E Rua	Ruli, Tahmina A	Saad, Sameh	Sadat, Anwar	Safayat, Hossain	Sai, Tom
Ruan, Buhong	Rulloda, Efren	Saad, Sameh	Sadat, Mohammad	Safdar, Haroon	Said, Ahmed
Ruan, Li Quan	Rupakheti, Bishnu	Saadi, Hasan	Sadat, Sayed	Safdar, Muhammad	Said, Hatim Abdelftah
Ruan, Rihui	Rusitashvili, Zaza	Saadi, Hasan	Saddal, Baber Usman	Safdar, Muhammad A	Said, Mohammed
Ruan, Shuqi	Russel, Mohammed	Saaed, Rana Tahir	Saddiq, Johar	Safder, Umair	Saidani, Faycal
Ruan, Tangdi	Russel, Razaul	Saavedra, Virgilio	Saddiq, Wahid	Safi, Nooragha	Saidani, Faycal
Ruan, Wen Shu	Russell, Angelo	Sabalza, Dante	Sadek, Md	Safouan, Khalil	Saidi, Sami
Ruano, Rodolfo	Russell, Angelo	Sabanidze, Zviad	Sadek, Mohammed	Safronsky, Mikhail	Saidi, Syed Ali Sarim
Rubbani, Adnan	Russell, Angelo	Sabar, Ikram	Sadick, Zafar	Safsaf, Mahfoud	Saidkhanov, Saidakrom
Rubbani, Fnu Ghulam	Russell, Garfield	Sabbah, Sami	Sadik, Muhammad Abdus	Sagar, Rayhan	Saidou, Tiendrebeogo Congo
Rubbani, Ghulam	Russell, Shafiquzzaman	Sabbar, Hicham	Sadikhov, Elchin	Sagdullaev, Davron	Saidov, Behruz
Rubbani, Imran G	Russell, Shafiquzzaman	Sabbir, Zahidul	Sadikov, Alisher	Sagdullaev, Khabibullo	Saidov, Farrukh
Rubel, Md	Russo, Mario	Saber, Md	Sadikov, Bakhodir	Sage, Robert	Saidov, Ramazon
Rubel, Md Tofazzol Hossen	Rustam, Akramov	Saber, Mohamed	Sadikov, Khushnud	Sagheer, Imran	Saiduzzamam, Abu
Rubel, Nfn	Rustam, Ibragimov	Saber, Rabie	Sadiq, Ilyas	Sagheer, Muhammad	Saiduzzaman, Abu Z
Rubel, Tanvir Hossain	Rustami, Zubairullah	Saber, Rami	Sadiq, Sarfraz	Saghir, Humayun	Saiduzzaman, Nfn
Rubi, Jose	Rutledge, Davian T	Saber, Sameer	Sadiq, Zahid	Saghir, Usman	Saieed, Abu
Rubinstein, Israel	Ruziev, Lazizjon	Sabherwal, Sameer	Sadiq, Zahid	Saguay, Mario	Saifan, Fuad
Rubio, Dario	Ruzimatov, Nurdiyov	Sabino, Antonio	Sadiq, Zunair	Sah, Narayan	Saiful, Shiek
Rubio, Frandy	Ruzmetov, Murod	Sabino, Rui	Sadki, Hafid	Sah, Rambeer	Saiful, Shiek
Rubio, Joel Rijo	Ruzzaq, Saddat	Sabir, Muhammad	Sadouni, Ishak	Sah, Rambeer	Saifullah, Khandoker
Rubio, Luis	Rwn, Huan Huan	Sabir, Syed Hissan	Sadovitch, Dmitry	Sah, Sushil	Saigo, Dexter
Rubio, Marco	Ryabov, Dmitry	Sabir, Umair	Sadozai, Scha	Saha, Anirudha	Saikat, Md Waliour Rahman
Rubio, Rafael	Ryan, Gregory	Sabirov, Amir		Saha, Ashok	Saikat, Rashed

## Uber Form Letter- Drivers Names (Submission 1)

Sail, Abdelhaq	Sakho, Kabine	Salazar, Manuel Leonardo Paulino	Saleemi, Muhammad	Salguero, Oscar Felipe Tobar	Saluja, Ashu
Saimbert, Willy	Sakib, Shadman	Salazar, Patricio E	Saleemi, Muhammad	Saliaj, Florian	Saluja, Horansh
Saimpla, Sorabh	Sakib, Syed	Salazar, Rafael Cruz	Saleemi, Muhammad	Salifou, Alkairou	Salvador, Pedro
Saini, Amarjit Singh	Sakirsky, Vadim	Salazar, Raphael	Saleemi, Muhammad Umar	Salih, Imad	Salvador, Silvio
Saini, Bhupinder Singh	Sako, Djenebah	Salazar, Reynaldo	Saleemi, Usman	Salihi, Arlind	Salvadore, Lorenzo
Saini, Gurjit Singh	Salado, Luz	Salce, Arelis	Saleh, Abdulaziz	Salim, Abdelrahim	Salvatierra, Hugo
Saini, Inderjit	Salaev, Shahriyor	Salcedo, Elvis	Saleh, Abdulrahman	Salim, Mohamed	Sam, Bash
Saini, Manmeet	Salah, Abdel Mawgoud	Salcedo, Gustavo	Saleh, Abu Abu	Salim, Mohammad	Sam, Fritz
Saini, Rahul	Salah, Ahmed	Salcedo, Gustavo	Saleh, Adel	Salim, Mohammed	Sam, Issucoe D
Saini, Sukhdev	Salah, Haitham	Salcedo, Javier	Saleh, Ahmed	Salim, Mohammed	Sam, Wend Tin Basile
Sainristil, Roland	Salahin, Musfekul	Salcedo, Jose	Saleh, Ahmed	Salim, Muhammad	Sama, Antoine
Saintil, Josue	Salahuddin, Mohammed	Salcedo, Jose F Evangelista	Saleh, Ali	Salim, Njoya	Samad, Abdul
Saintil, Ronald	Salala, Jovinalis	Salcedo, Luis	Saleh, Alnumairi	Salim, Salah	Samad, Abdus
Saintilus, Pierre	Salam, Abdul	Salcedo, Maria	Saleh, Amr	Saliman, Hanif	Samad, Abdus
Saintjacques, Wesly Saint	Salam, Abdus	Salcedo, Nayer	Saleh, Amr Fouad	Salimov, Khubbim	Samad, Adbul R
Saintval, Ernst	Salam, Abdus	Salcedo, Nelson	Saleh, Jamal	Salina, Destin	Samad, Mohammed A
Sainvil, Charles F	Salam, Md	Salcedo, Raymond	Saleh, Jamal	Salinas, Jorge	Samadov, Nodir
Saiti, Dritan	Salam, Md	Salcedo, Wellington	Saleh, Jesus	Salinas, Luis	Samadov, Nodir
Saja, Peter	Salam, Mohamed Adlanbisrul	Saldadze, Ekaterine	Saleh, Mahmoud	Salinas, Mauricio	Samake, Abdul
Sajahan, Mohammed	Salam, Mohammad	Saldana, Enrique	Saleh, Mohamad	Saliq, Mohammad	Samal, Jagadishor
Sajal, Shohidul Islam	Salam, Mohammed	Saldarriaga, Andres	Saleh, Mokhtar	Salisbury, Robert	Samal, Jagadishor
Sajib, Md Golam Rabbani	Salam, Mohammed	Saldarriaga, Andres	Saleh, Mousa Mohammed Ahmed	Sall, Abdoul Goudoussy	Samame, Gino
Sajid, Abdul	Salaman, Fnu	Saldarriaga, Francisco	Saleh, Omar	Sall, Fay	Samaniego, Klever
Sajid, Ahtisham	Salamanca, Oscar	Saldivar, Romelin De Jesus	Saleh, Rakib	Sall, Hassan	Samaniego, Rocio
Sajid, Fnu	Salami, Hussam	Saleem, Adil	Saleh, Samer M	Sall, Ibrahimia	Samaniego, Teofilo
Sajid, Haseeb	Salamon, Adam S	Saleem, Amir	Saleh, Shukry	Sall, Ibrahimia	Samardzic, Aleksa
Sajid, Haseeb	Salamov, Sanat	Saleem, Aurangzeb	Saleh, Shukry	Sall, Mbor Ndoye	Samari, Labib Sarikin
Sajid, Mohammad	Salamov, Sanat	Saleem, Humayun	Saleh, Taha	Sallaku, Erald	Samaroo, Nareema
Sajid, Najma	Salas, Jimmy	Saleem, Hussan	Saleh, Yousif	Sallaku, Erald	Samassi, Adama
Sajid, Rana	Salas, Juan	Saleem, Imran	Salem, Adham	Sallam, Taher	Samb, Assane
Sajjad, Amir	Salas, Leydi	Saleem, Imran	Salem, Amr	Salm, Allaaldien	Samb, Bada
Sajjad, Amir	Salas, Miguel	Saleem, Jahangir	Salem, Bassam	Salm, Waleed	Samb, Cheikh
Sajjad, Faisal	Salat, Jennifer	Saleem, Jawad	Salem, Bassam	Salma, Ruda	Samba, Ali
Sajjad, Master	Salawudeen, Rasaki	Saleem, Mogahid	Salem, Basseem	Salman, Hafiz Salman	Sambare, Abdouraoufou
Sajjad, Muhammad	Salazar, Andres	Saleem, Mohammad	Salem, Eslam	Salman, Kaan	Sambe, Souleymane
Sajjad, Umair	Salazar, Angelica	Saleem, Mohammad	Salem, Eslam	Salmaoui, Youssef	Sambevski, Saso
Sajjad, Usman	Salazar, Aurelio	Saleem, Mohammad	Salem, Hussein	Salmon, Steven	Samden, Tenzin
Sajjid, Jamshed	Salazar, Edward	Saleem, Muhammad	Salem, Mahmood	Salohiddinov, Ulugbek	Samdrup, Lhachap
Saju, Shahnewaz	Salazar, Efrain	Saleem, Muhammad	Salem, Moemen	Salokhiddinov, Amirjon	Samdrup, Lhachap
Sak, Levent	Salazar, Ervin E	Saleem, Muhammad	Salem, Mokhamdi Uld Akhmed	Salokhiddinov, Farukh	Samdrup, Pema
Saka, Stephen Obeng	Salazar, Freyman	Saleem, Muhammad	Uld A	Salomatin, Artem	Samduel, Tenzin
Saka, Stephen Obeng	Salazar, Harry L	Saleem, Muhammad	Salerno, Craig Andrew	Salomon, Azim	Samdup, Mipham
Sakande, Tounssida	Salazar, Hijinio	Saleem, Muhammad	Saley, Toudjani	Salomon, Charlot R	Samdup, Pema
Sakardin, Ievgen	Salazar, Jesús	Saleem, Muhammad	Salgado, Andres	Salomon, Geordany	Samdup, Tashi
Saker, John	Salazar, Jorge Chamaza	Saleem, Raza	Salgado, Carlos	Salomon, Jean H	Samdup, Tsewang
Sakhi, Abdellatif	Salazar, Jose	Saleem, Usama	Salgado, Leo	Salomon, Karl	Samed, Abdul
Sakhi, Abdellatif	Salazar, Jose Luis	Saleem, Zahid	Salgado, Pedro	Salomon, Richardson	Samedy, Lesly
Sakhiashvili, Giorgi	Salazar, Luis	Saleemi, Abdul	Salgado, William	Salomon, Samael	Samee, Abdullah Al

## Uber Form Letter- Drivers Names (Submission 1)

Sameh, Fam	Sanchez, Alberto C	Sanchez, Glaugo	Sanchez, Octavio	Sandoval, William	Santana, Angel
Samiev, Fariddun	Sanchez, Alexander	Sanchez, Humberto	Sanchez, Pedro	Sandwidi, Gilles	Santana, Angel E
Samiev, Firuz	Sanchez, Alexander	Sanchez, Ivan	Sánchez, Pedro	Sane, El Hadji	Santana, Angelo
Samigullin, Ifir	Sanchez, Alfred	Sanchez, Jaime Manuel Sanchez	Sanchez, Ralfy	Sanfo, Salif	Santana, Bryan
Samim, Md	Sanchez, Alfred	Sanchez, Jannery	Sanchez, Ramon	Sanfo, Salmar	Santana, Carlos
Samir, Annane	Sanchez, Alfredo	Sanchez, Jesus	Sanchez, Ramon	Sang, Pian	Santana, Carlos
Samiullah, Fnu	Sanchez, Amthont Flores	Sanchez, Johnny	Sanchez, Randy	Sangar, Elias Mohammad	Santana, Carlos
Samkawi, Khalid	Sanchez, Andres	Sanchez, Jonathan	Sanchez, Raphael	Sangare, Djibrill	Santana, Cristian
Samkyi, Tenzin	Sanchez, Anibal	Sanchez, Jonathan	Sanchez, Raphy	Sangare, Foudi	Santana, Daniel
Samla, Kossi	Sanchez, Aniel Luis	Sanchez, Jonathan Tejada	Sanchez, Raul	Sangare, Seydou	Santana, Daniel
Sammarraie, Saad	Sanchez, Anthony	Sanchez, Jordan	Sánchez, Richar	Sangary, Ismael	Santana, Domingo A
Sammarraie, Saad	Sanchez, Arlina Valdez	Sanchez, Jordy	Sanchez, Roberto	Sangary, Karamo	Santana, Edrys Antonio Almonte
Sammoud, Hatem	Sanchez, Bernardo	Sanchez, Jose	Sanchez, Robinson	Sangha, Jp	Santana, Edward
Sammoud, Sami	Sanchez, Carlos	Sanchez, Jose	Sanchez, Rody	Sanghvi, Bipin	Santana, Edwin
Sammoud, Sami	Sanchez, Carlos	Sanchez, Jose	Sanchez, Ruben	Sangmyeun, Yi	Santana, Elibel
Sammy, Sam	Sánchez, Carlos	Sanchez, Jose	Sanchez, Ruddy Alberto	Sangpo, Kunga	Santana, Engel
Samnarine, Naro N	Sánchez, Catalino Martínez	Sanchez, Jose	Sanchez, Santo	Sani, Ghulam	Santana, Ernesto
Samoura, Souleymane	Sánchez, Cesar	Sanchez, Jose	Sanchez, Sergio	Sani, Moustapha Abdraman	Santana, Eugenio Javier Almonte
Sampo, Didier	Sanchez, Chayanne	Sanchez, Jose	Sanchez, Sonny	Saniewski, Ted	Santana, Ezequiel
Sampson, Emanuel	Sánchez, Chayanne	Sanchez, Jose	Sanchez, Valentin Ortiz	Sanikidze, Gorda	Santana, Fabio
Sampson, Laila	Sanchez, Conrado Neftali	Sanchez, Jose	Sanchez, Victor	Sanisaca, Victor	Santana, Felin
Samra, Mohammad	Sanchez, Daniel De Jesus Tavarez	Sánchez, José	Sanchez, Víctor	Sanjose, Hernando	Santana, Fernando
Samson, Ogbazghi	Sanchez, Daury Maldonado	Sanchez, Jose A Cabrera	Sanchez, Victor R	Sanju, John	Santana, Franklin
Samuel, Brian	Sanchez, David	Sanchez, Josue	Sanchez, Wilson	Sankara, Saidou	Santana, Franklin
Samuel, Ekundayo	Sanchez, Dawin	Sanchez, Jovanny	Sanchez, Wilson	Sankara, Salimata	Santana, Freddy
Samuel, Kehinde Adeniyi	Sanchez, Deyki	Sanchez, Juan Manuel Valenzuela	Sanchez, Wilton	Sankoh, Musa	Santana, Hector
Samuel, Nyeha	Sanchez, Deyki	Sanchez, Junior	Sanchez, Yaimy Garcia	Sanli, Baran Firat	Santana, Holisson Custodio
Samuels, Dane	Sanchez, Deyvis	Sanchez, Kelvin	Sánchez, Yefferson	Sanoe, Sekou	Santana, Jatnna
Samura, Alagie	Sanchez, Donato	Sanchez, Lauro Saul Ramirez	Sanchez, Yudi	Sanogo, Amara	Santana, Jesús
Samurls, Dennis	Sanchez, Edgar	Sanchez, Luis	Sánchez, Yuridia	Sanogo, Ladji	Santana, Jesús
San, Max	Sanchez, Edgar	Sánchez, Luis	Sanchez, Zoilo	Sanogo, Lamine	Santana, Job Emanuel
San, Yasmin	Sánchez, Edilberto	Sánchez, Luis	Sancllemente, Luis	Sanogo, Mamadou	Santana, Joel A Santana
Sana, Ablasse	Sanchez, Eduardo	Sanchez, Manuel	Sancllemente, Sam	Sanogo, Mohamed	Santana, Johan
Sana, Aminata	Sanchez, Edward	Sanchez, Manuel	Sanda, Abubacar	Sanogo, Souleymane	Santana, Jose
Sana, Bourahima	Sanchez, Edwin	Sanchez, Manuel	Sanda, Komossi	Sanoh, Kerfalla	Santana, Jose
Sanabria, Emilse	Sanchez, Edwin Javier Palaguachi	Sanchez, Manuel Mancebo	Sanders, Jason D	Sanon, Herby	Santana, José
Sanabria, Florentino	Sanchez, Eliezer	Sanchez, Marcos	Sandhu, Amanjit Singh	Sanon, Ousmane	Santana, Jose D Tavarez
Sanaicela., Jose	Sanchez, Elvys	Sanchez, Marlene	Sandhu, Haseeb Ijaz	Sanon, Roberto	Santana, Jose Del Carmen Tavarez
Sanakulov, Anvar	Sanchez, Elvys	Sanchez, Marlene A	Sandhu, Kulwinder	Sanou, Ardjouma	Santana, Jose N
Sanakulov, Anvar	Sanchez, Emiliano	Sanchez, Miguel	Sandhu, Rajbir	Sanou, Ladji Oumar	Santana, Joselyn
Sanat, Sharipov	Sanchez, Enmanuel Moreno	Sanchez, Miguel	Sandiford, Lesidet Lozada	Santaella, Daniel	Santana, Juan J Antigua
Sanallah, Adnan	Sanchez, Enrique	Sánchez, Miguel	Sandoval, Alexander	Santamaria, Carlos	Santana, Keines
Sanay, Leonidas	Sanchez, Estarlyn	Sanchez, Miguel A	Sandoval, Etanislao	Santamaria, Edgar	Santana, Leo
Sancez, Jhoan Ezequiel	Sanchez, Francisco	Sanchez, Miguel D Sanchez	Sandoval, Juan	Santamaria, Frank	Santana, Lisaira
Sanche, Luis	Sánchez, Francisco Antonio	Sanchez, Modesto	Sandoval, Juan Pablo	Santana, Adrian	Santana, Longuie
Sanchez, Abraham	Rosario	Sanchez, Nelson	Sandoval, Mario	Santana, Alejandro Guerrero	Santana, Luis
Sanchez, Alberto	Sanchez, Franklin	Sanchez, Nelson	Sandoval, Mario	Santana, Ana	Santana, Marcos Antonio Santana
Sánchez, Alberto	Sanchez, Gisselle	Sanchez, Nieve	Sandoval, William	Santana, Andres	Santana, Marleny



## Uber Form Letter- Drivers Names (Submission 1)

Santana, Miguel	Santos, Christopher Colon	Santos, Reynaldo De Los	Sarbayev, Zhassulan	Sarker, Rayhan	Satpal, Fnu
Santana, Mildred	Santos, Cristino	Santos, Reynaldo Santos	Sardar, Hassan	Sarker, Rohan	Sattar, Abdul
Santana, Nelson	Santos, Daniel De Los	Santos, Richard Tejada	Sardar, Hassan	Sarker, Sonjoy	Sattar, Abdul
Santana, Pedro Medina	Santos, Dany	Santos, Robert De Los	Sardar, Mohammed	Sarker, Subal	Sattar, Adil
Santana, Rafael	Santos, Dionisio	Santos, Roberto	Sardar, Mujibur	Sarker, Subrata	Sattarov, Khurshed
Santana, Rafael	Santos, Dony	Santos, Rodhen	Sardar, Sahin	Sarker, Zakir	Sattaur, Al
Santana, Rafael D Gonzalez	Santos, Edward	Santos, Rodhen	Sarder, Mohammad A	Sarki, Khim Nepali	Satti, Asher
Santana, Randolph	Santos, Edward	Santos, Roelmi	Sare, Christopher A	Sarkisian, Artur	Sattorov, Abdugaffor
Santana, Reinaldo	Santos, Elizer	Santos, Ryan	Sarfo, Jason	Sarkisov, Gevork	Sattorov, Eradzh
Santana, Richard	Santos, Erick	Santos, Sagraria	Sarfraz, Irfan	Sarkisov, Kakh Haber	Saturria, Jesus
Santana, Robin Pena	Santos, Esteban De Los	Santos, Sergio N Castillo	Sarfraz, Kharram	Sarmiento, Erwin	Saucedo, Cándida
Santana, Robin Pena	Santos, Ezequiel	Santos, Sirlei Costa	Sarfraz, Najab	Sarmiento, Gerardo	Saul, Vilio
Santana, Ruddy	Santos, Fabián	Santos, Thiago Costa	Sargeant, Sabrina	Sarmiento, Jorge	Saula, Ivan Paredes
Santana, Vicente	Santos, Fausto De Los	Santos, Tiara De Los	Sarhan, Hamdi	Sarmiento, Maria	Sauveur, Wesland
Santana, Wilver	Santos, Fausto De Los	Santos, Valdycarla Luiz	Saribegov, Valerian	Saroar, Golam	Savadoغو, Aboubacar
Santana, Wilver	Santos, Flavio De Los	Santos, Victor	Sarif, Adam	Saroar, Sohag	Savadoغو, Adama
Santana, Yohany	Santos, Fredlin	Santos, Wilber	Sarihan, Nedim	Saroare, Mohammad Golam	Savadoغو, Adama
Santiago, Alms	Santos, Hairo	Santos, Wilkin De Los	Sarii, Azzeddine	Sarour, Gamal	Savadoغو, Relwinde Richard
Santiago, Christopher	Santos, Hairo	Santos, Wriell	Sarioglu, Cem	Sarowar, Md Golam	Savadoغو, Seydou
Santiago, Christopher	Santos, Hanley	Santosh, Budha Magar	Sarkar, Kamrul	Sarowar, Mustafa	Savage, Hupert
Santiago, Crismeidy	Santos, Héctor	Santucci, Kyle Bell	Sarkar, Krishna C	Sarpong, Kwaku	Savasci, Samet
Santiago, Enid	Santos, Israel M	Sanwad, Laxman	Sarkar, Md A	Sarpong, Mawrice	Savinon, Darwin
Santiago, Estefany	Santos, Jacquelyn	Sanyi, Emmanuel	Sarkar, Md S	Sarpong, William	Savinon, Eduardo A
Santiago, Federick	Santos, Jason Dos	Saod, Ait Ouali Mouloud	Sarkar, Mohammed	Sarr, Ahmed L	Savinon, Juana
Santiago, Felix	Santos, Jefferson	Saou, Youcef	Sarkar, Omar	Sarr, Saidina	Saw, Eddie
Santiago, Gloria	Santos, Jefferson	Sapand, Hewad	Sarkar, Pradip	Sarr, Serigne Fallou	Sawacha, Meinzimo
Santiago, Hector	Santos, John A	Sapey, Arafat	Sarkar, Ratan	Sarria, Anuar	Sawadoغو, Abdoul
Santiago, Jason	Santos, Jose	Sapkota, Laxmi P	Sarkar, Riton	Sarveswaran, Rajiv	Sawadoغو, Abdoul
Santiago, Johnatan	Santos, José	Sapkota, Manoj Bahadur	Sarkar, Siddique	Sarwar, Akm G	Sawadoغو, Abdoul Aziz
Santiago, Julio	Santos, Jose Pena	Saqib, Aziz	Sarkar, Subrata	Sarwar, Asad	Sawadoغو, Adama
Santiago, Julius	Santos, Joselito De Los	Saqib, Aziz	Sarkar, Utpal	Sarwar, Asim	Sawadoغو, Adama Ben Gaston
Santiago, Luty	Santos, Juan Delos	Saqib, Muhammad	Sarker, Abdur Rouf	Sarwar, Awais	Sawadoغو, Cheik
Santiago, Marisol	Santos, Junior	Saqib, Muhammad	Sarker, Abul	Sarwar, Faysal	Sawadoغو, Constantin
Santiago, Nicolas	Santos, Justo E	Saqib, Muhammad	Sarker, Bhajan	Sarwar, Golam	Sawadoغو, Dagnangnewinde
Santiago, Yasmin	Santos, Kelvin	Saqib, Raza	Sarker, Md	Sarwar, Khondokar Golam	Sawadoغو, Guillaume
Santiago, Yasmin	Santos, Kelvin De Los	Saquinaula, Manuel	Sarker, Md M	Sarwar, Mubeen	Sawadoغو, Igor
Santini, Ellen	Santos, Luisa De Los	Saquinaula, Manuel T	Sarker, Md Mustafa	Sarwar, Muhammad Golam	Sawadoغو, Karzoum
Santo, Habibur	Santos, Mario De Los	Saquisili, Walter	Sarker, Md Salim	Sarwar, Rafiq	Sawadoغو, Mohamed
Santoa, Marcos De Jesus Lara	Santos, Miguel Angel Santos	Sar, Ken	Sarker, Md Shahin	Sarwar, Rizwan	Sawadoغو, Moussa
Santos, Alex V Oviedo De Los	Santos, Natalia De Los	Saradbekov, Saradbek	Sarker, Mohammad R	Sarwar, Saqib	Sawadoغو, Noufou
Santos, Alfa	Santos, Nicholas Dos	Saradeeh, Zeyad	Sarker, Mohammed Hr	Sarwar, Umair	Sawadoغو, Ragnag
Santos, Alvaro Luis	Santos, Nilbio De Los	Saradeeh, Zeyad	Sarker, Mosabbir	Sarwar, Zaheed	Sawadoغو, Saidou
Santos, Ana	Santos, Rafael De Los	Sarafian, Carlo	Sarker, Nilotpal	Sarwar, Zubair	Sawadoغو, Salam
Santos, Ana	Santos, Railuys De Los	Sarante, Vladimir	Sarker, Nitai Chandra	Sarwar, Zubair	Sawadoغو, Sambo
Santos, Ariel Alexander Vargas	Santos, Ramon Emilio	Saravia, Geral Levano	Sarker, Nitty Ranjan	Sasanga, Muthuthanthirige	Sawadoغو, Soumaila
Santos, Beatriz	Santos, Ray Alexander Hernandez	Saravia, Julian	Sarker, Nitty Ranjan	Sasu, Harry	Sawadoغو, Thierry
Santos, Benjamin Javier De Los	De Los	Sarbayev, Zhassulan	Sarker, Palash	Satici, Nizamettin	Sawadoغو, Wend
Santos, Carlos De Los	Santos, Rebeca Santos	Sarbayev, Zhassulan	Sarker, Ranjon	Satilmis, Cemal	Sawadoغو, Wendpouire

## Uber Form Letter- Drivers Names (Submission 1)

Sawadogo, Wenpanga	Schwab, Hany	Seghir, Mebarki Mohammed	Senada, Emil	Serrano, Sabrina	Sglimbea, Christian
Sawaneh, Bangalie	Schwartz, Michael	Seguer, Ahmed	Senada, Gamel	Serrar, Mahmoud	Sha, Nouman
Sawaneh, Bangalie	Sclavi, Valter	Segui, Travis Ocasio	Senat, Russo	Serrata, Frank	Sha, Ruiguo
Sawar, Sajid	Scorca, Joseph	Segunda, Paula	Sencion, Juan	Serrata, Melvin	Shaaban, Mohamed
Saweres, Sameh	Scotland, Stacey	Segundo, Ojeda	Sencion, Pedro A	Serrato, Luis	Shaban, Moustafa
Sawh, Naipaul	Scott, Brian T Waller	Segura, Carlos Yopez	Sene, Babacar	Serraty, Edwin	Shaban, Rafet
Sawh, Paul	Scott, Clinton L	Segura, Christopher	Sene, Ousseynou	Sertima, Lawrence Van	Shabana, Emad
Sawiha, Misheil	Scott, Dave	Segura, Diomedes	Senera, Mahamadu	Servellon, Ana Briones	Shabaz, Waqar
Saxon, Dennis	Scott, Fuquan	Segura, Gilberth	Sengge, Nyima	Sesay, Abubakarr	Shabbar, Zeeshan
Sayaogo, Tassere	Scott, Kevin	Segura, Moses	Sengul, Ensar	Sesay, Abubakarr	Shabbir, Allah
Sayd, Nour	Scott, Otis	Segura, Wigmer	Senler, Cemil	Sessouma, Yacouba	Shabbir, Faisal
Sayde, Amr	Scott, Ricardo	Seguya, Isa	Senoussi, Taha Djaber	Setegin, Abay K	Shabbir, Hasan
Sayed, Abdul Mannan	Scott, Selwyn	Sehab, Kamrul	Senyayla, Yigit	Seth, Arun	Shabbir, Muhammad
Sayed, Abu	Scott, Sierra	Sehad, Malik	Seo, Hyeongseok	Sethi, Harry	Shabbir, Salman
Sayed, Ahmed	Seagal, Laura	Sehgal, Rajveer	Seo, Young	Sethi, Hassan Siddique	Shabbir, Waqas
Sayed, Md Sayed	Seal, Subir Kumar	Sehgal, Rajveer	Seow, Kuo Chung	Sethi, Rakesh	Shabe, Farag
Sayed, Mohammad	Sealim, Md	Sehjal, Kewal	Sepashvili, Nikoloz	Sethi, Shreemangal	Shabeer, Zeeshan
Sayed, Mohammed	Seawell, Deshaun	Seide, Mac D	Septimo, William	Sethy, Alijan	Shabir, Muhammad
Sayed, Mostafa	Sebiskveradze, Paata	Seide, Nerva Junior	Sepulveda, Angelina	Seti, Rajendra	Shabith, Mohamed Shabith
Sayed, Shay A	Sebsibe, Matewos	Seidu, Nebie	Sepulveda, Jo	Setiawan, Jeffry	Mohamed
Sayed, Toufic	Secerovic, Sead	Seif, Moustafa	Sepulveda, Joseph	Seunarine, Megnauth	Shachnev, Artur
Sayed, Toufic	Seck, Ally	Sejdinaj, Romel	Sequar, George	Seven, Louis Russell	Shackleford, Robert
Sayed, Zohaib	Seck, Amadou	Sejdinaj, Romel	Seraj, Farhan	Severe, Gary	Shad, Omair
Sayed, Mustafa	Seck, Amadou M	Sejdinaj, Trojan	Serat, Sayed Jawad	Severe, Willy	Shadad, Karim B Al
Sayeedin, Akm	Seck, Dame	Sejour, Calebe	Seravo, Anthony	Severino, Alberto	Shadiyarov, Sukhrob
Sayek, Abu Bokor Md	Seck, Djibril	Sek, Jimmy	Serban, Marian	Severino, Angel	Shady, Mohamed
Sayem, Abu	Seck, Justin	Sekyere, Rubin	Serbensky, Zinoviy	Severino, Lenin Antonio Santos	Shafi, Hossain M
Sayem, Kamru Zaman	Seck, Makane	Selim, Hassan	Sergeev, Aleksandr	Severino, Lenin Antonio Santos	Shafi, Md Abdullah Al
Sayfulloev, Farrukh	Seck, Modou	Selim, Mohamad	Seridj, Leila	Severino, Luis	Shafi, Mohammed Rubayet
Sayfulloev, Farrukh	Seck, Oumar	Selim, Mohammad	Serikkhan, Merey	Severino, Luis	Shafi, Neaz M
Sayfulloev, Nasim	Seck, Ousseynou	Selitaj, Nikolle	Serme, Nguessan	Severino, Serafin	Shafi, Saqib
Sayfurahman, Gol	Seck, Papa	Selmanaj, Orjan	Serme, Yanick	Sevichay, Segundo	Shafi, Sarfraz
Sayfutdinov, Kurbonjon	Seck, Saliou	Selvarathinam, Saththijeyandran	Serna, Robinson	Sevilla, Cesar	Shafiev, Nazim
Saylak, Yildirim	Seck, Sory	Selvaratnam, Tharsigan	Seropian, Aram	Sewani, Sanjay	Shafiq, Adeel
Sazid, Nafiz A	Secka, Jarga	Semagin, Aleksandr	Serrano, Alex	Sewdyaal, Ashok	Shafiq, Asad
Scalabrini, Jose G	Secrieru, Stanislav	Semdaa, Nouredine	Serrano, Argelis	Sewhani, Deepak B	Shafiq, Muhammad
Scalata, Adam	Secundino, Efrain	Semenenko, Dmytro	Serrano, Boanerges D	Sexton, Sean	Shafiq, Muhammad Qasim
Scarborough, Monica Monique	Sedhai, Indra	Semenov, Sergey	Serrano, Braulio	Seybou, Ames	Shafiq, Usman
Scarola, Robert	Sedhai, Indra	Semexant, Bernadel	Serrano, Christopher	Seydou, Bamba	Shafique, Hassan
Scarpelli, Sal	Sedik, Ahmed	Semper, Melwin	Serrano, Freddy	Seye, Elhadji	Shafique, Moazzam
Schaefer, Kimberly	Sediqi, Haroon	Sempértegui, Carlos L	Serrano, Iraima J	Seye, Jean Claude	Shafique, Muhammad
Schettini, Amilcare	Sediqi, Mujtaba	Sen, Badal Chandra	Serrano, Jose	Seye, Serigne Modou	Shafique, Muhammad
Schettini, Amilcare	Sedou, Koffi	Sen, Badal Chandra	Serrano, Jose Alfredo	Seyidov, Murat	Shafiullah, Mohammad
Schettino, Sabina	See, Rajat Sharma	Sen, Bharat Kumar	Serrano, Jose Antonio	Seyoum, Seyoum A	Shafqat, Nabeel
Schiller, Frederick	Seegitz, Joseph	Sen, Ozcan	Serrano, Juan	Sezan, Aydin	Shah, Aakash Sham
Schinazi, Isaac	Seepersad, Keshan	Sen, Rajan	Serrano, Pedro	Sezer, Aydin	Shah, Abdul
Schmdt, Sasha	Sefou, Mohamed	Sena, Helder	Serrano, Rafael D	Sezgi, Sinan	Shah, Ahmed
Schneider, Stan	Segal, Alex	Sena, Wilkin	Serrano, Robson	Sfifa, Mohamed	Shah, Alamdar

## Uber Form Letter- Drivers Names (Submission 1)

Shah, Ali	Shahbain, Majid	Shahzad, Muhammad K	Shakya, Birendra Guvaju	Shapira, Roie	Sharma, Jai
Shah, Asghar	Shahbain, Nasr	Shahzad, Omer	Shakya, Niroj	Sharaf, Saad	Sharma, Manish
Shah, Ashan	Shahban, Fida	Shahzad, Shoaib	Shakya, Sunesh	Sharaf, Saad	Sharma, Nigam
Shah, Bukhari	Shahbaz, Khurram	Shahzad, Taimoor	Shalein, Adnan	Sharapov, Farrukh	Sharma, Pankaj
Shah, Fazal Hussain	Shahbaz, Mohammad	Shaibu, Kabiru	Shalek, Nasser	Sharara, Elsaid	Sharma, Prakash
Shah, Haider	Shahbaz, Muhammad	Shaid, Akhtar	Shamah, Mohammed Abo	Sharhan, Mokhtar	Sharma, Rahul
Shah, Hamid	Shaheed, Zahir	Shaid, Jaseem	Shamanov, Shohruh	Sharhan, Yahya	Sharma, Raj
Shah, Hamza	Shaheed, Zahir	Shaikh, Abdulla	Shamazov, Rodion	Sharhan, Zakaria	Sharma, Rajendra
Shah, Jimit	Shaheen, Abu Mohammad	Shaikh, Abrar	Shameem, Abdool	Shariear, Hasan	Sharma, Rajesh
Shah, Kamal	Shaheen, Muhammad	Shaikh, Ahmad	Shameem, Emadul Haque	Sharif, Aamir	Sharma, Rajesh
Shah, Khaleef	Shahi, Gajendra	Shaikh, Avez	Shamim, Golam	Sharif, Adi	Sharma, Rajesh
Shah, Khizar	Shahi, Ramchandra	Shaikh, Babar	Shamim, Jobaida A	Sharif, Ali	Sharma, Rakesh
Shah, Mikki	Shahi, Tanka	Shaikh, Khurram	Shamim, Md	Sharif, Arslan	Sharma, Rudra
Shah, Mohammad	Shahid, Abdul	Shaikh, Mohammed	Shamim, Mohammad	Sharif, Arslan	Sharma, Rupeshkumar
Shah, Mohammed	Shahid, Abdus	Shaikh, Mohammed Nadim	Shamim, Solaman	Sharif, Hamid	Sharma, Sachin
Shah, Mohsin Ali	Shahid, Ali	Shaikh, Muhammad A	Shamol, Afzalur Rahman	Sharif, Hamza	Sharma, Sahil
Shah, Mukhtar	Shahid, Arman	Shaikh, Muhammad Saad	Shams, Ahmed	Sharif, Haroon	Sharma, Sahil
Shah, Nadeem	Shahid, Arsalan	Shaikh, Muhammed	Shams, Muhammad	Sharif, Liakot Ali	Sharma, Sani
Shah, Nasirat	Shahid, Chaudhry	Shaikh, Shabbir	Shamsidinov, Utkir	Sharif, Md Ahammed	Sharma, Sonu
Shah, Naveed	Shahid, Mian	Shaikh, Yaqub	Shamsiev, Laziz	Sharif, Md Raihan	Sharma, Surinder
Shah, Resham	Shahid, Mohammad	Shaikh, Zain	Shamsiev, Temur	Sharif, Mohammad	Sharma, Varinder
Shah, Rupak	Shahid, Mohammad	Shaikh, Zakwan	Shamsuddin, Mohammed	Sharif, Muhammad Umar	Sharma, Varinder
Shah, Sameer Bikram	Shahid, Mohammad	Shaim, Abu	Shamsuddoha, Mohammad	Sharif, Noman	Sharma, Vikas
Shah, Shakeel Ahmad	Shahid, Mohammad	Shainzi, Nick	Shamsuddowla, M	Sharif, Shaheda	Sharma, Vikas
Shah, Syed	Shahid, Muhammad	Shajahan, Md	Shamsul, Kazi	Sharif, Shehbaz	Sharma, Vikram
Shah, Syed	Shahid, Muhammad	Shakeel, Muhammad	Shamsuzzoha, Mohammed	Sharif, Usman	Sharma, Vishal
Shah, Syed	Shahid, Muhammad	Shakeel, Rameez	Shamy, Mohamed	Sharifov, Daler	Sharma, Vishal
Shah, Syed	Shahid, Nauman	Shakeel, Talha	Shan, Mohmmed A	Sharin, Mahbuba	Sharma, Vishal
Shah, Syed Athar Ali	Shahid, Syed	Shakeel, Umar	Shan, San Ping	Sharipov, Aziz	Sharma, Vivek
Shah, Syed Atif Ali	Shahiduzzaman, Mohammad	Shaker, Farhat	Shane, Farag	Sharipov, Farruh	Sharofov, Marufjon
Shah, Syed Basharat Ali	Shahin, Md	Shaker, Mahmoud	Shang, Xiaobin	Sharipov, Jamshed	Sharopov, Samejon
Shah, Syed Hasnat Ahmed	Shahin, Md Abdul Goffar	Shakeri, Belahl	Shangab, Abdulaziz	Sharipov, Jamshed	Sharopov, Sherzod
Shah, Syed I	Shahjahan, Bm	Shakhaliyov, Amir	Shani, Elan	Sharipov, Jurabek	Sharymova, Ekaterina
Shah, Syed Ishtiaq	Shahjahan, Md	Shakhawat, Mohammed	Shanta, Eshtiakul Hoque	Sharipov, Madina	Shatirishvili, Aleksandre
Shah, Syed Nisar Ali	Shahjahan, Mohammad	Shakhboz, Ryzhepov	Shanta, Shanu	Sharipov, Sanat	Shaukat, Rizwan
Shah, Syed Qulab	Shahjahan, Mohammed	Shakiashvili, Giorgi	Shanto, Md	Sharipov, Sanat	Shaukat, Rizwan
Shah, Umar	Shahriar, Abu	Shakib, Nazmus	Shao, Chenxiong	Sharipov, Sanjar	Shaukat, Waqar
Shah, Utshab	Shahriar, Jahedul Islam	Shakikhanov, Elmar	Shao, Guorong	Sharipov, Zafar	Shaukat, Waqas
Shah, Varun	Shahumyan, Erik	Shakil, Mahmudul Hasan	Shao, Junmin	Sharma, Aman	Shaukat, Zeeshan
Shah, Waqas	Shahzad, Amir	Shakil, Md Sydur	Shao, Shuai	Sharma, Amit	Shavidze, Giorgi
Shaha, Alex	Shahzad, Farrukh	Shakil, Md Sydur	Shao, Steven	Sharma, Ankur	Shaw, Franklyn
Shaha, Uttom	Shahzad, Haroon	Shakil, Yachin Arafat	Shao, Tian Wen	Sharma, Arvind	Shaw, Keith
Shahabuddin, Md	Shahzad, Kharram	Shakir, Qadeer	Shao, Zun Qun	Sharma, Ashutosh	Shaw, Muctar
Shahabudin, Md	Shahzad, Khuram	Shakirov, Valeri	Shaon, Naser	Sharma, Biney	Shaw, Raymond
Shahadat, Md Anowar	Shahzad, Khurram	Shakoor, Abdul	Shaon, Naser	Sharma, Chetanya	Shawkat, Abdelrahman
Shahajada, Md	Shahzad, Khurram	Shakoor, Mohammad	Shaon, Sayad	Sharma, Gaurav	Shaymurodov, Nasim
Shaham, Kareem	Shahzad, Malik	Shakya, Anish	Shaon, Shekh Farid	Sharma, Gopal	Shazad, Afzal
Shaham, Kareem	Shahzad, Malik F	Shakya, Ashish	Shapan, Emdad Ahmed	Sharma, Himanshu	Shebul, Md A

## Uber Form Letter- Drivers Names (Submission 1)

Sheel, Raju Kumar	Sheng, Shiwei	Sherpa, Ang Sangay	Sherpa, Gyalchen	Sherpa, Ngima	Sherpa, Phuri
Shehaiber, Mohammed	Sheng, Zhang De	Sherpa, Ang Sange	Sherpa, Gyalgen	Sherpa, Nima	Sherpa, Phuri
Shehaiber, Mohammed	Shengelia, George	Sherpa, Ang Sange	Sherpa, Gyalig	Sherpa, Nima D	Sherpa, Phursangey
Shehaiber, Mohammed	Shengelia, Irakli	Sherpa, Angbabu	Sherpa, Jangbu	Sherpa, Nima Dorje	Sherpa, Rinji
Shehata, Ebrahim	Shenouda, Amir	Sherpa, Angichhiri	Sherpa, Jangbu	Sherpa, Nima Dorje	Sherpa, Rinji Nuru
Shehata, Hesham Ahmed Morsy	Shenouda, John	Sherpa, Angnarbu	Sherpa, Jangmu	Sherpa, Nimsange	Sherpa, Samden
Shehata, Maged	Shenouda, John	Sherpa, Angnavin	Sherpa, Jigme	Sherpa, Nimsange	Sherpa, Samden Ngima
Shehath, Mohamed	Shenouda, Remoon	Sherpa, Angngima	Sherpa, Jigmi	Sherpa, Norgyal	Sherpa, Samten
Shehu, Elvit	Shenouda, Roumany	Sherpa, Angpasang	Sherpa, Kami Tenjing	Sherpa, Nurbu	Sherpa, Sanam
Shehu, Ladi	Sheoran, Sandeep	Sherpa, Aoudawa	Sherpa, Kanchha	Sherpa, Nurbu	Sherpa, Sang D
Shehzad, Khurram	Shepherd, Conroy	Sherpa, Arjun	Sherpa, Karma	Sherpa, Nyima	Sherpa, Sang T
Sheik, Mohammad A	Sheplu, Shahinul	Sherpa, Chhanurbu	Sherpa, Karma Lhundup	Sherpa, Ongel	Sherpa, Sangay
Sheikh, Ahsan	Sheppard, David	Sherpa, Chhingba	Sherpa, Kipa	Sherpa, Palden	Sherpa, Sange
Sheikh, Bulu	Sheppard, Dennis	Sherpa, Chhiring	Sherpa, Konjok	Sherpa, Palden	Sherpa, Sange
Sheikh, Faisal	Sher, Balkar Singh	Sherpa, Chhiring	Sherpa, Kunsang	Sherpa, Pasang	Sherpa, Sangthilen
Sheikh, Farzin Mohammad	Sher, Falak	Sherpa, Chhiring	Sherpa, Kusang	Sherpa, Pasang	Sherpa, Sangtshiring
Sheikh, Ghulam R	Sher, Haider	Sherpa, Chhiring	Sherpa, Lakpa	Sherpa, Pasang	Sherpa, Sanu
Sheikh, Hassan	Sher, Mirza A	Sherpa, Chhiring Gelu	Sherpa, Lakpa	Sherpa, Pasang	Sherpa, Sanu
Sheikh, Md Aminur	Sher, Nilufar	Sherpa, Chhiring P	Sherpa, Lakpa	Sherpa, Pasang	Sherpa, Sanu
Sheikh, Md Aminur	Sher, Nilufar	Sherpa, Chhuldim	Sherpa, Lakpa	Sherpa, Pasang	Sherpa, Sanu K
Sheikh, Md Arafat	Sher, Nilufar Khalmukhamedova	Sherpa, Ching N	Sherpa, Lakpa N	Sherpa, Pasang	Sherpa, Sapin
Sheikh, Md Nadim	Sherab, Namgyal	Sherpa, Dagebu	Sherpa, Lhakpa	Sherpa, Pasang	Sherpa, Sarki
Sheikh, Md Nadim	Sherap, Lobsang	Sherpa, Dawa	Sherpa, Lhakpa	Sherpa, Pasang	Sherpa, Sher L
Sheikh, Md Rouf	Sheri, Jawead	Sherpa, Dawa	Sherpa, Lhakpa	Sherpa, Pasang	Sherpa, Sher L
Sheikh, Mohammed A	Sheridan, Donald	Sherpa, Dawa	Sherpa, Lhakpa	Sherpa, Pasang	Sherpa, Shergelbu
Sheikh, Mohsin	Sheridan, Rob	Sherpa, Dawa	Sherpa, Lhakpa	Sherpa, Pasang	Sherpa, Shyar Dorje
Sheikh, Muhammad Awais	Sherif, Musa Km	Sherpa, Dawa	Sherpa, Lhakpa	Sherpa, Pasang	Sherpa, Sonam
Sheikh, Muhammad T	Sheriff, Eve	Sherpa, Dawa	Sherpa, Lhakpa Dorji	Sherpa, Pasang Kaji	Sherpa, Sonam
Sheikh, Nahid	Shermanov, Abduvahob	Sherpa, Dawa Chiri	Sherpa, Lhakpa Gelu	Sherpa, Pasang Rinjee	Sherpa, Sonam
Sheikh, Najam	Shermatov, Nosirjon	Sherpa, Dawa Gelgen	Sherpa, Lhakpa Ongdu	Sherpa, Passang	Sherpa, Sonam
Sheikh, Shaheen	Sherpa, Aangphurba	Sherpa, Dawa J	Sherpa, Lhakpa T	Sherpa, Pem N	Sherpa, Sonam
Sheikh, Shahin	Sherpa, Ang	Sherpa, Dawa Phinjo	Sherpa, Lhakpa T	Sherpa, Pem Tsering	Sherpa, Sonam
Sheikh, Zia Ul Qadar	Sherpa, Ang	Sherpa, Dawa Sangay	Sherpa, Lobsang Paljor	Sherpa, Pema	Sherpa, Sonam
Sheinman, Gil	Sherpa, Ang	Sherpa, Dayula	Sherpa, Lopsang	Sherpa, Pema	Sherpa, Sonam
Shekder, Aftab Ahmed	Sherpa, Ang	Sherpa, Dendi	Sherpa, Mingma	Sherpa, Pema	Sherpa, Sonam
Shekeladze, Giorgi	Sherpa, Ang	Sherpa, Dendi	Sherpa, Mingma	Sherpa, Pema	Sherpa, Sonam
Shekhar, Chander	Sherpa, Ang	Sherpa, Deva	Sherpa, Mingma	Sherpa, Pema Chhewang	Sherpa, Sonam
Shemul, Syed	Sherpa, Ang D	Sherpa, Dorje	Sherpa, Mingma	Sherpa, Pemba	Sherpa, Sonam
Shen, Bao Ji	Sherpa, Ang G	Sherpa, Dorje	Sherpa, Mingmar	Sherpa, Pemba	Sherpa, Sonam T
Shen, Chih Chieh	Sherpa, Ang Gyalje	Sherpa, Dorje	Sherpa, Mingmar	Sherpa, Pemba	Sherpa, Subba
Shen, Jerry	Sherpa, Ang Gyaljen	Sherpa, Dorjee	Sherpa, Mingmar	Sherpa, Pemba	Sherpa, Tashi
Shen, Jun	Sherpa, Ang J	Sherpa, Dorjee	Sherpa, Mingmar	Sherpa, Pemba	Sherpa, Tashi
Shen, Peter	Sherpa, Ang J	Sherpa, Furba	Sherpa, Mingmar	Sherpa, Pemba Girme	Sherpa, Tashi
Shen, Qiang	Sherpa, Ang Maya	Sherpa, Furnima	Sherpa, Mingnar	Sherpa, Pemnuri	Sherpa, Tashi
Shen, Qiang	Sherpa, Ang P	Sherpa, Gelu	Sherpa, Namdu	Sherpa, Phula	Sherpa, Tashi
Shen, Yongmin	Sherpa, Ang Phurba	Sherpa, Gelu	Sherpa, Namgel	Sherpa, Phura	Sherpa, Tashi T
Shendellia, Saimir	Sherpa, Ang Phurba	Sherpa, Gombu D	Sherpa, Neema	Sherpa, Phurba	Sherpa, Tenji
Sheng, Binghua	Sherpa, Ang Phuri	Sherpa, Gore	Sherpa, Ngawang T	Sherpa, Phurba Tenzin	Sherpa, Tenji Thile

## Uber Form Letter- Drivers Names (Submission 1)

Sherpa, Tenjing	Shif, Igal	Shodikulov, Farruh	Shrestha, Indra	Shuja, Ahmad	Siddique, Md N
Sherpa, Tenjinge	Shiffman, Andrea	Shofolahan, Wilson	Shrestha, Ishwor	Shuja, Khawar	Siddique, Mohammad
Sherpa, Tenzin	Shigry, Asif	Shohatee, Fares	Shrestha, Kailash	Shuja, Khawar	Siddique, Mohammad Ashraf
Sherpa, Tenzing	Shihab, Akhter	Shohel, Miah	Shrestha, Karna	Shuja, Rashad	Siddique, Mohsin
Sherpa, Tenzing	Shihadeh, Yamin	Shohel, Mohammad	Shrestha, Khum	Shukrulloev, Temurkhon	Siddique, Muhammad
Sherpa, Tenzing	Shikder, Arif	Shohel, Muhammad I	Shrestha, Khum	Shukurov, Sherzod	Siddique, Muhammad
Sherpa, Thilen	Shikder, Besak	Shohid, Tanvir	Shrestha, Khura	Shula, Jamqubad	Siddique, Samun
Sherpa, Tsering	Shikder, Kamrul	Shohrukh, Arzikulov	Shrestha, Kiran	Shulaiman, Md	Siddique, Shafiq
Sherpa, Tsering	Shikder, Nurujjaman	Shohug, Aladid	Shrestha, Mahesh	Shulga, Denys	Siddique, Shameem
Sherpa, Tsering	Shikder, Nurujjaman	Shokirova, Kamila	Shrestha, Mangal Das	Shulzhenko, Aleksey	Siddique, Siful A
Sherpa, Tsewang	Shikrakar, Yogesh	Shonowo, Muritala	Shrestha, Nabin	Shumon, Faisal	Siddique, Sofiul A
Sherpa, Tshering	Shil, Manik C	Shopa, Karma	Shrestha, Nam Lal	Shunchang, Song	Siddiquee, Mohammad H
Sherpa, Tshering	Shim, Yeon	Shorab, Mohammed N	Shrestha, Nirajan	Shvadron, Jerry	Siddiquee, Talha
Sherpa, Tshering	Shimanto, Md	Shorfuddin, Mohammed	Shrestha, Padma	Shyllon, Ishmel	Siddiquey, Abdul B
Sherpa, Tshering Thilen	Shimonov, Aharon	Shorif, Billal	Shrestha, Paras	Siamdoust, Asghar	Siddiqui, Ashfaq
Sherpa, Tundu	Shimul, Aiub Khan	Shotemirov, Rustam	Shrestha, Phurbu	Siavichay, Miguel	Siddiqui, Fahad
Sherpa, Urgen	Shimul, Mdshadekhasan	Shou, Jiefei	Shrestha, Prem	Siavichay, Richard	Siddiqui, Farhan
Sherpa, Wang Tsering	Shin, Dong Ki	Shou, Jiwei	Shrestha, Prem B	Siaway, Peter	Siddiqui, Imran
Sherpa, Wangchho	Shin, Duck Kyung	Shoukat, Rao Umair	Shrestha, Prem Lal	Sibblies, Nathalie	Siddiqui, Mohammad
Sherpa, Wangel	Shin, Nick	Shown, Nabid	Shrestha, Pujan	Siby, Ahmed	Siddiqui, Mubeen
Sherpa, Wangnarbu	Shin, Uong	Shozodanasimov, Muslim	Shrestha, Rabin	Siby, Ahmed	Siddiqui, Muhammad
Sherpa, Wongdhe	Shingari, Koushik	Shree, Iva P	Shrestha, Raju	Siby, Djibril	Siddiqui, Muhammad Shoaib
Sherstha, Deepak	Shiplu, Azad	Shree, Iva P	Shrestha, Raju	Siby, Yssouf	Siddiqui, Muhammad W
Shestyarniov, Igor	Shiplu, Azad K	Shrees, Durga	Shrestha, Ram	Sicard, Emmanuel	Siddiqui, Saad Talat
Shetta, Moemen	Shiplu, Mohammed	Shrestha, Amit	Shrestha, Raman	Sichoe, Tashi	Siddiqui, Waqas Ali
Shetty, Ramanand	Shiplu, Mojibur Rahman	Shrestha, Anit	Shrestha, Rojan	Sidahmed, Boudali	Sidelemine, Abdellahi
Sheynblat, Ilya	Shipman, Steve	Shrestha, Anit	Shrestha, Roshik	Sidana, Mike	Sidelemine, Abdellahi
Shi, Chao Jin	Shirajouddowla, Mohammad	Shrestha, Anjan K	Shrestha, Royash	Siddeek, Mohamed	Sidhartha, Shasandar
Shi, Dongcai	Shiri, Mohammad	Shrestha, Ankit	Shrestha, Saman	Siddeque, Md Noor Alam	Sidhom, Sameh
Shi, Hong Xing	Shirinova, Narjiza	Shrestha, Ashish	Shrestha, Sandeep	Siddik, Abu B	Sidhu, Ajay
Shi, Hongfei	Shis, Leo	Shrestha, Ashok	Shrestha, Sandesh	Siddik, Rubez	Sidhu, Gurbakshjot
Shi, Jian Lin	Shittu, Kareem	Shrestha, Ashok	Shrestha, Sanjay	Siddiky, Kazi	Sidhu, Jagjit
Shi, Jinrong	Shiv, Parbati	Shrestha, Basanta	Shrestha, Sanjeev	Siddiq, Abubakar	Sidhu, Jasvir
Shi, Kan	Shiv, Parsuram	Shrestha, Bhim	Shrestha, Santosh	Siddiq, Abubakar	Sidhu, Mohinder
Shi, Meihao	Shiwakoti, Punya	Shrestha, Bhim N	Shrestha, Sewan	Siddiq, Syed Ali	Sidhu, Sohail
Shi, Songhui	Shiwgobin, Viji	Shrestha, Bignesh	Shrestha, Suman	Siddiqua, Motiya	Sidhu, Tarun
Shi, Tianhong	Shloul, Mahmoud	Shrestha, Binod	Shrestha, Sumit	Siddique, Abu	Sidi, Abdallahi Ould
Shi, Wangan	Shnouda, Safwat	Shrestha, Binod	Shrestha, Sushil	Siddique, Abu B	Sidi, Mohamed
Shi, Weitao	Shoaib, Basit	Shrestha, Birat	Shrestha, Tap Narayan	Siddique, Abu Bakar	Sidibe, Amadou
Shi, Yamin	Shoaib, Khawar	Shrestha, Deepak	Shroff, Ameet	Siddique, Adeel	Sidibe, Amara
Shi, Yan	Shoaib, Md Maidul Islam	Shrestha, Dil	Shrouder, Rupert	Siddique, Adnan	Sidibe, Hassane
Shi, Yangming	Shoaib, Muhammad	Shrestha, Dil K	Shuai, Zongmin	Siddique, Armanul	Sidibe, Ibrahim
Shi, Yanguo	Shoaib, Raja	Shrestha, Dil K	Shuaib, Nooru	Siddique, Atif	Sidibe, Issa
Shi, Yongfeng	Shoala, Mohamed	Shrestha, Dilip	Shuey, Susan	Siddique, Atiquer Rahman	Sidibe, Mamady
Shi, Yuchen	Shoaque, Hossain M	Shrestha, Dinesh	Shuhel, Akbor Hussain	Siddique, Faisal	Sidibe, Mohamed
Shi, Yuge	Shodamola, Hakeem	Shrestha, Ganesh	Shuhel, Alamgir Ahmed	Siddique, Farhadur	Sidimohamed, Mohamedlemin
Shi, Zhong Hui	Shodiev, Shavkat	Shrestha, Hari Kumar	Shui, Min	Siddique, Md	Sidney, Frantz
Shi, Zhongmin	Shodikulov, Farruh	Shrestha, Harihar	Shui, Min	Siddique, Md Abu	Sidransky, Leon

## Uber Form Letter- Drivers Names (Submission 1)

Siegel, Alan	Silva, Mercia Da	Simon, Jose	Singh, Amandeep	Singh, Anmolveer	Singh, Baljinder
Siegel, Ron	Silva, Nuno	Simon, Pascal	Singh, Amandeep	Singh, Appar	Singh, Baljinder
Sierra, Anthony	Silva, Ranil M	Simon, Wilkendy	Singh, Amandip	Singh, Arjinder Pal	Singh, Baljinder
Sierra, Dewil	Silva, Rogerio Andrade	Simoni, Malvin	Singh, Amanpreet	Singh, Arjinder Pal	Singh, Baljinder
Sierra, Edwin	Silva, Shawn	Simoni, Malvin	Singh, Amanpreet	Singh, Armaan	Singh, Baljinder
Sierra, Jose	Silva, Thomas	Simpara, Mohamed	Singh, Amanpreet	Singh, Arminder	Singh, Baljinder
Sierra, Ricardo Jorge	Silva, Wellington Lopes Da	Simpara, Mohamed	Singh, Amanpreet	Singh, Arshdeep	Singh, Baljit
Sierra, Santos	Silva, Wilson Da	Simplice, Isaiah	Singh, Amanpreet	Singh, Arshdeep	Singh, Baljit
Sigdel, Achyut	Silveira, Taira Taques Ribas De	Simpore, Constant	Singh, Amanpreet	Singh, Arshdeep	Singh, Baljit
Sigdel, Lok	Jesus	Simpson, Wayne	Singh, Amanvir	Singh, Arshdeep	Singh, Baljit
Sigdel, Lok Nath	Silverio, Aneury	Sims, Richard	Singh, Amardeep	Singh, Arshdip	Singh, Baljit
Sigdel, Prakash	Silverio, Aniluz	Sina, Rubens	Singh, Amardeep	Singh, Arunpreet	Singh, Baljit
Signorella, Alexandra	Silverio, Ariel	Sinah, Akwasi Poku	Singh, Amarjeet	Singh, Arvinder	Singh, Baljit
Sigue, Boukari	Silverio, Domingo Aneudy	Sinanan, Hemat	Singh, Amarjeet	Singh, Arvinder	Singh, Baljit
Siguencia, Jenifer	Silverio, Jenny	Sinchi, Joe	Singh, Amarjeet	Singh, Arwinder	Singh, Baljit
Siguencia, Jenifer	Silverio, Jose	Sinchi, Juan	Singh, Amarjeet	Singh, Arwinder	Singh, Baljit
Siguenza, Benjamin	Silverio, Julio Cesar Liriano	Sinera, Abdoulie	Singh, Amarjeet	Singh, Arwinder	Singh, Baljit
Siguenza, Teodoro Gabriel	Silverio, Matthew	Sinera, Muhammad	Singh, Amarjit	Singh, Arwinder Pal	Singh, Baljit
Sigunava, Zaza	Silverio, Pablo	Sinfelt, Milos	Singh, Amarjit	Singh, Ashavinder	Singh, Baljit
Sihra, Satvinder	Silverio, Raul	Singg, Surinder	Singh, Amarjit	Singh, Ashoka	Singh, Baljit
Sikandar, Kamran	Silverio, Ronal	Singh, Abhijit	Singh, Amarjit	Singh, Ashu	Singh, Baljit
Sikandar, Mohammad	Silverio, Samuel	Singh, Abhijit	Singh, Amarjit	Singh, Atinder Pal	Singh, Baljit
Sikander, Sikander	Silverman, Daniel	Singh, Abhijot	Singh, Amarjit	Singh, Atinderpal	Singh, Baljit
Sikdar, Al Amin	Silvestr, Jorge	Singh, Aj	Singh, Amarjot	Singh, Aurjit	Singh, Balkar
Sikder, Intekhab	Silvestre, Colin	Singh, Ajaypal	Singh, Amarjot	Singh, Avrinder	Singh, Balvir
Sikder, Kurban	Silvestre, Eduard T	Singh, Ajit	Singh, Amarjot	Singh, Avtar	Singh, Balvir
Sikder, Kurban	Silvestre, Godello	Singh, Ajitender Pal	Singh, Amarpreet	Singh, Avtar	Singh, Balwant
Sikder, Mohiuddin	Silvestre, Wellington	Singh, Ajitpal	Singh, Amneet	Singh, Avtar	Singh, Balwant
Sikder, Muhammed Imran	Silwi, Abdullah M Al	Singh, Akashdeep	Singh, Amrik	Singh, Avtar	Singh, Balwant
Sikder., Mohammad	Sim, Dmitrii	Singh, Akashdeep	Singh, Amrik	Singh, Avtar	Singh, Balwinder
Silal, Ahmad	Simbana, Enrique	Singh, Akashdeep	Singh, Amrik	Singh, Avtar	Singh, Balwinder
Silfa, Afranny Michael Novas	Simbana, Jhonny	Singh, Akashdeep	Singh, Amrik	Singh, Avtar	Singh, Balwinder
Sillah, Aminata	Simbana, Joshua	Singh, Akashdeep	Singh, Amrik	Singh, Avtar	Singh, Balwinder
Sillah, Bakary	Simbana, Marco	Singh, Akashdip	Singh, Amrinder	Singh, Avtar	Singh, Balwinder
Sillah, Mohamed	Sime, Jose A Espinal	Singh, Akashdip	Singh, Amrinder	Singh, Ayy	Singh, Barjinder
Silva, Abel Martínez	Sime, Miguel	Singh, Amandeep	Singh, Amrinder	Singh, Bahadar	Singh, Bhalwinder
Silva, Brenda	Sime, Miguel	Singh, Amandeep	Singh, Amrit	Singh, Bakhshish	Singh, Bhoop
Silva, Darwin Da	Simeon, Wittenberg	Singh, Amandeep	Singh, Amrit P	Singh, Bakhshish	Singh, Bhulla
Silva, Devin	Simet, Jorge Luis Martínez	Singh, Amandeep	Singh, Amritpal	Singh, Bakrumjeet	Singh, Bhupinder
Silva, Ecio Da	Simgh, Inderjeet	Singh, Amandeep	Singh, Amritpal	Singh, Balbir	Singh, Bhupinder
Silva, Elcio Ferreira Da	Simis, Xanday	Singh, Amandeep	Singh, Amritpal	Singh, Balbir	Singh, Bhupinder
Silva, Elkin	Simmons, Domani	Singh, Amandeep	Singh, Amritpal	Singh, Baldev	Singh, Bhupinder
Silva, Ezequiel	Simmons, Quokisha	Singh, Amandeep	Singh, Amritpal	Singh, Baldev	Singh, Bhupinder
Silva, Fabian	Simmons, Quokisha	Singh, Amandeep	Singh, Amritpal	Singh, Baldev	Singh, Bhupinder
Silva, Luis	Simmons, Travis	Singh, Amandeep	Singh, Angad	Singh, Baldwinder	Singh, Bhupinder
Silva, Luis A	Simo, Leopold	Singh, Amandeep	Singh, Angrej	Singh, Balhar	Singh, Bhupinderjit
Silva, Marta Lia	Simon, Brian	Singh, Amandeep	Singh, Ankit	Singh, Baljeet	Singh, Bhupinderjit
Silva, Mayelyn	Simon, Fonandes Jean	Singh, Amandeep	Singh, Anmolpreet	Singh, Baljeet	Singh, Bhupinderjit

## Uber Form Letter- Drivers Names (Submission 1)

Singh, Bikram Jit	Singh, Davinder	Singh, Gurinder	Singh, Gurpreet	Singh, Gursharan	Singh, Harjeet
Singh, Bikramjit	Singh, Davinder	Singh, Gurinderbir	Singh, Gurpreet	Singh, Gursharan	Singh, Harjeet
Singh, Bikramjit	Singh, Davinder	Singh, Guriqbal	Singh, Gurpreet	Singh, Gursimran	Singh, Harjeet
Singh, Bimaljit	Singh, Davinder	Singh, Gurjant	Singh, Gurpreet	Singh, Gurtej	Singh, Harjeet
Singh, Bir	Singh, Davinder	Singh, Gurjeet	Singh, Gurpreet	Singh, Gurtej	Singh, Harjinder
Singh, Butta	Singh, Davinder Pal	Singh, Gurjeet	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjinder
Singh, Chamandeep	Singh, Davinder Pal	Singh, Gurjeet	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjinder
Singh, Chamkaur	Singh, Deo	Singh, Gurjeet	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjinder
Singh, Chandeeep	Singh, Devender	Singh, Gurjeet	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjinder
Singh, Chandrashekar	Singh, Devenderpal	Singh, Gurjinder	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjinder
Singh, Chandrashekar	Singh, Dharamjit	Singh, Gurjinder	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjinder
Singh, Charanjeet	Singh, Dharmender	Singh, Gurjinder	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjit
Singh, Charanjit	Singh, Dharmpreet	Singh, Gurjit	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjit
Singh, Charanjit	Singh, Dhindsa P	Singh, Gurjit	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjit
Singh, Charanjit	Singh, Dilbag	Singh, Gurjit	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjit
Singh, Charanpreet	Singh, Dravinder	Singh, Gurjit	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjit
Singh, Chatterjeet	Singh, Ekamjot	Singh, Gurjit	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjit
Singh, Chhaja	Singh, Ekonkar	Singh, Gurjit	Singh, Gurpreet	Singh, Gurvinder	Singh, Harjit
Singh, Daler	Singh, Fun Bhupinder	Singh, Gurjit	Singh, Gurpreet	Singh, Gurwinder	Singh, Harjodh
Singh, Dalip	Singh, Gagandeep	Singh, Gurjit	Singh, Gurpreet	Singh, Gurwinder	Singh, Harkirat
Singh, Daljeet	Singh, Gagandeep	Singh, Gurjot	Singh, Gurpreet	Singh, Gurwinder	Singh, Harkirat
Singh, Daljinder	Singh, Gagandeep	Singh, Gurkirpal	Singh, Gurpreet	Singh, Gurwinder	Singh, Harmandeep
Singh, Daljit	Singh, Gagandeep	Singh, Gurkranjeet	Singh, Gurpreet	Singh, Gurwinder	Singh, Harmanpreet
Singh, Daljit	Singh, Gagandeep	Singh, Gurleen	Singh, Gurpreet	Singh, Gurwinder	Singh, Harmanpreet
Singh, Daljit	Singh, Gagandeep	Singh, Gurmail	Singh, Gurpreet	Singh, Gurwinder	Singh, Harmanpreet
Singh, Daljit	Singh, Gagandeep	Singh, Gurmeet	Singh, Gurpreet	Singh, Gurwinder	Singh, Harmanpreet
Singh, Daljit	Singh, Gaganpreet	Singh, Gurmeet	Singh, Gurpreet	Singh, Gurwinder	Singh, Harmanpreet
Singh, Daljit	Singh, Gajraj	Singh, Gurmeet	Singh, Gurpreet	Singh, Gurwinder	Singh, Harmanvir
Singh, Daljit	Singh, Ganga	Singh, Gurmeet	Singh, Gurpreet	Singh, Hakam	Singh, Harmeet
Singh, Daljit	Singh, Ginipal	Singh, Gurmeet	Singh, Gurpreet	Singh, Happy	Singh, Harmeet
Singh, Daljit	Singh, Gobinder	Singh, Gurmeet	Singh, Gurpreet	Singh, Haramritpal	Singh, Harmeet
Singh, Daljit	Singh, Gopal	Singh, Gurmeet	Singh, Gurpreet	Singh, Harashdeep	Singh, Harmeet
Singh, Daljit	Singh, Guljinder	Singh, Gurmej	Singh, Gurpreet	Singh, Harbhajan	Singh, Harmeetpal Singh
Singh, Dalvinder	Singh, Gulshanpreet	Singh, Gurmohan	Singh, Gurpreet	Singh, Harbinder	Singh, Harminder
Singh, Dalvinder	Singh, Gulzar	Singh, Gurnam	Singh, Gurpreet	Singh, Hardeep	Singh, Harminder
Singh, Dalwinder	Singh, Gunvinder	Singh, Gurnam	Singh, Gurpreet	Singh, Hardeep	Singh, Harminder
Singh, Damanpal	Singh, Gurbrinder	Singh, Gurpal	Singh, Gurpreet	Singh, Hardeep	Singh, Harminder
Singh, Dapinder	Singh, Gurdarshan	Singh, Gurpal	Singh, Gurpreet	Singh, Hardeep	Singh, Harnek
Singh, Dara	Singh, Gurdeep	Singh, Gurpartap	Singh, Gurpreet	Singh, Hardeep	Singh, Harpal
Singh, Darbar	Singh, Gurdeep	Singh, Gurpartap	Singh, Gurpreet	Singh, Hardeep	Singh, Harpal
Singh, Darbara	Singh, Gurdeep	Singh, Gurpreet	Singh, Gurpreet	Singh, Hardeep	Singh, Harpal
Singh, Davinder	Singh, Gurdeep	Singh, Gurpreet	Singh, Gursaif	Singh, Hardev	Singh, Harpal
Singh, Davinder	Singh, Gurdeep	Singh, Gurpreet	Singh, Gursewak	Singh, Hardev	Singh, Harpal
Singh, Davinder	Singh, Gurdeep	Singh, Gurpreet	Singh, Gursewak	Singh, Hardyal	Singh, Harpareet
Singh, Davinder	Singh, Gurdeep	Singh, Gurpreet	Singh, Gursewak	Singh, Hardyal	Singh, Harpreet
Singh, Davinder	Singh, Gurdev	Singh, Gurpreet	Singh, Gursharan	Singh, Harinder	Singh, Harpreet
Singh, Davinder	Singh, Gurinder	Singh, Gurpreet	Singh, Gursharan	Singh, Harinder	Singh, Harpreet
Singh, Davinder	Singh, Gurinder	Singh, Gurpreet	Singh, Gursharan	Singh, Harinder	Singh, Harpreet

## Uber Form Letter- Drivers Names (Submission 1)

Singh, Harpreet	Singh, Inderjit	Singh, Jaspal	Singh, Juginder	Singh, Kuljit	Singh, Lovepreet
Singh, Harpreet	Singh, Inderjit	Singh, Jaspal	Singh, Juzar	Singh, Kulvinder	Singh, Lovepreet
Singh, Harpreet	Singh, Inderjit	Singh, Jaspal	Singh, Kamaldeep	Singh, Kulwant	Singh, Lovepreet
Singh, Harpreet	Singh, Inderpal	Singh, Jaspreet	Singh, Kamaljit	Singh, Kulwinder	Singh, Lovepreet
Singh, Harpreet	Singh, Inderpreet	Singh, Jaspreet	Singh, Kamaljit	Singh, Kulwinder	Singh, Lovepreet
Singh, Harpreet	Singh, Inderpreet	Singh, Jaspreet	Singh, Kamaljit	Singh, Kulwinder	Singh, Lovepreet
Singh, Harpreet	Singh, Inderpreet	Singh, Jaspreet	Singh, Kamalpreet	Singh, Kulwinder	Singh, Lovepreet
Singh, Harpreet	Singh, Iqbal	Singh, Jaspreet	Singh, Kamalpreet	Singh, Kulwinder	Singh, Lovepreet
Singh, Harpreet	Singh, Iqbal	Singh, Jasvinder	Singh, Kamalpreet	Singh, Labh	Singh, Lovepreet
Singh, Harpreet	Singh, Iqbinder	Singh, Jasvir	Singh, Kanwaldeep	Singh, Labh	Singh, Lovepreet
Singh, Harpreet	Singh, Iqbinder	Singh, Jasvir	Singh, Kanwaljeet	Singh, Ladpreet	Singh, Lovepreet
Singh, Harpreet	Singh, Jacksinder	Singh, Jasvir	Singh, Kanwar	Singh, Lakhbeer	Singh, Lovepreet
Singh, Harpreet	Singh, Jagdeep	Singh, Jasvir	Singh, Kanwar	Singh, Lakhbir	Singh, Lovepreet
Singh, Harpreet	Singh, Jagdip	Singh, Jaswinder	Singh, Kanwarveer	Singh, Lakhvinder	Singh, Lovepreet
Singh, Harpreet	Singh, Jagdish	Singh, Jaswinder	Singh, Karamjeet	Singh, Lakhvir	Singh, Lovepreet
Singh, Harpreet	Singh, Jagjeet	Singh, Jaswinder	Singh, Karamjit	Singh, Lakhvir	Singh, Lovepreet
Singh, Harpreet	Singh, Jagjit	Singh, Jaswinder	Singh, Karamjit	Singh, Lakhvir	Singh, Lovepreet
Singh, Harpreet	Singh, Jagjit	Singh, Jaswinder	Singh, Karampal	Singh, Lakhwant	Singh, Lovinder
Singh, Harpreet	Singh, Jagjit	Singh, Jaswinder	Singh, Karampreet	Singh, Lakhwinder	Singh, Lucky
Singh, Harpreet	Singh, Jagmeet	Singh, Jaswinder	Singh, Karan Jit	Singh, Lakhwinder	Singh, Mahindra
Singh, Harpreet	Singh, Jagmit	Singh, Jaswinder	Singh, Karandeep	Singh, Lakhwinder	Singh, Makhan
Singh, Harpreet	Singh, Jagmohan	Singh, Jaswinder	Singh, Karandeep	Singh, Lakhwinder	Singh, Malkit
Singh, Harpreet	Singh, Jagpreet	Singh, Jaswinder	Singh, Karandeep	Singh, Lakhwinder	Singh, Malkit
Singh, Harpreet	Singh, Jagraj	Singh, Jaswinder	Singh, Karandeep	Singh, Lakhwinder	Singh, Man
Singh, Harshdeep	Singh, Jagtar	Singh, Jatinder	Singh, Karanjit	Singh, Lakhwinder	Singh, Manbir
Singh, Harsimranjeet	Singh, Jai Karan	Singh, Jatinder	Singh, Karanjit	Singh, Lakhwinder	Singh, Mandeep
Singh, Harsimranjit	Singh, Jaidev	Singh, Jatinder	Singh, Karanjit	Singh, Lakhwinder	Singh, Mandeep
Singh, Harvinder	Singh, Jarnail	Singh, Jatinder	Singh, Karanpreet	Singh, Lakhwinder	Singh, Mandeep
Singh, Harvinder	Singh, Jasbir	Singh, Jatinder	Singh, Karnail	Singh, Lakhwinder	Singh, Mandeep
Singh, Harvinder	Singh, Jasbir	Singh, Jatinder	Singh, Karnail	Singh, Lakhwinder	Singh, Mandeep
Singh, Harvinder	Singh, Jasdeep	Singh, Jatinder	Singh, Karnail	Singh, Lakhwinder	Singh, Mandeep
Singh, Harvinder	Singh, Jashan Deep	Singh, Jatinder	Singh, Kashmir	Singh, Lakhwinder	Singh, Mandeep
Singh, Harvinder	Singh, Jashanpreet	Singh, Jatinder	Singh, Kashmir	Singh, Lakhwinder	Singh, Mandeep
Singh, Harvinder	Singh, Jashanpreet	Singh, Jatinder	Singh, Kashmir	Singh, Lakhwinder	Singh, Mandeep
Singh, Harwinder	Singh, Jasjeet	Singh, Jatinder	Singh, Kashmir	Singh, Lakhwinder	Singh, Mandeep
Singh, Harwinder	Singh, Jaskanwal	Singh, Jatinder	Singh, Kawaljeet	Singh, Lakhwinder	Singh, Mandeep
Singh, Harwinder	Singh, Jaskaran	Singh, Jatinder	Singh, Kewal	Singh, Lakhwinder	Singh, Mandeep
Singh, Himat	Singh, Jaskaran	Singh, Jatinderpal	Singh, Khushwant	Singh, Lakhwinder	Singh, Mandeep
Singh, Himat	Singh, Jaskaran	Singh, Jatindet	Singh, Khuswant	Singh, Lakhwinder	Singh, Mandeep
Singh, Himmat	Singh, Jaskirat	Singh, Jeet	Singh, Kiranpal	Singh, Laywattie	Singh, Mandeep
Singh, Inderjeet	Singh, Jaskirat	Singh, Jimmy	Singh, Komalpreet	Singh, Love	Singh, Mandeep
Singh, Inderjeet	Singh, Jasmeet	Singh, Jitender	Singh, Kulbir	Singh, Lovedeep	Singh, Mandip
Singh, Inderjeet	Singh, Jasmeet	Singh, Jitender Pal	Singh, Kuldeep	Singh, Lovedeep	Singh, Mangal
Singh, Inderjeet	Singh, Jasmeet	Singh, Jobanjit	Singh, Kuldeep	Singh, Lovejeet	Singh, Mangat
Singh, Inderjit	Singh, Jasmeet	Singh, Jobanpreet	Singh, Kuldeep	Singh, Lovejeet	Singh, Mangurprit
Singh, Inderjit	Singh, Jasminder	Singh, Joga	Singh, Kuldeep	Singh, Lovejeet	Singh, Maninder
Singh, Inderjit	Singh, Jasminder	Singh, Joga	Singh, Kuldeep	Singh, Lovejeet	Singh, Maninder
Singh, Inderjit	Singh, Jaspal	Singh, Jotpreet	Singh, Kuljit	Singh, Lovepreet	Singh, Maninder
Singh, Inderjit			Singh, Kuljit	Singh, Lovepreet	



## Uber Form Letter- Drivers Names (Submission 1)

Singh, Maninder	Singh, Manpreet	Singh, Paljinder	Singh, Paviter	Singh, Rajwinder	Singh, Roshan
Singh, Maninder	Singh, Manpreet	Singh, Palvinde	Singh, Pawandeep	Singh, Rajwinder	Singh, Rulda
Singh, Maninder	Singh, Manpreet	Singh, Palvinder	Singh, Pawandeep	Singh, Rajwinder	Singh, Rupinder
Singh, Maninderjeet	Singh, Manpreet	Singh, Palvinder	Singh, Pawandip	Singh, Rajwinder	Singh, Rupinder
Singh, Maninderpal	Singh, Manpreet	Singh, Palwinder	Singh, Pawanjit	Singh, Rajwinder	Singh, Rupinder
Singh, Manjeet	Singh, Manpreet	Singh, Palwinder	Singh, Pawinder	Singh, Ram	Singh, Rupinder
Singh, Manjeet	Singh, Manpreet	Singh, Palwinder	Singh, Permanand	Singh, Ramandeep	Singh, Safran jot
Singh, Manjeet	Singh, Manpreet	Singh, Palwinder	Singh, Permanand	Singh, Ramandeep	Singh, Sahab
Singh, Manjinder	Singh, Manpreet	Singh, Palwinder	Singh, Perminder	Singh, Ramandeep	Singh, Sahib
Singh, Manjinder	Singh, Manpreet	Singh, Palwinder	Singh, Phuman	Singh, Ramandeep	Singh, Sahil
Singh, Manjinder	Singh, Manpreet	Singh, Palwinder	Singh, Pinder	Singh, Raminderpal	Singh, Salinder
Singh, Manjinder	Singh, Manpreet	Singh, Palwinderjot	Singh, Prabhjeet	Singh, Ranbir	Singh, Samarjit
Singh, Manjinder	Singh, Manwinderjit	Singh, Paramjeet	Singh, Prabhjot	Singh, Randeep	Singh, Sanamdeep
Singh, Manjinder	Singh, Mellissa	Singh, Paramjit	Singh, Prabhjot	Singh, Randhir	Singh, Sanampreet
Singh, Manjinder	Singh, Mike	Singh, Paramjit	Singh, Prabhjot	Singh, Randhir	Singh, Sanat
Singh, Manjinder	Singh, Mohinder	Singh, Paramjit	Singh, Prabhjot	Singh, Ranjeet	Singh, Sandeep
Singh, Manjinder	Singh, Mohinder Pal	Singh, Paramjit	Singh, Prabhjot	Singh, Ranjeet	Singh, Sandeep
Singh, Manjinder	Singh, Narinder	Singh, Paramjit	Singh, Prabhjot	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Narinder	Singh, Paramjit	Singh, Prempal	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Narinder	Singh, Paramjit	Singh, Pritpal	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Narinder	Singh, Paramjit	Singh, Pritpal	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Narinder	Singh, Paramjit	Singh, Pritpal	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Narinder	Singh, Paramjit	Singh, Pritpal	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Navdeep	Singh, Parampreet	Singh, Pritpal	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Navdeep	Singh, Pardeep	Singh, Pritpal	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Navdeep	Singh, Pardeep	Singh, Punitpal	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Navdeep	Singh, Pargat	Singh, Pushpinder	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Navdeep	Singh, Parjot	Singh, R Namanpreet	Singh, Ranjit	Singh, Sandeep
Singh, Manjit	Singh, Navjot	Singh, Parmbir	Singh, Raghubir	Singh, Rashpal	Singh, Sandeep
Singh, Manjit	Singh, Navneet	Singh, Parminder	Singh, Raghuvinder	Singh, Rashpal	Singh, Sandeep
Singh, Manjit	Singh, Navneet	Singh, Parminder	Singh, Raghvinder	Singh, Rashpal	Singh, Sandeep
Singh, Manjodh	Singh, Navneet	Singh, Parminder	Singh, Rajdeep	Singh, Raspal	Singh, Sandeep
Singh, Manjot	Singh, Navneet	Singh, Parminder	Singh, Rajeev	Singh, Raunaq	Singh, Sandeep
Singh, Manmeet	Singh, Navpreet	Singh, Parminder	Singh, Rajinder	Singh, Ravi	Singh, Sandeep
Singh, Manmeet	Singh, Navpreet	Singh, Parminderpal	Singh, Rajinder	Singh, Ravinder	Singh, Sandeep
Singh, Manmeet	Singh, Navrinder	Singh, Parminder	Singh, Rajinder	Singh, Ravinder	Singh, Sandeep
Singh, Manmehar	Singh, Navtej	Singh, Parmjeet	Singh, Rajinder	Singh, Ravinder	Singh, Sandeep
Singh, Manmohan	Singh, Nek	Singh, Parmjeet	Singh, Rajinder	Singh, Ravinder	Singh, Sanjay
Singh, Manmohan	Singh, Nirbho	Singh, Parmjit	Singh, Rajinder	Singh, Ravinder	Singh, Sanpreet
Singh, Mann	Singh, Nirmal	Singh, Parmjit	Singh, Rajinder	Singh, Ravinder	Singh, Santokh
Singh, Manny	Singh, Nishan	Singh, Parvinder	Singh, Rajinder	Singh, Ravinder	Singh, Sarabjit
Singh, Manohar	Singh, Nishan	Singh, Parvinder	Singh, Rajinder	Singh, Resham	Singh, Sarabjit
Singh, Manpreet	Singh, Nishan	Singh, Parvinder	Singh, Rajinder	Singh, Ricky	Singh, Sarabjit
Singh, Manpreet	Singh, Nishan	Singh, Parvinder	Singh, Rajinder	Singh, Rinkalpreet	Singh, Sarabjit
Singh, Manpreet	Singh, Nishan	Singh, Parvinder	Singh, Rajinder	Singh, Robinjit	Singh, Saravjeet
Singh, Manpreet	Singh, Omrinder	Singh, Parvinder	Singh, Rajinder	Singh, Robinjit	Singh, Saravjeet
Singh, Manpreet	Singh, Onkar	Singh, Parvinder	Singh, Rajinder Pal	Singh, Roger Mathura	Singh, Saravniranter
Singh, Manpreet	Singh, Onkar	Singh, Parwinder	Singh, Rajvir	Singh, Roshan	Singh, Sarbjeet

## Uber Form Letter- Drivers Names (Submission 1)

Singh, Sarbjit	Singh, Sher	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Tarvinder	Sirett, Edwin
Singh, Sarbjit	Singh, Shingara	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Tarwinder	Siri, Felix
Singh, Sarbjit	Singh, Shivam	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Tejinder	Siri, Geronimo
Singh, Sarbjit	Singh, Shyam Kumar	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Tirlochan	Siriotis, Bill
Singh, Sarbpritpal	Singh, Sikander	Singh, Sukhjir	Singh, Sukhwinderjit	Singh, Ujjal Vir	Siriwardena, Henegama Illagolle
Singh, Sarbpritpal	Singh, Simardeep	Singh, Sukhjit	Singh, Sulinder	Singh, Varinder	Hasitha
Singh, Sardeep	Singh, Simarjit	Singh, Sukhjit	Singh, Suman	Singh, Varinder	Sirleaf, Ansumana
Singh, Sarjinder	Singh, Simarjit	Singh, Sukhmandeep	Singh, Sundeep	Singh, Varinder	Sisay, Lamin
Singh, Sarnjit	Singh, Simarjit	Singh, Sukhmeet	Singh, Sundeep	Singh, Varinder	Siskas, Stavros
Singh, Sarvjeet	Singh, Simarpreet	Singh, Sukhminder	Singh, Sunita	Singh, Varinder	Sissoko, Modibo
Singh, Sarvjeet	Singh, Simran	Singh, Sukhminder	Singh, Supinder	Singh, Varinderjeet	Sissoko, Soul
Singh, Sarvjeet	Singh, Simranjit	Singh, Sukhpal	Singh, Surendra	Singh, Varinderjit	Sittar, Abdul
Singh, Satinderjit	Singh, Simranjit	Singh, Sukhpal	Singh, Surinder	Singh, Varinderpal	Situ, Kaishan
Singh, Satinderjit	Singh, Simranjit	Singh, Sukhpreet	Singh, Surinder	Singh, Varinderpal	Situ, Zhenli Li
Singh, Satnam	Singh, Simranjit	Singh, Sukhpreet	Singh, Surinder	Singh, Varinderpal	Siu, Michael M
Singh, Satnam	Singh, Simranpal	Singh, Sukhpreet	Singh, Surinder	Singh, Veer M	Sivaganeshanathan, Vimalan
Singh, Satnam	Singh, Sital	Singh, Sukhvinder	Singh, Surinder	Singh, Vikram	Sivakumaran, Mr Sivaarun
Singh, Satnam	Singh, Skhwinder	Singh, Sukhvinder	Singh, Surinder	Singh, Vikram	Sivalingam, Arudsivam
Singh, Satnam	Singh, Sohan	Singh, Sukhvinder	Singh, Surinder	Singh, Vikram	Sivalingham, Srithas
Singh, Satnam	Singh, Sp	Singh, Sukhvinder	Singh, Surinder	Singh, Vikramjeet	Sivarasa, Pathmasiril
Singh, Satnam	Singh, Sugam	Singh, Sukhvir	Singh, Surinder	Singh, Vikramjeet	Six, Nancy
Singh, Satnam	Singh, Sukh	Singh, Sukhvir	Singh, Surinder	Singh, Vikramjeet	Skakirzai, Muhammad
Singh, Satnam	Singh, Sukhbinder	Singh, Sukhwinder	Singh, Surinder	Singh, Vikramjeet	Skehan, Kevin T
Singh, Satnam	Singh, Sukhbir	Singh, Sukhwinder	Singh, Surjit	Singh, Vikramjit	Skenderas, Enver
Singh, Satnam	Singh, Sukhchain	Singh, Sukhwinder	Singh, Surjit	Singh, Vikramjit	Skoro, Blerim
Singh, Satnam	Singh, Sukhchain	Singh, Sukhwinder	Singh, Surjit	Singh, Virdi	Skorput, Milton
Singh, Satnam	Singh, Sukhchain	Singh, Sukhwinder	Singh, Swarn	Singh, Vishnu	Skrobynets, Iosyp
Singh, Satnam	Singh, Sukhdeep	Singh, Sukhwinder	Singh, Tajinder	Singh, Yadi	Slasli, Mohamed
Singh, Satnam	Singh, Sukhdeep	Singh, Sukhwinder	Singh, Tajinder	Singh, Yadvender	Slater, Mitchell
Singh, Satpal	Singh, Sukhdev	Singh, Sukhwinder	Singh, Tajinder Pal	Singh, Yadvinder	Slayek, Dzmitry
Singh, Satvinder	Singh, Sukhdev	Singh, Sukhwinder	Singh, Talwinder	Singh, Yadvinder	Sleimen, Tjada
Singh, Satvir	Singh, Sukhdev	Singh, Sukhwinder	Singh, Talwinder	Singha, Sushanta	Slimane, Djafar Ould
Singh, Satwant	Singh, Sukhdev	Singh, Sukhwinder	Singh, Talwinder	Singhateh, Alasana	Small, Gilbert
Singh, Satwant	Singh, Sukhdev	Singh, Sukhwinder	Singh, Talwinder	Singla, Naresh	Small, Uriah
Singh, Satwinder	Singh, Sukhdev	Singh, Sukhwinder	Singh, Talwinder	Singson, Rocky	Smirnov, Alexander
Singh, Satwinder	Singh, Sukhdev	Singh, Sukhwinder	Singh, Talwinder	Singye, Jigme	Smith, Abigail
Singh, Satwinder	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Talwinder	Sinha, Nafisa	Smith, Davin
Singh, Satwinder	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Taranbir	Sinien, Abdo	Smith, Derek
Singh, Savinderpal	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Tarandip	Sinjali, Yadab	Smith, Dinsdale Lincoln
Singh, Shaminder	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Taranjeet	Siozios, Elias	Smith, Ernest
Singh, Shamsher	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Taranjit	Sipasseuth, Yan	Smith, George Barbosa
Singh, Shamsher	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Taranpreet	Sipon, Shahadat Hossain	Smith, Hugo
Singh, Sharan	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Taranpreet	Sipu, Naan Saha	Smith, Ian
Singh, Sharan Jeet	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Tarlochan	Sir, Conde	Smith, Jaudondarsay
Singh, Sharanjeet	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Tarsem	Siradze, Lasha	Smith, Jennifer
Singh, Sharanjit	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Tarsem	Siraj, Faical	Smith, Jheanelle
Singh, Sharndeeep	Singh, Sukhjinder	Singh, Sukhwinder	Singh, Tarsem	Siraji, Mohammad	Smith, Mark
		Singh, Sukhwinder	Singh, Tarsem	Sirett, Eddy	Smith, Patrick

## Uber Form Letter- Drivers Names (Submission 1)

Smith, Ramar	Sokoli, Brsnik	Song, Ziqing	Sosa, Raul	Souleymane, Kobre	Sow, Sada
Smith, Randy	Solages, Ricardo	Songh, Polone	Sosa, Roberto	Souleymane, Samake	Sow, Souleymane
Smith, Robert	Solano, Adalgiza	Soni, Sameera A	Sosa, Sergio	Soumahoro, Adama	Sow, Souleymane
Smith, Rolly	Solano, Alexandra	Soni, Sankar	Sosa, Yarlyn Daniel	Soumahoro, Adama	Sow, Sulimane
Smith, Ronald	Solano, Carlos	Sonnadarage, Chathura Don	Soselia, Levan	Soumahoro, Lamine	Sow, Thierno Diallo
Smith, Samuel Barriola	Solano, Cesar	Sood, Abhishek	Sotamba, Luis A	Soumahoro, Vamissa	Soy, Sajous
Smith, Scott	Solano, Frank	Sood, Anish	Sotelo, Jesus	Soumahoro, Vamissa	Soydanser, Jason
Smith, Shadeed	Solano, Jorge	Soogrim, Hardeo	Soto, Adriana	Soumare, Ahmedou	Soykat, Rahid
Smith, Timothy	Solano, Julio	Sookdeo, Devanand	Soto, Andy	Soumare, Oumar	Spak, Bong
Smith, Tysean	Solano, Ramon	Sookraj, Dravin	Soto, Breyli	Soung, Moon Jin	Speidel, William
Smythe, Collin	Soler, Alexander	Sookraj, Tony	Soto, Carlos	Sourabh, Ngn	Speight, Roxann Necol
Sngh, Lakhbir	Soler, Belkis	Sorder, Mohammed	Soto, Carlos	Sourabie, Rene	Spektor, Eduard
Sniatkewic, Yuval	Soliev, Nodir	Sore, Issaka	Soto, Diana	Sourav, Md Masud Ur Rahman	Spence, Courtney B
Soacha, John	Soliev, Odil	Sore, Salif	Soto, Doris	Sousa, Marcos De	Spence, Courtney J
Sobers, Jovanilucero	Soliman, Abdelhamed	Sorgho, Charles	Soto, Eduardo	Souvenir, Maxwell	Spence, Jerry
Sobhan, Muhammad	Soliman, Adam	Soria, Carlos A	Soto, Eduardo	Souvenir, Maxwell	Spencer, Andy
Sobhi, Mohamed	Soliman, Jamil	Soria, Joseph	Soto, Ezra J J	Souza, Kleberson	Spencer, Curt
Sobhi, Youssef	Soliman, Mohamed	Soria, Libni	Soto, Fidelbie Venido Soto	Souza, Luciano De	Spencer, Johnnie
Sobhy, Beshoy	Solis, Clint	Soria, Rolando	Soto, Gabriel	Souza, Walter Dias De	Spencer, Marlon
Sobirdzhoni, Zokirdzhon	Solis, Daniel	Soriano, Jose	Soto, Gloria	Sow, Abdul Rahman	Spiro, Staljon
Sobirov, Zokhirjon	Solis, Jorge	Soriano, Rafael	Soto, Gregorio A	Sow, Alhaji	Springer, Keith
Sobuj, Arifur R	Solis, Jorge Luis Lemus	Soriano, Sergio Agüero	Soto, Gretchen	Sow, Alhousseiny	Springer, Keith
Sobuj, Mohammed	Solis, Juan Carlos	Soriano, Wiston	Soto, Isabel	Sow, Alpha	Squires, Leonora
Sobuz, Mohammad	Soliyev, Suhrob	Soroka, Ivan	Soto, Jesse	Sow, Alpha	Squires, Sarita
Sochor, William	Soliz, Dubal	Sorour, Sameh	Soto, Jose	Sow, Alpha	Sr, Jimmy Porto
Sockalingam, Pathmalal	Sollazzo, Frank	Sorowar, Mohammad	Soto, Jose Fernando Paredes	Sow, Alpha	Sr, Luis Cedeño
Socorro, Ivan A	Solomon, Denis	Sorto, Ronaldo	Soto, Jose M	Sow, Amadou	Sr., Gomez Blasdimil
Socorro, Ivan Antonio	Solomon, Teddy	Sosa, Abel	Soto, Marcel	Sow, Amadou	Sr., Stephen Turner
Soda, Jimi	Solomon, Wagdy	Sosa, Alberto	Soto, Reimon	Sow, Amadou	Srabon, Bahar
Sodhi, Bittu	Solon, Osner M	Sosa, Alexis	Soto, Rufino	Sow, Bokary	Sraman, Gyana
Sodhi, Rajinder	Solpiaget, Piaget	Sosa, Alipio	Soto, Sterling	Sow, Boubacar	Srichan, Sunthon
Sodhi, Sarabjeet	Somasundaram, Thavasundaram	Sosa, Ana M	Soto, Victor	Sow, Boubacar	Sserwadda, Grace
Sodikov, Faridun	Somasundram, Prem	Sosa, Ana M	Soto, Zadia	Sow, Harouna	Sta, Valentin
Sodipo, Adedayo	Somda, Kubecoure J	Sosa, Belkis	Sotomayor, Manuel R	Sow, Ibrahima	Stancho, Stanchev D
Soe, Kyaw	Somun, Masud	Sosa, Carlos	Sotpa, Lhundup	Sow, Ismael	Stanley, Emmanuel
Soe, Shwe	Sonak, Rohit	Sosa, Daniel	Souare, Almamy	Sow, Kounta	Stanley, Harold
Soe, Shwe	Sonam, Jampa	Sosa, Hector F	Souare, Sekou	Sow, Lamarana	Stanley, Shawn
Soe, Shwe Lin	Sonam, Tenzin	Sosa, Irineo	Soubeiga, Delwende	Sow, Malikie	Starchekov, Nikolai
Sofian, Abu	Sonam, Thupten	Sosa, Johnny Sosa	Souffrant, Jean	Sow, Mamadou	Starks, Tiffany
Sofletea, Cosmin	Sondo, Bobodo	Sosa, Jose	Souffrant, Jean	Sow, Mamadou	Stasyshyn, Yuriy
Sohail, Muhammad	Sondo, Bruno	Sosa, Jose Alberto Gomez	Souffront, Miguel	Sow, Mamadou	Stclair, Andrew
Sohail, Muhammad	Sondo, Valéry	Sosa, Juan	Sougrimaye, Bourgou	Sow, Mamadou	Stedman, John
Sohail, Muhammad Ibrahim	Sone, Christian	Sosa, Julian	Souidi, Abouel Abbes	Sow, Mamadou Alpha	Steele, Richard
Sohal, Gurmail	Song, Delhi	Sosa, Malvin	Souili, Thomas	Sow, Mamadou L	Stefanidis, Zachary
Sohel, Kazi	Song, Heo S	Sosa, Manuel	Soujaa, Ahmed	Sow, Mohamed	Stein, Michael
Sohel, Rahman	Song, Jianjun	Sosa, Mario	Soulam, Ahmed	Sow, Muhamad M	Stengel, Regla
Sohna, Mahmadu	Song, Pengpeng	Sosa, Monchely Sosa	Soulamane, Bidima	Sow, Oumar	Stephen, Lesley
Sokhib, Tuychiev	Song, Wentao	Sosa, Odamis	Souleymane, Kaba	Sow, Ousmane	Stephens, Joel

## Uber Form Letter- Drivers Names (Submission 1)

Stephens, Michael	Suazo, Felix Alberto	Sukhi, Chand	Sun, Jiang Tao	Sutherland, Aaron	Syed, Qamar
Stephens, Roger	Subahi, Elamin	Sukhija, Manoj	Sun, Jianjun	Sutherland, Bancroft	Syed, Qamar U
Stephenson, David	Subasinghe, Laksiri	Sukhitashvili, Giorgi	Sun, Jiaxin	Sutluoglu, Firat	Syed, Rezaul
Stepien, Edward	Subba, Anil	Sukhman, Lazar	Sun, Jing	Sutotsang, Jigme N	Syed, Sajjad
Stern, Jack	Subba, Bhim	Sukhoo, Dilip	Sun, Lichao	Sutradhar, Biplob	Syed, Sajjad
Stewart, Darren Jarmel	Subba, Rajesh Menyangbo	Sukhrob, Kabilov	Sun, Meng	Sutradhar, Methu	Syed, Shafiul
Stewart, Errol	Subedi, Amit	Sulaiman, Feras	Sun, Pedro	Sutrisno, Agus	Syll, Serigne Atekhe
Stewart, Jody	Subedi, Guru P	Sulaiman, Somchai	Sun, Peng	Sutton, Nate	Sylla, Bassirou
Stewart, Loeta	Subedi, Rajendra Prasad	Sulaman, Shakir	Sun, Tao	Suvo, Md	Sylla, Daouda
Stewart, Shante	Subedi, Ramesh	Sulavko, Yaroslav	Sun, Tao	Suvra, Asaduzzaman	Sylla, Djakouba
Stjean, Alix	Subedi, Santosh	Sulaymonov, Azam	Sun, Wei	Suwanrut, Pornput	Sylla, El Hadji
Stoddart, Omar	Subero, Anderson	Sulehria, Muhammad	Sun, Yongjie	Suwar, Narayan	Sylla, Ibrahima
Stokeling, Douglas	Subervi, Alberto	Suleiman, Ayman	Sun, You	Suya, Jean Jacques Sandjol	Sylla, Kassoum Abou
Stokes, Grace	Subervi, Octavia	Suleiman, Ayman	Sunar, Dinesh	Suyabatmaz, Zekiye	Sylla, Keletigui
Stone, Clinton	Subhan, Abdul	Suleman, Mohammed Zakaria	Sunar, Gore	Suzon, Mohammad	Sylla, Lansana
Stop, My Last	Subkhanov, Dilmurod	Suleman, Muhammad	Sunar, Sambir	Suzuki, Richard	Sylla, Makhtar
Strat, Montgomery	Subramaniam, Uthayarasa	Suleman, Saad	Sunder, Josh	Svanidze, Avtandili	Sylla, Mamadou
Strickland, Karmen	Suchit, Clifford	Sullivan, Terry	Sune, Larry	Svas, Mehmet	Sylla, Mor
Strigo, Dmitry	Suculanda, Segundo	Sully, Fermin	Suneel, Muhammad	Swandayati, Lenny	Sylla, Moustapha
Strobert, Martez	Suczuzhanay, Manuel	Sultan, Amjad	Sungur, Kadir	Swar, Saikyaw	Sylla, Ousmane
Strohbach, Jack	Sudartanto, Emilia	Sultan, Faiq	Sunkara, Vikram	Swaray, Abu	Sylla, Serigne
Strong, Damian	Sudikdo, Gondo	Sultan, Hussien Y	Sunmonu, Omobolanle	Swavy, Cyril	Sylla, Soryba
Stubbs, Ira	Sudman, Eugene	Sultan, Md	Sunuwar, Gyan	Sweetman, Barbara	Sylla, Souleymane
Styles, Kevin	Suermanov, Bakyt	Sultan, Mo	Sunuwar, Prakash Kumar	Swoapon, Juned	Sylla, Yaguine
Stylin, Enock	Suero, Carly	Sultan, Tipu	Sunuwar, Tap B	Swornakar, Satish	Sylvaince, Raynold
Su, An	Suero, Confesor Jiménez	Sultan, Tipu	Sunwar, Vickram S	Sy, Abdoul	Sylvanus, Henry Abaye
Su, Boonsan	Suero, Cristi Medina	Sultan, Tipu	Sunwoo, Sik	Sy, Djiby	Sylvester, Odaine
Su, Felix	Suero, Franklin Molina	Sultan, Yossi	Supatmono, Djoko	Sy, Thierno	Sylvestre, Steevenson
Su, Genshu	Suero, Jose	Sultanahmed, Jahangir	Suprena, Karl Luc	Syam, Mohamed	Sywhaho, Matthew
Su, Lina	Suero, Luis	Sultanov, Anvar	Surajbally, Shirley	Syangbo, Bikash	Szaniszlo, Tibor
Su, Quanshun	Suero, Marco	Sultonov, Asliddin	Surakat, Ismail	Syangtan, Shree Krishna	Sze, Tsz Yeung
Su, Yunlong	Suero, Pablo	Sultonov, Doniyor	Suriel, Crisairi	Syc, Henryk	T, Jennifer
Su, Zhan	Suero, Raydelys A Ramirez	Sultonov, Suhrob	Suriel, Edgar Suriel	Sydorchenko, Nikolay	T, Juan
Suarez, Carlos	Suero, Ronald Torres	Sumba, Wilson	Suriel, Felipe	Syed, Aftab	T, Souleymane
Suarez, Diego	Suero, Ronald Torres	Sumbu, Nuhu	Suriel, Joel Munoz	Syed, Ahsan	T, Tsering
Suarez, Dioni	Sufian, Md Abu	Sumi, Sultana	Suriel, Jonathan	Syed, Arshad M	Ta, Wenguo
Suarez, Eladia	Sufyan, Muhammad	Sumon, Ahm	Suriel, Ricardo	Syed, Hamid	Tabachek, Mikhail
Suarez, Jairo Baldera	Suggs, Ian	Sumon, Arefin	Surpris, Nicolas S	Syed, Ibrahimshah	Tabares, Monica
Suarez, Juan	Sugito, Adrian	Sumon, Kamil Ahmed	Surpris, Nicolas S	Syed, Ibrahimshah	Tabares, Raul A
Suarez, Juan Carlos	Suh, Jung Woo	Sumon, Kawsar	Surpris, Rubens	Syed, Izhar	Tabassam, Mohammad
Suarez, Nicolas	Suh, Kun Won	Sumon, Md	Surti, Sameer	Syed, Karimuddin	Tabassam, Usman Ali
Suárez, Orlando	Suhag, Md	Sumon, Nur	Surucu, Halil	Syed, Khaleel Ahmed	Tabassum, Nasir
Suarez, Ricardo	Suharto, Yulius	Sumon, Shafaeat Hossen	Susana, Danyer J	Syed, Masum	Tabbakh, Mohamad
Suasnavar, Luis R	Suhel, Humayun K	Sumon, Tanbir Hasan	Susana, Richard	Syed, Minhajuddin	Tabet, Abderrahmen
Suazo, Agustín	Suits, Robert	Sumon, Tanbir Hasan	Susana, Vicmiry	Syed, Muhammad Mustafa	Tabidze, Lado
Suazo, Dario A Salcedo	Suja, Asaduzzaman	Sun, Chuncheng	Susana, Victor	Syed, Mushfiq	Tacuri, Segundo
Suazo, Edward	Sujan, Md Khallab Hossain	Sun, Gianna	Susinno, Anthony	Syed, Nadeem	Tadesse, Samuel
Suazo, Felix	Sukhi, Chand	Sun, He	Sutanto, Agus	Syed, Numan	Tadeusz, Drapala
		Sun, Hong Yu			

## Uber Form Letter- Drivers Names (Submission 1)

Tafader, Abdul M	Takemasa, Yoshihiro	Tamang, Nabaraj	Taneja, Vikas	Tapader, Sayed	Tariq, Nauman
Taga, Andrzej	Takemasa, Yoshihiro	Tamang, Nabin	Tang, Chendong	Tapia, Ariel	Tariq, Naveed
Tagaymurodov, Furkat	Takil, Irfan	Tamang, Palsang	Tang, Dongbai	Tapia, Dannny Daniel Coronado	Tariq, Noman
Tagelalla, Younis	Tal, Farid	Tamang, Pema Dorje	Tang, Fengyu	Tapia, Euclides	Tariq, Raees
Tagnidjouo, Simplicie	Talbi, Otman	Tamang, Rajan	Tang, Guo En	Tapia, Francisco J Rosario	Tariq, Raja Umar
Taha, Essam	Taleb, Md Abu	Tamang, Rajendra	Tang, Jiajun	Tapia, Jose	Tariq, Usman
Taha, Hesham	Taleb, Muthana	Tamang, Rupesh	Tang, Jian Zhong	Tapia, Marco	Tariq, Wasim
Taha, Mohab	Taleh, Araz	Tamang, Sandesh	Tang, Jin	Tapia, Meiker E	Tarjiev, Ulanbek
Taha, Mohamed	Talha, Mohammed	Tamang, Santa Bahadur	Tang, Jinwah	Tapia, Miguel	Taro, Tchaa
Tahane, Jamal	Tall, Abdoulaye	Tamang, Santosh Kumar	Tang, Leoping	Tapia, Milton	Tarpley, James
Taher, Abu	Tall, Abdoulaye	Tamang, Sherap	Tang, Maurice	Tapia, Rafael	Tarriela, Rodalen
Taher, Md	Tall, Assane	Tamang, Sonam	Tang, Qinglan	Tapon, Tj	Tartaglia, Daniel
Taher, Md A	Tall, Ghouraysiyu	Tamang, Tenzin	Tang, Sean	Tapsoba, Abdoul I	Tashi, Abum
Taher, Mohamed A	Talukdar, Mohammad Ismail	Tamang, Urgen	Tang, Shaoli	Tapsoba, Idrissa	Tashi, Dhondup
Taher, Mohammad Abu	Talukdar, Saifur	Tamara, Hisham	Tang, Siu Hong	Tapsoba, Oumarou	Tashi, Nfn
Taher, Nazrul	Talukdar, Taposh	Tamarez, Carlos	Tang, Steven	Tapsoba, Souleymane	Tashi, Shawo
Taher., Mohammed A	Talukder, Anwar	Tamarov, Lior	Tang, Wei	Tarafdar, Mizanur	Tashi, Sonam
Tahereen, Zmh	Talukder, Jewel Ahmed	Tamay, Jose R	Tang, Weimin	Tarafdar, Sakib	Tashi, Tashi
Tahincioglu, Vehbi Aykut	Talukder, Md	Tamay, Marc	Tang, Wen	Tarafder, Noor	Tashi, Tsering
Tahincioglu, Veysel	Talukder, Mdreaz	Tamayo, Juan	Tang, Yunxiang	Tarantino, Alfonso Sr	Tashi, Tseten
Tahir, Abbas	Talukder, Mohammad	Tamazashvili, Pavle	Tang, Zongchao	Tarar, Muhammad	Tashi, Ugyen
Tahir, Ithazad	Kamruzzaman	Tambo, Yunior	Tangigora, Sulayman	Tarassenko, Viktor	Tashigyamtso, Fnu
Tahir, Izba	Talukder, Mohammad Masud	Tambriz, Diego Perechu	Tangri, Sanjeev	Tareek, Mahboob	Tashishar, Raptan
Tahir, Jahanzib Ali	Talukder, Mohiuddin	Tamelessio, Alain	Tangriber, Umid	Tareek, Mahboob	Tashmatov, Inomjon
Tahir, Mudassar	Talukder, Shakher Ahmmed	Tamir, Abdelmuin	Tani, Ziatullah	Tarekuzzaman, Md	Tashmuradov, Ulugbek
Tahir, Muhammad	Talukder, Sojib	Tamir, Mike	Tani, Ziatullah	Tareq, Md	Tasib, Amir
Tahir, Mujahid	Talukder, Tanjim	Tamzid, Md	Tanim, Din Muhammad	Tareque, Saifuddin	Tasik, David
Tahir, Nazar	Talukhdar, Sm Nazmul Hoque	Tan, Eddie	Tanimama, Nourou	Targa, Gino	Tasnim, Afia
Tahir, Noman	Talwar, Anmol	Tan, Kangning	Tanin, Jahedul Alam	Tarigan, Semangat	Tataradze, Koba
Tahir, Talha	Talwar, Puneet	Tan, Kenghong	Tanin, Jahedul Alam	Tarike, Akm	Tatidoum, Germie Ledoux
Tahiri, Abdou	Talwar, Sanjeev	Tan, Ri Chu	Tanis, Alexandre Stanley	Tariq, Aakil	Tatis, Ernesto
Tahiri, Faissal	Tam, Chris	Tan, Rodel	Tankeu, Hermann	Tariq, Aatif	Tatis, Ernesto
Tahouri, Rachid	Tam, Chu Yang	Tan, Shuhui	Tanko, Stiliano	Tariq, Adnan	Tatla, Roshan Anwar
Tahveez, Arik	Tam, Sui Ching	Tan, Tianbao	Tankoano, Armand	Tariq, Arslan	Tauqir, Kamran
Tai, Elbert	Tamang, Amit	Tan, Xin Guo	Tanner, Lawrence Tann	Tariq, Azan	Tavares, Elias Rivas
Tai, Uwais	Tamang, Ashok Kumar	Tan, Yaocai	Tanriver, Ugur	Tariq, Azan	Tavares, Juan R
Taib, Younes	Tamang, Bhim B	Tan, Zijian	Tantawy, Omar	Tariq, Bilal	Tavares, Leandro Vasconcelos
Taif, Sheikh	Tamang, Bipin	Tanbin, Ashraful Hoque	Tantiu, Richmond	Tariq, Hamza	Tavares, Maria B
Tail, David	Tamang, Bishal	Tandan, Krishna	Tanusantoso, Harmanto	Tariq, Hassan	Tavares, Rafael
Tailing, Gongga	Tamang, Devi	Tandia, Banjugu	Tanuwidjaja, Handy	Tariq, Kamran	Tavarez, Alejandro Ortiz
Taillouli, Abdelmoula	Tamang, Devi Lal	Tandia, Ibrahim	Tanvir, Mohammad	Tariq, M Usman	Tavarez, Angelo
Taj, Tanveer	Tamang, Dhan	Tandia, Ibrahima	Tanvir, Nazmul	Tariq, Mohammad	Tavarez, Anna
Tajammul, Muhammad	Tamang, Dinesh	Tandia, Ibrahima	Tao, Jain	Tariq, Mohammad	Tavarez, Bryen
Taji, Mohammed	Tamang, Gajendra	Tandina, Ayouba	Tao, Li	Tariq, Mohammad	Tavarez, Carlos
Tajudeen, Adewale	Tamang, Gangalal	Tandoh, Jojo	Taoko, Boukari	Tariq, Muhammad	Tavarez, Christian
Tak, Dinesh	Tamang, Karna Bahadur	Tandon, Gurpreet	Taou, Mohamed	Tariq, Muhammad	Tavarez, Christopher
Tak, Naveen	Tamang, Keshab	Taneja, Amit	Taousse, Younesse	Tariq, Muhammad	Tavarez, Daniel
Takahashi, Etsuji	Tamang, Lhakpa	Taneja, Kamal	Taoutaou, Idriss	Tariq, Muhammed	Tavarez, David

## Uber Form Letter- Drivers Names (Submission 1)

Tavarez, Dick	Taveras, Hansel	Tayyab, Mohammad	Tejada, Jhony	Tekeste, Michael	Tenzin, Pema
Tavarez, Dick	Taveras, Hidalberto Puente	Tayyab, Muhammed	Tejada, Joamir	Tekie, Yeshitila	Tenzin, Phurbu
Tavarez, Eddy	Taveras, Ivonne	Tayyem, Ahmad	Tejada, Johan	Tekin, Adil	Tenzin, Sonam
Tavarez, Fidel Jose Tavaré	Taveras, Johonny	Tayyem, Mohammad	Tejada, Johanna A	Tekyi, Michael	Tenzin, Tashi
Tavarez, Hector William Pena	Taveras, Jonathan	Tchadashvili, Giorgi	Tejada, Johanna A	Telada, Mikie Alberto	Tenzin, Topchen
Tavarez, Henry	Taveras, Jose	Tchakote, Serge Dagobert Tchappi	Tejada, Johenni	Telemaque, Allebe P	Tenzin, Urgyen
Tavarez, Jan	Taveras, Jose	Tchatikpi, Achraf	Tejada, Jose	Telemaque, Ian	Tenzing, Fnu Yeshi
Tavarez, Jancarlo	Taveras, Jose	Tchatikpi, Sadate	Tejada, Juan	Teller, David	Tenzing, Karma
Tavarez, Jerffry Colon	Taveras, Katherine Collado	Tchelidze, Goga	Tejada, Juan	Telleria, José Telleria	Tenzing, Karma
Tavarez, Jonathan A	Taveras, Kenny	Tchena, Alassane	Tejada, Juan Carlos	Tellez, Roberto Lopez	Tenzing, Thechok
Tavarez, Jorge Luis	Taveras, Leuys	Tchigladze, Lasha	Tejada, Juan Carlos	Tello, Jonathan	Teoman, Mithat
Tavarez, Jose	Taveras, Luis	Tchika, Fabrice	Tejada, Julio	Tellyakulov, Umar	Teppawan, Paramaporn
Tavarez, Jose B Duran	Taveras, Luis	Tchikaidze, Mamuka	Tejada, Luis	Temple, Sampson	Terc, Albert
Tavarez, Junior	Taveras, Melvin	Tchoume, Emmanuel	Tejada, Manuel	Temur, Arbolishvili	Tercius, Harlem
Tavarez, Junior	Taveras, Miguel	Tchoupe, Pierre	Tejada, Mavel	Temurcan, Giray	Terlonge, Nydia
Tavarez, Leonidas	Taveras, Onasis	Teama, Baher	Tejada, Mayelin L Tejada	Ten, Alexey	Terrance, Terry
Tavarez, Liliam	Taveras, Pedro	Teama, Moustafa	Tejada, Miguel	Ten, Tsering	Terranova, Dante
Tavarez, Lorgia Acosta	Taveras, Pedro	Teewende, Kisbedo	Tejada, Nabil De La Rosa	Tendar, Pema	Terrell, Darryl
Tavarez, Luis De Jesus Mejia	Taveras, Porfirio	Tehrani, Ali K	Tejada, Ramon De Jesús Guzman	Tender, Gyaltzen	Terrell, Lee
Tavarez, Malfio	Taveras, Rafael	Teiba, Ammar	Tejada, Victor	Tendhar, Lobsang	Terrero, Camilo
Tavarez, Mallelyn	Taveras, Sarah	Teitelbaum, Louie	Tejada, Yarisa	Tendulkar, Samir	Terrero, Luis
Tavarez, Pedro	Taveras, Selina	Teitelman, Bram	Tejada, Yesenia	Tenecela, Nancy	Terrero, Modesto
Tavarez, Ramon	Taveras, Tony	Teixeira, Alda	Tejada, Adams	Teneda, Fausto	Terri, Djibril
Tavarez, Richar Nunez	Taveras, Wally Manuel Fernandez	Teixeira, Deusdete Alves	Tejada, Andrés Antonio	Tenelema, Cesar	Terry, Eddie
Tavarez, Robin	Taveras, Wellington	Teja, Mihai	Tejada, Argenis	Tenempaguay, Jorge	Terry, Pierre
Tavarez, Rodolfo	Taveras, Wellington	Tejada, Alejandro	Tejada, Bairon	Tenen, Manuel	Terry, Sparkle
Tavarez, Sunilda	Taveras, Yoel	Tejada, Alejandro	Tejada, Billy	Tenen, Manuel	Tes, Jackie
Tavarez, Waldy	Taveras, Yudelka	Tejada, Aneudy	Tejada, Denny	Tenenbaum, Arie	Tesang, Tsulko
Tavarez, Wesley	Taveras, Zuleica	Tejada, Carlos	Tejada, Engels	Tenenbaum, Arie	Tesho, Ergest
Tavarez, Wesly	Tavetas, Joan	Tejada, Cherla Batista	Tejada, Fernando	Tenesaca, Claudio	Tessema, Shimelis
Tavarez, Wilmier	Tawadros, Ezzat	Tejada, Clarence	Tejada, Francisco	Tenesaca, Walter	Tessema, Shimelis
Tavarez, Yenni Baret	Tawadrous, Remon	Tejada, Clarence	Tejada, Freddy	Tenesaca, Walter	Tessema, Yemeru
Tavarez, Yunid R Tavarez	Tawfeek, Emad	Tejada, Claudio Misael Ramos	Tejada, Freddy Stanley	Tenezaca, Angelo P	Tetteh, Solomon
Tavera, Noel	Tawfik, Abdelghani	Tejada, Delfin	Tejada, Gabe	Tenezaca, Fabian	Thabet, Ammar
Tavera, Próspero	Tawfik, Basem	Tejada, Donald	Tejada, Ingris	Tenezaca, John	Thabet, Bishoy
Taveras, Adalberto	Tawfik, Goun	Tejada, Eduardo	Tejada, Jose	Tenezaca, Jose	Thabet, Fahmi
Taveras, Alejandro	Tawfiq, Faisal	Tejada, Edward	Tejada, Maryiri	Teng, Christina	Thabgye, Lhundup
Taveras, Alejandro Hernandez	Tawiah, Kwame	Tejada, Edward	Tejada, Mavely	Teng, Thomas Yew	Thai, Lobsang
Taveras, Argenis	Tawu, Yeshi	Tejada, Elvy Bienvenido Rodriguez	Tejada, Rafael	Teng, Xiaofeng	Thakali, Man
Taveras, Carlos	Tayb, Abdelmajid	Tejada, Enmanuel	Tejada, Raul	Teng, Yong Min	Thakur, Naveen Paul
Taveras, Carlos Garcia	Tayef, Efthakher	Tejada, Fradwin	Tejada, Tanya	Tengiz, Mskhiladze	Thakur, Ras
Taveras, Cristhian	Taylor, Andy Tinnie	Tejada, Francis	Tejada, Victor	Tenzin, Dawa	Thakuri, Anil Shahi
Taveras, Eiting	Taylor, Harriet	Tejada, Francisco	Tejada, Wagner	Tenzin, Jamyang	Thakuri, Ghachen
Taveras, Elvin Gutierrez	Taylor, La Toya	Tejada, Gary	Tejada, Yenny	Tenzin, Karma	Thakuri, Gyanendra Shahi
Taveras, Fausto	Taylor, Shondell	Tejada, Geyelin	Tejena, Otto Stalin Pinargote	Tenzin, Lobsang	Thakuri, Lopsang
Taveras, Fausto	Taylor, Sierra	Tejada, Holofernes	Tejera, Jose	Tenzin, Lobsang	Thakuri, Namgyal
Taveras, Félix	Taylor, Suzette	Tejada, Iyei	Tejera, Jose	Tenzin, Ngawang	Thakuri, Tashi Dorjee
Taveras, Francisco	Taylor, Tamar	Tejada, Jeffrey Severino	Tejera, Ramon M	Tenzin, Pema	Thakuri, Tenjin S

## Uber Form Letter- Drivers Names (Submission 1)

Thakuri, Uttam	Thapa, Tara Bahadur	Thinlay, Pasang	Tiban, Alba	Tirado, Joseph	Togola, Hamady
Than, Aung	Thapachhetri, Pradip	Thinlay, Pasang	Tiban, Jorge L	Tirado, Víctor	Toha, Julien
Thandur, Lobsang	Thapaliya, Keshav	Thinley, Jigme	Tiburcio, Argenis	Tirera, Hamet	Tohaan, Harish
Thang, Sian Muan	Thapar, Dinesh	Thinley, Kelzang	Tiburcio, Carlos	Tirera, Mahamadou	Tohaan, Sanjeev
Thangarasa, Pirapakaran	Thar, Kyi	Thinley, Kuenzang	Tiburcio, Edwin	Tirmizi, Aminuddin	Tohel, Shabbir
Thant, Minn	Thar, Tamding	Thinley, Norbu	Tiburcio, Mildren	Tito, Tanvir A	Tohiri, Zokirjoni
Thapa, Ammar	Tharchen, Jinpa	Thinley, Yeshe	Ticona, Javier	Titon, Bahar	Tohme, Haydar
Thapa, Anita	Tharchin, Lobsang	Thinley, Yeshe	Tiemtore, Ibrahim	Titu, Md Kamrul Huda	Toidze, Guram
Thapa, Ashoke	Tharchin, Zoepa	Thiombiano, Bouampoundi	Tiemtore, Loukmane	Titu, Md Nuruzzaman	Tojiev, Nesh
Thapa, Atal	Thardhoe, Tenzin	Thirunavukarasu, Rajeev	Tiendrebeogo, Abdoul Kader	Titus, Whitney	Toka, Levent
Thapa, Babu	Thawfiles, Harvy	Thokar, Bhoj	Tiendrebeogo, Issiaka	Tiwari, Bhim P	Tokariiev, Vitalii
Thapa, Bhupendra	Thebe, Kul	Thokar, Niru	Tiendrebeogo, Liliane Rachel	Tiwari, Santosh	Tokhi, Ahmad Shah
Thapa, Bimal	Thecser, Jimmy N	Thomas, Abey	Tiendrebeogo, Youssouf	Tiza, Elhadi	Tokpovi, Kouessivi
Thapa, Dinesh	Thein, Maung Han	Thomas, Andrae	Tifa, Kelvin Santana	Tjan, Bambang	Tolantinu, Linus
Thapa, Hira	Thelusma, Robert	Thomas, Charles	Tifa, Liliana	Tjandra, Sujanto	Toledo, Adrian
Thapa, Ishwor	Thelusmond, Gethro	Thomas, Errol	Tigana, Sidiki	Tjhang, Yamin	Toledo, Ramiro
Thapa, Khem	Then, Emil	Thomas, Javon	Tigane, Boubacar	Tjhin, Tje Tjung	Tolentino, Domingo
Thapa, Khom	Then, Emmanuel	Thomas, John	Tigran, Paronyan	Tjiu, Sugiarto	Tolentino, Jose M
Thapa, Krishna B	Then, Inés	Thomas, Lennon	Tijani, Abdellatif	Tjoe, Sumarna	Tolentino, Luis
Thapa, Lalit	Then, Jaime	Thomas, Melissa	Tijani, Ahmed	Tkachuk, Volodymyr	Tolentino, Luis Saul Pujols
Thapa, Mahendra	Then, Joher Giuseppe	Thomas, Myles	Tiliouini, Lahcen	Tkebuchava, Irakli	Tolentino, Manuel
Thapa, Milan	Then, Josue	Thomas, Robert L	Tillock, Albert	Tkemaladze, Irakli	Tolentino, Onasi
Thapa, Mohan	Then, Leodany Ramos	Thomas, Sandy	Tillyakhodjaev, Mavlonbek	Tkeshelashvili, Irine	Tolentino, Visael
Thapa, Mohan Singh	Theodat, Alain	Thomas, Sheldon	Tilus, Jean	Tkhelidze, Kakha	Toma, Fatmir
Thapa, Narendra	Théodat, Alain	Thomas, Webster	Tim, Narayan	Tlaczani, Jacobo	Tomal, Raihan H
Thapa, Narendra	Theodore, Hans	Thompkins, Philip	Timalsina, Bharat	Tlatenchi, Esteban	Tomas, Ashraf
Thapa, Navaraj	Theodore, Ricardo	Thompson, A	Timalsina, Shyam	Tlati, Hicham	Tombas, Umit
Thapa, Om	Theodore, Willy	Thompson, Calvin	Time, Jean E	Tlelo, Gustavo	Tondi, Soumaila Boubacar
Thapa, Parkash	Theodorou, Vasilios	Thompson, Derek	Timera, Amadou	Tlemsani, Zakarya	Tong, Hoi
Thapa, Prakaash	Thermidor, Absolu	Thompson, Derek	Timilsina, Bishworaj	Tlit, Mohammed Amine	Tong, Hui
Thapa, Prakash	Thermidor, Normil	Thompson, Eustace	Tine, Augustin	Tluanga, Malsawm	Tong, Simon
Thapa, Prakash	Thevanayagam, Walter	Thompson, John	Tineo, Aneury Luna	Tmng, Gaurav	Tong, Tom
Thapa, Prakash	Thevenin, Georgero	Thompson, John	Tineo, Edwin José Gómez	Tmouny, Abdelmjeed	Tonmoy, Adiluzzaman
Thapa, Raj	Thiam, Badara	Thompson, Kenneth	Tineo, Elíseo	Tnaine, Hassan	Tonmoy, Adiluzzaman
Thapa, Rajendra	Thiam, Cheikh	Thompson, Orin	Tineo, Elmy	To, Rasel Khan	Tony, Sohel Amin
Thapa, Rakesh	Thiam, Ibrahim	Thompson, Robert	Tineo, Héctor	Toasa, Hernan	Toogood, Andre
Thapa, Sagar	Thiam, Issa	Thorpe, Peter	Tineo, José	Toasa, Hernan	Toor, Ravdeep
Thapa, Salik Ram	Thiam, Mamadou	Thu, Topwang	Tineo, Juan Ramon	Toasa, Jonathan	Top, Mucahit
Thapa, Sharju Kumar	Thiam, Momar	Thu, Win	Tineo, Leby	Toba, Lumi	Topakkaya, Bekir Emre
Thapa, Shasi Ram	Thiam, Ndiaga	Thup, Sonam	Tineo, Rafael	Tobar, Julio	Topal, Mehmet
Thapa, Shikhar	Thiam, Tafsir	Thupten, Kalsang	Tineo, Richard	Tobgay, Sonam	Topden, Ngawang
Thapa, Shyam Kumar	Thian, Yanisa	Thupwang, Tenzing	Tineo, Roberto	Tobias, Yoan	Topjor, Tenzin
Thapa, Sovit	Thieng, Pham	Thwala, Veli	Tinkari, Devendra	Tobing, Hotma	Toplanaj, Ilir
Thapa, Sujan	Thierno, Bah	Tiam, Bryann	Tipu, Md	Todd, Christopher	Toppa, Aftab
Thapa, Suraj	Thiero, Sidi	Tian, Haixia	Tipu, Mohammad	Todorovic, Milenko	Topuria, Kakha
Thapa, Suraj	Thiha, Nfn	Tian, Yongsheng	Tira, Rudy	Todria, Avtandil	Topuria, Kakha
Thapa, Suresh	Thing, Bijendra	Tian, Zhen	Tirado, Daniel	Tofa, Muhammad	Tor, Soale
Thapa, Susan	Thing, Jhamak	Tianlei, Chen	Tirado, Edward	Togaev, Azizbek	Torain, Tamara Torain

## Uber Form Letter- Drivers Names (Submission 1)

Toral, Ivan	Torres, Edwin	Tougma, Germain	Traore, Abdel Kader	Trinh, Sen N	Tsering, Tsering
Torchi, Tsering	Torres, Edwin	Tougouma, Moise	Traore, Abdoulaye	Trinidad, Eggar M	Tsetan, Fnu
Toribio, Alfredo	Torres, Eleniza Garcia	Touil, Bouchaib	Traore, Abdoulaye	Trinidad, Jahson	Tsetan, Nawang
Toribio, Anabel	Torres, Eri	Toumagnon, Daouda	Traore, Ali Achille	Trinidad, Juan	Tsetan, Sonam
Toribio, Ariel D	Torres, Eri	Touunkara, Makhamba	Traore, Amadou	Trinidad, Julio	Tsetan, Tamding
Toribio, Claudio F	Torres, Evaristo	Touunkara, Moussa	Traore, Bamoussa	Trinidad, Leudy	Tseten, Lobsang
Toribio, David	Torres, Evaristo	Touray, Abdoulie	Traore, Cheick	Trinidad, Michael	Tseten, Ngawang
Toribio, Elvin	Torres, Felix	Touray, Amadou	Traore, David	Triunfel, Luis	Tsewang, Rinchen
Toribio, Enrique	Torres, Fernando	Touray, Essa	Traore, Fasseny	Triyeche, Abdelhak	Tsewang, Rinzin
Toribio, Guillermo	Torres, Guillermo	Touray, Mahamadou D	Traore, Fie Rodolphe Leopold	Troche, Angelica	Tsezin, Ashal
Toribio, Guillermo N	Torres, Hilario	Touray, Muhammed	Traore, Fie Rodolphe Leopold	Troche, Javier A	Tshering, Chencho
Toribio, Jaime	Torres, Jeffrey	Touray, Saibou	Traore, Fode	Trochez, Ramón	Tshering, Gyem
Toribio, Jaime Toribio	Torres, Jhon	Touray, Yusupha	Traore, Hassana	Troncoso, David	Tshering, Jamyan
Toribio, Jairo	Torres, Jhon Ferreira	Toure, Abathina	Traore, Ibrahima	Troni, Shpend	Tshering, Kinley
Toribio, Johan	Torres, Joanne	Toure, Abdoulaye	Traore, Idrissa Farook	Trueblood, Michael	Tshering, Lhakpa
Toribio, Jose	Torres, Johany	Toure, Abdoulaye	Traore, Issouf	Trujillo, Sergio	Tshering, Nfn
Toribio, Jose	Torres, Jorge	Toure, Abdoulaye	Traore, Issoufou	Trukhin, Leonid	Tshering, Ngodup
Toribio, Jose	Torres, Jose	Toure, Aboubacar	Traore, Mahamane	Truong, Oscar	Tshering, Passang
Toribio, Jose	Torres, Jose	Toure, Aboubakar	Traoré, Mamadou	Tsaava, Irakli	Tshering, Pema
Toribio, Jose	Torres, Juan	Toure, Amara	Traore, Moussa	Tsagareishvili, Zurab	Tshering, Tashi
Toribio, Jose H Pepin	Torres, Juan Carlos	Toure, Cheick	Traore, Moussa	Tsakonas, Sotirios	Tsheringla, Fnu
Toribio, Juan	Torres, Julio	Toure, Foday	Traore, Moussa	Tsang, Kaifung	Tsikaridze, Tamazi
Toribio, Juan Toribio	Torres, Leonidas A	Toure, Laye	Traore, Nooh	Tsartsidze, Paata	Tsivtsivadze, Akaki
Toribio, Moises	Torres, Luigi	Toure, Mahamadou	Traore, Oumar	Tse, Chong	Tsoy, Tenzin
Toribio, Polibio	Torres, Luis	Toure, Mamady	Traore, Salif	Tsereteli, Ivane	Tsoy, Stanislav
Toribio, Rafael	Torres, Luis	Toure, Naby	Traore, Sekou	Tsering, Baru Lodoe	Tsulaia, Giorgi
Toribio, Ramon	Torres, Manuel	Toure, Sory Ibrahima	Traore, Seydou	Tsering, Dawa	Tsulaia, Revaz
Toribio, Santos	Torres, Manuel F	Toure, Souleymane	Traore, Souleymane	Tsering, Dhondup	Tsulaia, Revaz
Toribio, Victor	Torres, Marcelo	Toure, Soumaila	Traore, Soze	Tsering, Dorjee	Tsulterm, Lobsang
Toribio, Wilson	Torres, Marvella	Toure, Tom	Traore, Tcheoule	Tsering, Jamba	Tsultrim, Karma
Toro, Carlos	Torres, Orbis	Toureg, Yahia	Traore, Yaya	Tsering, Khando	Tsultrim, Lobsang
Toro, Joel	Torres, Ramirez	Tourtoulis, Vasiliou	Traore, Yaye	Tsering, Kunga	Tsulukidze, Lasha
Toro, Juan	Torres, Richard	Toury, Jamal	Traore, Zeiny	Tsering, Lhakpa	Tsulukidze, Nikoloz
Toro, Julio Cesar Aguirre	Torres, Robert	Touseef, Syed	Trascu, Ion	Tsering, Lhakpa	Tsundue, Lobsang
Torre, Celia La	Torres, Roberto	Toussaint, Jetro	Trawalleh, Maliky	Tsering, Norbu	Tsvyelodub, Hennadiy
Torre, Luis De La	Torres, Ruben	Toussaint, Mario Jean	Trayvilla, Elgene	Tsering, Norbu	Tu, Jing
Torrenegra, Ronald	Torres, Ruben	Touzin, Namarra	Treger, Michael	Tsering, Ogyen	Tu, Vi
Torres, Alexa	Torres, Samuel Cruz	Toval, Aquanetta	Treich, Glenn	Tsering, Pema	Tucker, Craig
Torres, Anayboni	Torres, Silfrido	Tovar, Eduardo	Trejo, Fermin	Tsering, Pema	Tucker, Tabatha
Torres, Ariel	Torres, Silvio Sosa	Tovar, Eduardo	Trejos, Ismael	Tsering, Pema	Tucker, Takeisha
Torres, Arniel	Torres, Yoverly	Tovar, Guillermo	Trejos, Rolando	Tsering, Sonam	Tudeng, Luosong
Torres, Byron	Torres, Yoverly	Tovar, Juanita A	Treminio, Glenar Antonio Orozco	Tsering, Sonam	Tudeng, Luosong
Torres, Carlos	Torto, Al	Toxqui, Antonio Tlelo	Treminio, Romulo Adrian	Tsering, Sonam Sonam	Tudeng, Luosong
Torres, Christopher	Tortorello, Joseph	Tracey, Clive Cook	Treminio	Tsering, Tamdin	Tudeng, Luosong
Torres, Daniel	Torun, Muktedir	Trainor, Bob	Tremols, Jonathan	Tsering, Tashi	Tuegho, Prosper
Torres, Donna	Toshpulatov, Bahtiyor	Tranculescu, Eugen	Tremols, Jose	Tsering, Tashi	Tuegho, Prosper
Torres, Eddy	Totogashvili, David	Trandella, Michael	Tremols, Leonela	Tsering, Tashi	Tueni, Igor
Torres, Edgard	Touba, Kajim	Trantos, John	Tretu, Prince Edem	Tsering, Tharchen	Tufail, Irfan
	Toubar, Ihab	Trantos, John		Tsering, Thupten	Tufail, Mohsin



## Uber Form Letter- Drivers Names (Submission 1)

Tugushi, Teimuraz	Tushar, Shofi Uddin	Uddin, Hasan	Uddin, Md Jashim	Uddin, Mohammad Nayeem	Uddin, Shah
Tukhtakhodjaev, Erkin	Tushar, Yousuf	Uddin, Helal	Uddin, Md Kamal	Uddin, Mohammad Q	Uddin, Shahab
Tulachan, Ramesh	Tussen, Rafael	Uddin, Hemayet	Uddin, Md Mahtab	Uddin, Mohammad Saif	Uddin, Shahab
Tuladhar, Kshitiz	Tutu, Frank Osei	Uddin, Iftekhar	Uddin, Md Mifta	Uddin, Mohammad Salim	Uddin, Shepan
Tuladhar, Sagar	Tutul, Nazmul Hoque	Uddin, Imlak	Uddin, Md Moin	Uddin, Mohammed	Uddin, Shoheb
Tulun, Fatih	Tuwaidan, Dean	Uddin, Imran	Uddin, Md Moin	Uddin, Mohammed	Uddin, Solim
Tumasyan, Karlo	Tuwaidan, Dicky	Uddin, Jahir	Uddin, Md Moiz	Uddin, Mohammed	Uddin, Solim
Tumbler, Clifford	Tuyna, Michel	Uddin, Jalal	Uddin, Md Nasir	Uddin, Mohammed A	Uddin, Sawayeb
Tun, Kyaw Zayar	Tvildiani, Tamar	Uddin, Jalal	Uddin, Md Nasir	Uddin, Mohammed B	Uddin, Tanzid
Tun, Sanmin	Twine, Erika	Uddin, Jamal	Uddin, Md Nasir	Uddin, Mohammed Belal	Uddin, Zamil
Tun, Thuta	Twum, Kwesi	Uddin, Jamal	Uddin, Md Nasir	Uddin, Mohammed J	Uddin, Zasim
Tun, Win Naing	Tyler, Precious	Uddin, Jamal	Uddin, Md Nazim	Uddin, Mohammed Jamil	Uddin, Zehad
Tun, Zaw	Tyree, Ms Simone	Uddin, Jameel	Uddin, Md Nazim	Uddin, Mohammed Jamil	Uddin, Zia
Tunca, Izzet	Tziastoudis, Dimitrios	Uddin, Jashim	Uddin, Md Nizam	Uddin, Mohammed Jashim	Uddoh, Jude
Tune, Samuel	U, Juan R Vásquez	Uddin, Jashim	Uddin, Md Nizam	Uddin, Mohammed Jasim	Udochukwu, Ndu
Tunkara, Mahamadou	Uba, Ezenwa	Uddin, Jashim	Uddin, Md R	Uddin, Mohammed N	Udrija, Emanuel
Tupacyupanqui, Jose	Ubaidah, Abu	Uddin, Jashim	Uddin, Md Rajib	Uddin, Mohammed N	Ueland, Kenneth
Tupete, Wileska	Ubayda, Ahmad	Uddin, Jashim	Uddin, Md Reaz	Uddin, Mohammed Reaz	Ufondu, Harrison
Turaev, Akobir	Ubaydullaev, Murodjon	Uddin, Jashim	Uddin, Md Saif	Uddin, Mohammed Taz	Ugas, Henry
Turakulov, Azim	Ubi, Omini Apih	Uddin, Jasim	Uddin, Md Saleh	Uddin, Mohin	Ugyen, Dechen
Turakulov, Ramiz	Ubogi, Caren	Uddin, Jasim	Uddin, Md Salim	Uddin, Monir	Ugyen, Sonam
Turakulov, Suhrob	Ucar, Ali	Uddin, Johir	Uddin, Md Shahab	Uddin, Muhammad I	Ujjaman, Rakib
Turan, Cumhur	Uchem, George Paul	Uddin, Kabir	Uddin, Md Shahab	Uddin, Muhammad Jamal	Ujmajuridze, Levan
Turan, Turanuzzaman	Uchida, Fabio	Uddin, Kafil	Uddin, Md Shahb	Uddin, Muhammed Z	Ujmajuridze, Levan
Turay, Abraham	Ucisik, Ahmet	Uddin, Kamal	Uddin, Md Shihab	Uddin, Myen	Ukaegbu, David
Turay, Ahmadu	Uckardes, Ali	Uddin, Kamal	Uddin, Mdreaz	Uddin, Myin	Ukella, Shkelzen
Turay, David	Uddalla, Md Suja	Uddin, Kamal	Uddin, Me Borhan	Uddin, Nadim	Ukinamemen, Omoijuafo
Turbi, Sheryl Zamora	Uddin, Abbas	Uddin, Kazi M	Uddin, Mesbah	Uddin, Nasim	Ukleba, George
Turdibaev, Sarvar	Uddin, Abm Baha	Uddin, Khaja	Uddin, Mesbah	Uddin, Nazim	Ukleba, Tengiz
Turdiev, Jakhongir	Uddin, Ala	Uddin, Khandaker Lakum	Uddin, Misbah Misbah	Uddin, Nazim	Ukleba, Tengiz
Turegeldiyev, Yermek	Uddin, Ala	Uddin, Lais	Uddin, Mohamed	Uddin, Nizam	Ukpebor, Collins
Turgunbaev, Farkhod	Uddin, Ala	Uddin, Mahi	Uddin, Mohammad	Uddin, Nizam	Ukwuani, Clinton
Turkmen, Abdulrashid	Uddin, Alam	Uddin, Main	Uddin, Mohammad	Uddin, Nizam	Ulaj, Leonard
Turkmen, Adem	Uddin, Alif	Uddin, Masum	Uddin, Mohammad	Uddin, Nizam	Ulashov, Otabek
Turkmen, Erkan	Uddin, Arfan	Uddin, Md	Uddin, Mohammad	Uddin, Nizam	Ulhaq, Ihsan
Turkozu, Birol	Uddin, Asm	Uddin, Md	Uddin, Mohammad	Uddin, Nizam	Ulhaq, Tahseen Ul
Turkson, Eric	Uddin, Aziz	Uddin, Md	Uddin, Mohammad	Uddin, Numan	Ulhaq, Temoor
Turlina, Eleonora	Uddin, Babul	Uddin, Md	Uddin, Mohammad	Uddin, Nur	Ulhasan, Syed
Turnacayir, Onur	Uddin, Bahar	Uddin, Md Abbas	Uddin, Mohammad	Uddin, Oli	Ulhassan, Shabaz
Turner, Magda	Uddin, Biplob	Uddin, Md Ala	Uddin, Mohammad	Uddin, Rahed	Ulla, Karim
Turner, Terrel	Uddin, Chomon	Uddin, Md Alim	Uddin, Mohammad	Uddin, Reyad	Ullah, Ahmed
Turobov, Shukhratjon	Uddin, Elias	Uddin, Md Alim	Uddin, Mohammad Aftab	Uddin, Riaz	Ullah, Amanat
Turpin, Shain	Uddin, Emran	Uddin, Md Azim	Uddin, Mohammad Apu	Uddin, Ripon	Ullah, Amin
Tursunov, Dilshod	Uddin, Estiak	Uddin, Md Borhan	Uddin, Mohammad Enam	Uddin, S M Kutub	Ullah, Amin
Tursunov, Islom	Uddin, Fargab Uddin	Uddin, Md Burhan	Uddin, Mohammad Jafar	Uddin, Salah	Ullah, Anowar
Tursunov, Solejon	Uddin, Fokhrul	Uddin, Md Eklas	Uddin, Mohammad Jamal	Uddin, Salah	Ullah, Armghan
Tursunov, Timur	Uddin, Fokhrul	Uddin, Md Halal	Uddin, Mohammad M	Uddin, Samim	Ullah, Asad
Tushar, Shofi Uddin	Uddin, Gazi	Uddin, Md Jamal	Uddin, Mohammad Mazba	Uddin, Shaab	Ullah, Attique

## Uber Form Letter- Drivers Names (Submission 1)

Ullah, Azmat	Ulloa, Marcos Tatis	Urena, Augusto	Usman, Muhammad	Valderrama, Emerson Jesus	Valera, Edwin Rafael
Ullah, Barkat	Ulloa, Pablo	Urena, Augusto	Usman, Muhammad	Valderrama	Valera, Heydin Tomas Mola
Ullah, Chaudhry Zia	Ulloa, Wilfredo D	Urena, Dennis	Usman, Muhammad	Valderrama, Wilfredo	Valera, Yusuf
Ullah, Emdad	Ulmasov, Javohirjon	Urena, Discaury	Usman, Muhammad	Valdes, Manuel A	Valerio, Alex
Ullah, Enayet	Ulmasov, Timur	Urena, Edwar Urena	Usman, Muhammad	Valdez, Alba Yahaira	Valerio, Edwin
Ullah, Faiz	Ulu, Chibuzo	Urena, Felipe	Usman, Muhammad	Valdez, Alexis	Valerio, Felix
Ullah, Foyez	Ulysse, Antoine	Urena, Felix Gervaceo Abreu	Usman, Muhammad	Valdez, Armando Javier	Valerio, Felix Eduardo
Ullah, Habib	Ulysse, Cam Jean	Urena, Isaias	Usman, Muhammad	Valdez, Bismarck	Valerio, Hardy
Ullah, Habib	Ulysse, Cassagnol	Urena, Jesus	Usman, Muhammad	Valdez, Carlos David	Valerio, Henry
Ullah, Ikram	Ulysse, Kerwin	Urena, Jordan	Usman, Muhammad	Valdez, Cristian	Valerio, Jhonny
Ullah, Kaleem	Ulysse, Kesnel	Urena, Josdulby	Usman, Muhammad	Valdez, Daniel	Valerio, Josnell
Ullah, Md	Umair, Bilal	Urena, Jose	Usman, Omer	Valdez, Daniel	Valerio, Juan
Ullah, Md	Umair, Muhammad	Urena, Jose O	Usmanov, Shakhriyorkhon	Valdez, Darwin	Valerio, Julio
Ullah, Md Momin	Umar, Muhammad	Urena, Juan	Usmonbek, Amonkulov	Valdez, Diomaro Cabrera	Valerio, Lorenzo
Ullah, Mohammad A	Umar, Nadir	Urena, Juan Cruz	Usmonov, Ilkhom	Valdez, Ezequiel	Valerio, Luis
Ullah, Mohammad Ahsan	Umar, Syed	Urena, Julio	Usmonov, Mirolim	Valdez, Francisco	Valerio, Manuel
Ullah, Mohammad Jafar	Umarkhanov, Jafarali	Urena, Lendy	Usmonov, Shahzod	Valdez, Francisco	Valerio, Marcos
Ullah, Mohammad Q	Umaro, Sino	Urena, Lenny	Ustuner, Selahattin	Valdez, Harold	Valerio, Radelky Bladimir López
Ullah, Mohammed	Umarov, Bakhtiyor	Urena, Leonaldo A Encarnacion	Utebasov, Victor	Valdez, Jeffry	Valerio, Richard Francisco
Ullah, Mohammed	Umarov, Shodmon	Urena, Lisbet	Uugiles, Gabriel	Valdez, Johanny	Valerio, Roberto A
Ullah, Muhammad	Umer, Muhammad	Urena, Lucho	Uvaydov, Yakov Z	Valdez, Jose	Valerio, Simon
Ullah, Muhammad Asad	Umer, Muhammad	Urena, Naldy Y Martinez	Uvina, Julio A	Valdez, Lucas E Espinal	Valerio, Thomas
Ullah, Muhib	Umer, Muhammad	Urena, Natanael Isaac Leon	Uwais, Asim	Valdez, Manuel	Valerio, Yohanna
Ullah, Nimat	Umer, Muhammad	Urena, Nefty	Uwaoma, Andrew	Valdez, Miguel	Valeus, Kenson
Ullah, Nimat	Umer, Raheez	Ureña, Orly	Uydess, David	Valdez, Oscarina Baez	Valez, Hernan
Ullah, Nur	Umesh, Pranav	Urena, Radhames	Uyguc, Orhan Nedim	Valdez, Oscarina Baez	Valian, Mohamed
Ullah, Oli	Umidjon, Khasanov	Urena, Ramon	Uyoya, Jose	Valdez, Pedro	Valian, Renold
Ullah, Rafik	Umit, Caner	Urena, Ramon	Uzor, Emmanuel	Valdez, Raldy	Valladares, Daniel
Ullah, Raihan	Umljenovic, Slavica	Urena, Robert	Uzun, Habil	Valdez, Raul Valdez	Valle, Alex Del
Ullah, Raja	Umoru, Charles	Urena, Roger	Uzzal, Mohammad Reza	Valdez, Salvador	Valle, Eric
Ullah, Redwan	Umrans, Muhammad	Urena, Yan	Uzzaman, Mdashad	Valencia, Christian	Vallejo, Andy
Ullah, Russel	Umsr, Muhammad	Urena, Yoryi	Uzzol, Munsu	Valencia, Hector	Vallejo, Cesar
Ullah, Russel	Umut, Nida	Urgen, Nfg	V, Tran Nghe	Valencia, Jacqueline	Vallejo, Diego
Ullah, Sami	Un, Ercan	Uribe, Eddykson Munoz	Vacca, Nicole	Valencia, Luis	Vallejo, Juan
Ullah, Sana	Unangst, Howard	Urinbaev, Elyor	Vafayev, Umid	Valencia, Santiago	Vallejo, Luis
Ullah, Sana	Unell, Lisa	Uroegbulam, Maurice	Vah, Moussa	Valencia, Víctor Marín	Vallejos, Cesar
Ullah, Sardar	Unknown, Damandeep	Urrahman, Atiq	Vai, A Rahim	Valencia, Virgilio	Valoy, Reynaldo
Ullah, Sarfraz	Unsal, Halil	Urrehman, Aziz	Vaihenberg, Igor	Valentin, Cosme	Valverde, Christian
Ullah, Shafi	Unus, Michael	Uruchima, Milton	Vail, Chris	Valentin, Jose	Valverde, Eladio
Ullah, Shafqat	Uppal, Arshdeep	Us, Hakan Yuksel	Vajda, Tibor	Valentin, Nikhol	Valverde, Keury
Ullah, Sifat	Urakov, Furkat	Usa, Dmitriy	Vakuluk, Vladimir	Valentin, Pinkhasov	Vandyck, Stanley
Ullah, Sifat	Urakov, Furkat	Usedu, Luis	Val, Stedlyne Sergina Sylvain St	Valentin, Xavier	Vanterpool, Alison
Ullah, Syed	Urbaz, Luis	User, Firdavs Usmonov	Valbrun, Dumel	Valentin, Xavier	Vardal, Kamil
Ullah, Urfan	Urbanczyk, Zygmunt	User, Firdavs Usmonov	Valbuena, Alvaro	Valentino, Joseph Di	Vardhan, Yash
Ullah, Mohammad S	Ureña, Alex Tavaréz	Usman, Bilal	Valbuena, Alvaro	Valenzuela, Ada	Varela, Eligió
Ulloa, Cesar	Urena, Ana	Usman, Marzuk	Valcin, Jasmine Rock	Valenzuela, Rafael	Varela, Orlando Medina
Ulloa, Edinson Miguel Ulloa	Urena, Andy	Usman, Mohammad	Valdemar, Stephan	Valera, Edwin	Vargas, Alexis
Ulloa, Edwin	Urena, Aribelis	Usman, Muhammad	Valderrama, Carlos	Valera, Edwin Rafael	Vargas, Angela M

## Uber Form Letter- Drivers Names (Submission 1)

Vargas, Arllin	Vargas, Serafin Severino	Vasquez, Ernesto	Vasquez, Paul	Velazquez, Jose	Ventura, George Acosta
Vargas, Carlos	Vargas, Starlyn	Vasquez, Eury Vasquez	Vasquez, Rafael	Velazquez, Ricardo	Ventura, Ivan
Vargas, Daniel	Vargas, Teofilo	Vasquez, Frank	Vasquez, Rafael Josue	Velazquez, Zulay	Ventura, Jampieer
Vargas, Darison Rosario	Vargas, Vladimir	Vasquez, Franklin	Vasquez, Ramon	Velesela, Jose Coraizaca	Ventura, Jeffry
Vargas, Deivi Ramon Rivas	Vargas, Yazmin Johann Morales	Vasquez, Guillermo Vargas	Vasquez, Raul	Velez, Alex	Ventura, Johan
Vargas, Edison	Vargas, Yenrry	Vasquez, Henry	Vasquez, Richard Antonio	Velez, Anthony	Ventura, Johany
Vargas, Edisson	Vargas, Yesenia N	Vasquez, Hidelsa A	Vasquez, Roosevelt	Velez, Ariel	Ventura, Juan
Vargas, Edrison	Vargelci, Murat	Vasquez, Jaime	Vasquez, Santo Leonor Arias	Velez, Ariel	Ventura, Kerlin
Vargas, Eduardo	Varghese, Samuel	Vasquez, Jaime	Vasquez, Telmo	Velez, Carlos	Ventura, Kerlin Miguel Ventura
Vargas, Emmanuel	Varona, Jose G	Vasquez, Jesus	Vasquez, Tony	Velez, Damian	Ventura, Kevin
Vargas, Fausto De	Varshavskiy, Lev	Vasquez, Jhonny	Vasquez, Yokasty	Velez, Damian	Ventura, Luis
Vargas, Felix	Vartanov, Gamlet	Vásquez, Joely	Vaswani, Navien	Velez, Eddie	Ventura, Luis Jose
Vargas, Francisco	Vartanov, Giorgi	Vasquez, Jonnathan	Vaswuez, Andrés	Velez, Elpdio	Ventura, Raymundo
Vargas, Francisco José	Vasadze, Giorgi	Vasquez, Jorge	Vatsyk, Bogdan	Vélez, Gustavo	Ventura, Richard
Vargas, Frankie	Vasconez, Manuel E	Vásquez, Jorge	Vaughn, Sherrod	Velez, Hernan	Ventura, Sabas
Vargas, Gomez Gómez	Vasiev, Hasan	Vasquez, Jose	Vaz, Asthin	Velez, Juan	Ventura, Wilbert
Vargas, Guillermo	Vasilyev, Valeriy	Vasquez, Jose	Vaz, Flavio	Vélez, Juan	Ventura, William
Vargas, Hector	Vasireddy, Srinivas	Vasquez, Jose	Vazquez, Delvy	Velez, Luis	Venturina, Hernan
Vargas, Hector	Vasquez, Adonys	Vasquez, José	Vazquez, Jorge	Velez, Luis	Vera, Gualberto
Vargas, Heriberto De Jesus	Vasquez, Alberto	Vásquez, José	Vazquez, Jose Torres	Velez, Luis	Vera, Irvin
Vargas, Jaime	Vasquez, Alex	Vásquez, José	Vazquez, Nemesio L	Velez, Marco	Vera, Irvin
Vargas, Jairo	Vasquez, Alexandra	Vasquez, Jose A	Vázquez, Wilson	Velez, Nelson	Vera, Jonathan
Vargas, Jairo Antonio	Vasquez, Alvaro	Vasquez, Jose Almanzar	Vedome, Kossivi	Velez, Tirso	Vera, Karl N
Vargas, Jhonathan	Vasquez, Andres	Vasquez, Jose Antonio	Vega, Catherine	Velin, Guido	Vera, Leonardo
Vargas, Jhony	Vasquez, Andrés	Vasquez, Jose E	Vega, Catherine	Veliu, Astrit	Veraque, Samuel
Vargas, Joaquin	Vasquez, Angel Ernesto Gonzalez	Vasquez, Jose G	Vega, Gabriel Arturo Mantilla	Veliz, Gustavo	Veraque, Samuel
Vargas, Jorge E	Vasquez, Argenis	Vasquez, Jose Guillermo	Vega, Hector	Vellamy, Rendy	Veras, Carlos Garcia
Vargas, José Ariel	Vasquez, Belice	Vasquez, Jose Luis	Vega, Ivis I	Veloz, Alvaro	Veras, Christopher
Vargas, Joselin	Vasquez, Belice	Vásquez, Juan	Vega, Jose	Veloz, Braudilio	Veras, Edwyn
Vargas, Juan	Vasquez, Belice	Vasquez, Julio	Vega, Jose	Veloz, Javier	Veras, Enger
Vargas, Juan A	Vasquez, Bernardo R	Vasquez, Kleiner	Vega, Julio	Veloz, Jose L	Veras, Franklyn
Vargas, Kevin	Vasquez, Brian	Vasquez, Luis	Vega, Leonardo	Veloz, Juan Carlos	Veras, Franklyn
Vargas, Kevin	Vasquez, Bryant	Vasquez, Luis	Vega, Norma	Veloz, Odamis	Veras, Genesis
Vargas, Luigi Guzman	Vasquez, Carlos	Vasquez, Luis	Vega, Steven	Veloz, Ramon	Veras, Jhordany
Vargas, Luis	Vasquez, Carlos	Vasquez, Luis	Vegas, Rigoberto	Veloz, Yonatan	Veras, Jose Miguel
Vargas, Melvin	Vasquez, Carlos Manuel Lora	Vasquez, Luis Herrera	Vela, Geraldo	Veney, Daniel	Verbitskiy, Dmitri
Vargas, Mery Yudelka	Vasquez, Christopher	Vasquez, Marco	Velasco, Cyril	Venord, Repne	Verdud, Mayra
Vargas, Michael Anthony	Vásquez, Claudio	Vasquez, Maria	Velasquez, Braulio	Ventarola, Michael	Verdugo, Diego O Perez
Fernández	Vasquez, Cristian	Vásquez, Mario	Velasquez, Francisco	Vento, Ahmed	Vereschagin, Gregory
Vargas, Miguel	Vasquez, Cristian	Vasquez, Marivel	Velasquez, Hary	Ventura, Alex Eduardo Abreu	Vergara, Oma
Vargas, Missael Rodriguez	Vasquez, Danny	Vásquez, Maximiliano	Velasquez, Jairo	Ventura, Amaury	Veridiano, Reynaldo
Vargas, Nelson	Vásquez, Deiby Antonio	Vasquez, Mileidy	Velasquez, Juan Carlos	Ventura, Amin	Verma, Ankur
Vargas, Pedro	Vasquez, Delvis Antonio	Vasquez, Moises	Velasquez, Luis	Ventura, Anneydi	Verma, Arun
Vargas, Pedro Luis	Vasquez, Diego F	Vasquez, Nicanor	Velásquez, Oscar Jaramillo	Ventura, Aristides	Verma, Balvinder Kumar
Vargas, Pelagio Vargas	Vasquez, Dinorka	Vasquez, Noel Reyes	Velázquez, Carlos García	Ventura, Carlos	Verma, Kapil
Vargas, Ramon Jose	Vasquez, Edward	Vasquez, Oscar	Velazquez, David	Ventura, Cristopher	Verma, Rajiv
Vargas, Ricardo A	Vasquez, Elvira	Vasquez, Osiris	Velazquez, Francisco	Ventura, Dioskantiday	Verma, Vishal
Vargas, Ronald	Vasquez, Emmanuel	Vasquez, Paul	Velazquez, Johnny	Ventura, Erickson	Vesovic, Aleksandar

## Uber Form Letter- Drivers Names (Submission 1)

Vhattacharjee, Probir	Villani, Jordana	Vizcaino, Erick	Waheed, Abdul	Wandera, Cynthia	Wang, Jun
Vianna, Cleberson	Villanueva, Christopher	Vizcaino, Jorge	Waheed, Abdul	Wang, Andy	Wang, Lei
Vicente, Jefrey Brito	Villanueva, Francisco	Vizcaino, Kelvin	Waheed, Faisal	Wang, Bao Zhong	Wang, Libiao
Vicente, Jorge	Villanueva, Gregory	Vizcaino, Luis	Waheed, Mohammad	Wang, Benchen	Wang, Limin
Vicente, Marlene	Villanueva, Pamela	Vizcarra, Hector	Waheed, Muhammad	Wang, Bin	Wang, Lin
Vickers, Jamaal	Villanueva, Pamela P	VI, D	Waheed, Usama	Wang, Bin	Wang, Linlin
Vicky, Mingoro Kone	Villar, Ángel	Vohidov, Xurshed	Waheed, Zahid	Wang, Bin	Wang, Meng
Victor, Mozart	Villar, Anthony	Vohra, Amit	Waheed, Zahid	Wang, Bowen	Wang, Mengwen
Victoria, José Luis Camós	Villar, Julio	Volaj, Ardit	Wahhab, Usama	Wang, Busheng	Wang, Min
Victoria, Luz	Villar, Maximo	Volcy, Dj Jeff	Wahi, Rajiv	Wang, Chen	Wang, Min
Victorin, Joseph	Villar, Maximo	Volmar, Lowell L	Wahid, Abdul	Wang, Chuck	Wang, Min Dong
Vicuna, Manuel	Villar, Saul Taveras	Volny, Gregory	Wahid, Abdul	Wang, Chunpeng	Wang, Mingjun
Vidah, Kodjo Akakpo	Villar, Saúl Taveras	Volquez, Angel	Wahid, Ferdous	Wang, Congxi	Wang, Pei
Vidal, Carolina	Villard, Josue	Volquez, Jeremy Alexander	Wahid, Saadia	Wang, Dayu	Wang, Qiang
Vidal, David	Villarroel, Jose Guillermo	Volvich, Roman	Wahiduzzaman, Sk	Wang, Dayu	Wang, Qiang
Vidal, Eard	Villarrubia, Priscila	Vong, Vincent C	Waite, Michael	Wang, Dazhong	Wang, Qikun
Vidal, Eufemio	Villavicencio, Xavier	Vorisi, Behzod	Wajid, Muhammad	Wang, De	Wang, Qingan
Vidal, Jose J	Villegas, Edison	Voskresenskiy, Denis	Wakefield, Corey	Wang, Debao	Wang, Qun
Vidal, Ramón	Villegas, Gustavo	Vovk, Yuriy	Walayat, Zeshan	Wang, Derek	Wang, Ronghua
Videau, Gerald	Villon, Johnny	Voytovych, Yaroslav	Wali, Abdou	Wang, Derek	Wang, Rui
Vieira, Fabian	Viloria, Alexandra	Vreshetoki, Shorena	Wali, Abdul	Wang, Deyi	Wang, Ruihan
Vieira, Rogerio V	Vinanzaca, Manuel	Vrucaj, Klisman	Wali, Sheheryar	Wang, Deyi	Wang, Shisheng
Vieira, Ronald	Vincent, Li	Vrutaal, Lindsay	Walia, Ashok	Wang, Dong	Wang, Shiyu
Vieux, Maxime	Vincent, Luiggi	Vu, Tien	Walia, Ashok	Wang, Dongbao	Wang, Shuaitao
Vigil, Omar	Vincent, Nicholas	Vyas, Harshit	Walia, Sahib Singh	Wang, Fanggang	Wang, Shuangfei
Vigniero, Alejandro	Vinnichenko, Anatoliy	Vyas, Kiritkumar	Walid, Mamouni Mohammed	Wang, Fengkai	Wang, Siyang
Vijithan, Kayilainathan	Vinnik, Samuil	Vypriazhkin, Kondtantin	Walker, Archie	Wang, Fengkai	Wang, Suiyuan
Viktor, Sagun	Vinueza, Francisco	W, Alejandro	Walker, Dave	Wang, Fengqiu	Wang, Suyang
Vil, Geralda Lee	Viola, Francisco	W, Ranjit	Walker, Kevin	Wang, Fujie	Wang, Tianhang
Vil, Jean Rodner	Virgile, Alexandre	Wachinou, Samuel	Walker, Matthew	Wang, Gongping	Wang, Tiger
Vil, Kenley St	Virk, Amer	Wadud, Abdul	Walker, Nicholas	Wang, Guangming	Wang, Wei
Vil, Peterson	Virk, Ejaz	Wadwa, Gulbir	Walkes, Levi	Wang, Guoling	Wang, Wei
Vil, Richard St	Virk, Hamid	Wael, Mohamed	Wallace, Craig	Wang, Haijie	Wang, Wei
Vilaccin, Fritzner	Virk, Jashan	Wague, Dahaba	Wallace, Mac	Wang, Huayi	Wang, Wei
Vilbon, Ducarmel	Virk, Mohammad	Wague, Moustapha	Wallace, Mac	Wang, Jamie	Wang, Wei
Vilbrun, Hebert	Virk, Waseem	Wah, Wong Man	Waller, Debra	Wang, Jerry	Wang, Weidi
Villa, Avi	Virsta, Igor	Wahab, Mohamed F Abdul	Walley, Ahmad	Wang, Jia	Wang, Weidi
Villa, Magdalena Lopez	Vita, Stephan De	Wahab, No Name Given	Walrond, Khalil	Wang, Jiaci	Wang, Xiaoxu
Villacres, Israel Fabricio	Viteri, Christian	Wahabzadah, Turan	Walsh, Dennis	Wang, Jiamao	Wang, Xiaozhong
Villada, Carlos	Vitija, Artan	Wahand, Ahsan	Walters, Jennifer	Wang, Jiangu	Wang, Xin Min
Villafuerte, Karen	Vito, Numeric O	Wahand, Faheem	Walters, Ralph	Wang, Jianhua	Wang, Xing
Villafuerte, Kleyn	Vittini, Aneudis	Wahand, Faheem	Waly, Osama	Wang, Jianhua	Wang, Xiping
Villagomez, Michael	Vittini, Jacinto	Wahand, Farhan	Wamugo, Mugereki	Wang, Jianjun	Wang, Xu Kang
Villalba, Angel	Vivartamayo, Marco Vivar	Wahba, William	Wan, Fanning	Wang, Jianxin	Wang, Xuan
Villalona, Fernando	Vivieca, Pedro	Wahdan, Ahmed	Wan, Jiangtao	Wang, Jiaxing	Wang, Xudong
Villalona, Johan	Vixama, Loocken	Wahdud, Mohammad	Wan, Qun	Wang, Jiayang	Wang, Yake
Villalta, Gloria Yanira	Viz, Marcial Bautista	Wahed, Fahim	Wan, Wenli	Wang, Jinsheng	Wang, Yake
Villaman, Hendry	Vizcaino, Daniela	Waheeb, Remon	Wan, Wenli Li	Wang, Joseph	Wang, Yake

## Uber Form Letter- Drivers Names (Submission 1)

Wang, Yan	Wangdi, Tenzin	Watson, Winston	Weng, Dongliang	Williams, Daven	Woedtuk, Nfn
Wang, Yang	Wangdi, Yeshe	Watthe, Dinusha Nikalanda	Weng, Hongjin	Williams, Delmore	Wojciechowski, Mikolaj
Wang, Yi	Wangdu, Fnu Pema	Wattley, Nigel	Weng, Jiaming	Williams, Deyana	Wolde, Semertu
Wang, Ying Gui	Wangdu, Rinchen	Watts, Matthew	Weng, Jiayao	Williams, Edward	Woldeselassie, Hailu
Wang, Yingsong	Wangdue, Pema	Wawo, Jean Bosco Mankui	Weng, Qiufeng	Williams, Giovanni	Wolfe, Richard
Wang, Yong	Wangmo, Thinley	Wazadally, Afmat	Weng, Qiyan	Williams, Gwendolyn	Wong, Aaron
Wang, Yong	Wangyal, Jigme	Weatherspoon, Samuel	Weng, Shengchao	Williams, Héctor	Wong, Ariel
Wang, Yonghao	Wangyal, Rinzin	Weaver, Jennifer	Weng, Shengfu	Williams, Jeffrey E	Wong, Chiang Chew
Wang, Yu	Wangyal, Tamding	Weaver, Melissa	Wenig, Ron	Williams, Jermaine	Wong, Chin
Wang, Yun Long	Wangyal, Tsering	Weber, William	Wenzel, Mark	Williams, Joshua	Wong, Chun Hong
Wang, Yundong	Wangyal, Tsering	Weberling, Carlos	Wenzhong, Li	Williams, June	Wong, Jackie
Wang, Yunfei	Wangyal, Tsering	Weberling, Sergio	Werner, Glenn	Williams, Kacey	Wong, Kevin
Wang, Yuxin	Wangyal, Tseten	Wehgar, Rebecca	West, Carl	Williams, Kilik	Wong, Khin
Wang, Zhao Bin	Wangyal, Tseten	Wei, Chao	West, Leonard	Williams, Lenox	Wong, Leo W
Wang, Zhenfu	Wangyal, Wangyal	Wei, Chen	West, Tafari	Williams, Leonard	Wong, Sim Keong
Wang, Zhi	Wanh, Fei	Wei, Liu	Westbrook, Schylar	Williams, Lindsey	Wong, Sim Keong
Wang, Zhi Hua	Wanh, Yingsong	Wei, Liu	Westhoff, Christian	Williams, Marcos	Wong, Wai Kit
Wang, Zhihui	Wanis, Michael	Wei, Minmin	Wetzel, Brian	Williams, Michael	Wongdi, Tashi
Wang, Zhiren	Wanyou, Felicien	Wei, Yong	Whenzle, Emile	Williams, Rawle	Wonsang, Jean
Wang, Zhixin	Waqar, Talha	Weijian, Lei	Whenzle, Joseph	Williams, Sabrina	Woo, Andy
Wang, Zhongbo	Waqas, Ahmad	Weinbaum, Matthew	White, Christine Finley	Williams, Steve	Woo, John
Wang, Zhonghui	Waqas, Mohammad	Weinerman, Mark	White, Christopher	Williams, Terell	Woo, Kwongchi
Wang, Zhongtian	Waqas, Muhammad	Weinstein, Emanuel David	White, Craig	Williams, Travis	Woods, Jonathan D
Wangchen, Pachen	Waqas, Muhammad	Weir, Nigel	White, Elijah	Williams, Ubong	Wook, Kim Sung
Wangchug, Pema	Waqas, Muhammad	Weir, Vincent	White, Gary	Williams, Vickie	Woser, Thupten
Wangchuk, Jampa	Waqas, Tahir	Weis, Alberto	White, Oneil	Williams, Vincent	Woser, Thupten
Wangchuk, Jampal	Waraich, Ishfaq	Weis, Alberto	White, Philip M	Wilson, Arona	Wote, Andrien
Wangchuk, Jigme	Waraich, Naveed	Weisblat, William	White, Tryone	Wilson, Fabian M	Woussah, Dany Silatcha
Wangchuk, Jigme	Wardjono, Harijadi	Weiwei, Ma	Whitfield, Sharon	Wilson, Jabari	Wright, Arnold
Wangchuk, Karma	Wardougou, Kalimi	Welborn, Emmanuel	Whyte, Devon	Wilson, Justin	Wright, Donald
Wangchuk, Sonam	Ware, Desmond	Welcome, Loalyn	Whyte, Fabian	Wilson, Omar	Wright, Garfield
Wangchuk, Tandin	Warner, Hung	Weldemichael, Sirak	Whyte, Patrick	Wilson, Rebecca	Wright, Marvin
Wangchuk, Tandin	Warner, Stuart	Welikandage, Mayura	Wijewardena, Rohitha	Wilson, Shawn	Wright, Rashid
Wangchuk, Tandin	Warraich, Mohammad	Wellington, Ronald	Wilane, Mactar	Wilson, Wayne	Wright, Sheldon
Wangchuk, Tashi	Warren, Navil	Wells, Sloan	Wilbur, Maaleak	Wimpy, Deshawn	Wright, Theodore
Wangchuk, Tenzin	Warrick, Maurice	Welsh, Dermot	Wilkerson, Shakeria	Win, Htoo Aung	Wu, Amy
Wangchuk, Tenzin	Warshaw, Aaron	Welsh, Wilson	Wilkinson, George G	Win, Kyaw Thu	Wu, Benjamin
Wangchuk, Tsering	Waseem, Chaudhry	Wen, Jiansheng	Willard, William	Win, Soe Myint	Wu, Benny
Wangchuk, Tsering	Waseem, Muhammad	Wen, Junyuan	William, Adeel	Winston, Christopher	Wu, Benny
Wangda, Pema Wangdak	Waseem, Muhammad	Wen, Lin	William, Eyhab	Wisa, Ashraf	Wu, Bingjun
Wangdak, Jamyang	Wasef, Beshoy	Wen, Mingjie	William, Jeremiah Thomas	Wisa, Ashraf	Wu, Chao Wei
Wangden, Tenzin	Wasef, Ehab	Wen, Nelson	William, June E	Wise, Oluwagbenga Owoeeye	Wu, Daoshou
Wangden, Tenzin	Washington, Davon	Wen, Sien	Williams, Andrew	Wise, Shanice	Wu, Deshi
Wangdi, Dechen	Washington, Don Corey	Wen, Wayne	Williams, Austin	Wiski, William J	Wu, Fangjian
Wangdi, Dorji	Wasim, Akram	Wen, Weimin	Williams, Betances	Wislocki, Tomasz	Wu, Fei Allen
Wangdi, Dorji	Wasiullah, Mohammed	Wend, Dabire Sore	Williams, Calvin	Wiss, Leandre	Wu, Feng
Wangdi, Khamsung	Wassif, Remon	Weng, Bo	Williams, Corey	Wobayed, Didar	Wu, Guix
Wangdi, Narbu	Watson, Johnny	Weng, Dongdong	Williams, Damion	Wodud, Md A	Wu, Guo B

## Uber Form Letter- Drivers Names (Submission 1)

Wu, Haoming	Wu, Zhijian	Xu, Jian Guang	Yahaya, Mahabubu	Yang, Chaohui	Yang, Weixing
Wu, Heungwah	Wujian, Wu	Xu, Jian Hua	Yahiya, Mohammed	Yang, Chenlei	Yang, Wenfeng
Wu, Huangching	Wujian, Wu	Xu, Jianzhong	Yahya, Mohamed	Yang, Chung	Yang, Wu
Wu, Huicong	Wujian, Wu	Xu, Jimmy	Yahya, Radwan	Yang, Fei	Yang, Xiu
Wu, Huiyuan	Wyatt, Koron	Xu, Kai	Yahya, Saad	Yang, Genjie	Yang, Yongxiong
Wu, Huiyuan	Wynter, Christopher	Xu, Ke	Yahya, Sulaiman Ali	Yang, Guipeng	Yang, Youwu
Wu, Jia Hong	Xhelilaj, Bertina	Xu, Liang	Yahyaev, Soleh	Yang, Guorong	Yang, Yunshan
Wu, Jian Hao	Xhepexhiu, Klevi	Xu, Qiujunnan	Yahyaoui, Omar El	Yang, Hang	Yang, Zhaoguang
Wu, Jiaxing	Xi, Chen Yong	Xu, Weicheng	Yakadjene, Bagnikim	Yang, Haoying	Yang, Zhen
Wu, Jiaxing	Xi, Suiyi	Xu, Wenli	Yakhchali, Mirjavad	Yang, He He	Yang, Zhong Ru
Wu, Jinsheng	Xi, Yanfeng	Xu, Xiaofei	Yakine, Khalid El	Yang, Hong M	Yang, Zhongwu
Wu, Jinwen	Xia, Chunfeng	Xu, Xue Gen	Yakout, Ibrahim	Yang, Hongbo	Yang, Zongkang
Wu, Jinxiang	Xia, Jun	Xu, Xue Gen	Yakovenko, Vladimir	Yang, Hongbo	Yang, Zuxi
Wu, Jun	Xia, Weiyao	Xu, Yongjiu	Yakub, Harun	Yang, Hongjuan	Yankiene, Moise
Wu, Konghui	Xia, Wen Yuan	Xu, Yu	Yakubov, Yakub	Yang, Hua	Yanogo, Delwende
Wu, Leslie	Xian, Huiliang	Xu, Zhengshi	Yakuvov, Shokhrukh	Yang, Huanmin	Yanogo, Jean Marie
Wu, Linghang	Xianchen, Lin	Xu, Zhenjun	Yalcin, Baris	Yang, Jia Cheng	Yanpeinima, No Name G
Wu, Michael	Xiang, Bo	Xu, Zhixin	Yaldiz, Mehmet	Yang, Jian	Yanta, Adama
Wu, Ming	Xiang, Jiang	Xu, Zhong	Yameogo, Abdoulaye Desire	Yang, Jian Jiang	Yanta, Adama
Wu, Ming Zhuo	Xiang, Wanzheng	Xu, Zhongfei	Yameogo, Abdoulaye Desire	Yang, Jian Lin	Yanten, Juan Carlos Burgos
Wu, Paul	Xianxin, Wang	Xue, John	Yameogo, Ines	Yang, Jianjie	Yanza, Diego
Wu, Qiangle	Xiao, En	Xue, Lilong	Yameogo, Inoussa	Yang, Jianjun	Yanza, Freddy Yanza
Wu, Qinghai	Xiao, Ji Xian	Xue, Wang	Yameogo, Ousmane	Yang, Jie	Yanza, Jose
Wu, Qingyi	Xiao, Jinzhong	Xue, Zhaoyan	Yameogo, Payolba	Yang, Jiexiao	Yanza, Jose
Wu, Qingyong	Xiao, Kun	Xurita, Xavier	Yameogo, Rayangiya H	Yang, Jin	Yao, Brou
Wu, Qiwei	Xiao, Yanbin	Xxxxxx, Xxxxxxx	Yameogo, Souleymane	Yang, Jinguang	Yao, Jiaming
Wu, Qizhang	Xiao, Yuan Wei	Y, J	Yameogo, Wendyam N	Yang, Jiyang	Yao, Jianhai
Wu, Rong	Xiao, Zhang	Y, K I N G P A U L	Yameogo, Yanoussa	Yang, Jun	Yao, Junwu
Wu, Rongguo	Xie, Canrui	Ya, Kyaw T	Yamgoue, Eric	Yang, Jun	Yao, Marc
Wu, Tao	Xie, Jin	Ya, Pusu	Yan, Bin	Yang, Jun	Yao, Qingliang
Wu, Tian	Xie, Jumei	Yaacoubi, Boujemaa	Yan, Chaodong	Yang, Junyong	Yao, Tianye
Wu, Tianjiao	Xie, Lun	Yabani, Mohammed El	Yan, Guanqian	Yang, Lingli	Yao, Yajun
Wu, Weichao	Xie, Xiaobo	Yabroudi, Nezar	Yan, Guanqian	Yang, Liu	Yao, Yanfeng
Wu, Weifeng Feng	Xie, Xiaobo	Yacoub, Aram	Yan, Hua	Yang, Nan	Yao, Yiming
Wu, Wesley	Xie, Xiaobo	Yacoub, Gassi	Yan, Huimin	Yang, Peng	Yao, Yongbiao
Wu, Xiao	Xie, Xinzhao	Yacouba, Souleymane	Yan, Juhua	Yang, Ping	Yao, Youlu
Wu, Xiaofeng	Xie, Xueliang	Yacouba, Toure	Yan, Kuang Hua	Yang, Qi	Yao, Zhi
Wu, Xide	Xie, Yanqing	Yaekoub, Samir	Yan, Le	Yang, Qian	Yaoda, Sohahib
Wu, Yanfeng	Xie, Zhonghong	Yafai, Daifallah	Yan, Lin	Yang, Qicai	Yap, Arnold
Wu, Yanhong	Xin, Tan Zheng	Yafie, Sami	Yan, Mike	Yang, Ruiyuan	Yap, Chuan Kheong
Wu, Yong Yuan	Xinhu, Jiang	Yagcilar, Huseyin	Yan, Quan	Yang, Shen Long	Yapar, Tacettin Yigit
Wu, Yongpeng	Xiong, Luo Guo	Yagmour, Khalid	Yan, Shirley	Yang, Shengze	Yapor, Esmil
Wu, Yuaulong	Xochihuila, Josue Aquino	Yaghnam, Muntaser	Yan, Soon S	Yang, Shichang	Yaqoob, Adeel
Wu, Yubin	Xu, Bo	Yagoub, Ayadi	Yan, Xiaofeng	Yang, Shunyi	Yaqoob, Kamran
Wu, Yueyi	Xu, Can Hui	Yagoubi, Abdelkade	Yanes, Maser	Yang, Songlin	Yaqoob, Mahmood
Wu, Yunming	Xu, Changcai	Yagoubi, Abdelkader	Yang, Alex	Yang, Tao	Yaqoob, Mark
Wu, Yunyang	Xu, Chun Min	Yagui, Rafael	Yang, Chang En	Yang, Timothy	Yaqoob, Saad
Wu, Zefan	Xu, Gu O Xi N	Yahaya, Abdul Rahman	Yang, Chao Hui	Yang, Tommy Ou	Yaqoobi, Ali

## Uber Form Letter- Drivers Names (Submission 1)

Yaqub, Iftekhhar	Ye, Yunyao	Yimer, Berhan	Yoshida, Eric	Youssef, Sami	Yuhua, Ma
Yaqub, Mian M	Ye, Zhi	Yin, Tao	Yoshitake, Chihiro	Yousuf, Asif Zaman	Yuksel, Hakan
Yar, Hassan	Yeachain, Md	Yin, Xiaofeng	You, Chengjun	Yousuf, Mirza M	Yuldashev, Abdurashid
Yara, Dalla	Yearwood, Dodridge	Yin, Yong	You, Jian Hua	Yoza, Jose Luis Palma	Yuldashev, Alisher
Yaranagore, Aboubacar	Yeasin, Mohammad	Yiorkatzi, John	You, Jinfeng	Yu, Bin	Yuldashev, Alisher
Yarmuhamedov, Jahongir	Yeasin, Mohammed	Yip, Hoiman	You, Mingliang	Yu, Chao J	Yuldashev, Azamat
Yaro, Amadou	Yeasin, Nfn	Yip, Kin	You, Mingwei	Yu, Da Hong	Yuldashev, Khasan
Yarphel, Kunga	Yeboah, Emmanuel	Yip, Kwok Wai	You, Minliang	Yu, Dachuan	Yuldashev, Khusen
Yasar, Ozgur	Yeboah, Kwadwo	Yip, Kwok Wai	You, Xiaolong	Yu, Fujian	Yuldashev, Shuharat
Yasin, Jad	Yeboah, Richard	Yip, Michael	You, Yang	Yu, Fulin	Yuldashev, Tulkun
Yasin, Jad	Yeboah, Richard	Yip, Michael	Yougbare, Cheick	Yu, Gong	Yuldoshev, Botir
Yasin, Md	Yedder, Seddik	Yip, Simon	Youla, Alhassane	Yu, Gong	Yuldoshev, Dilshodjon
Yasin, Md	Yee, Hock	Yip, Tim	Youla, Alhassane	Yu, Guanou	Yulin, Yuriy
Yasin, Md	Yee, Hock K	Yip, Tseng	Younas, Asmar	Yu, Hui Xian	Yun, Zheng
Yasin, Muhammad	Yegorov, Igor	Yktybaev, Askhat	Younas, Imran	Yu, Jie	Yung, Ha Kam
Yasin, Rizwan	Yehia, Maryam	Ynfante, Ramona E	Younas, Mohammad	Yu, Jun	Yung, Waiming
Yasin, Salman	Yekhpairian, Sevan	Ynfante, Ramona E	Younas, Muhammed	Yu, Ka Nin	Yungdung, Chhiring
Yasin, Sardar	Yekinni, Rasheed	Ynoa, Jose Duquela	Younas, Usman	Yu, Keith	Yunko, Pavlo
Yasin, Syed Tauqeer	Yelen, Edna	Ynoa, Luis E Perez	Younes, Ahmed Mohamed	Yu, Lin	Yurtsever, Bulent
Yasir, Mohammad	Yelizarov, Vladislav	Yo, Tae	Younes, Ray	Yu, Nailiang	Yury, Merlinsky
Yasir, Mohammad	Yenny, Adinda	Yo, Tae H	Young, Anthony	Yu, Ran	Yusau, Saliu Adebowale
Yasser, Mohamed	Yens, Rosa Corporan	Yoesar, Thinley	Young, Gifton	Yu, Shengjin	Yussupov, Gairat
Yassin, Borhan	Yeol, Lang Shin	Yogesh, Datta	Young, Usama	Yu, Shucun	Yusubov, Elman
Yassine, El Mezdi	Yepes, Nicolás	Yohannes, Seyoum	Younis, Abdul Basit	Yu, Shuqiu	Yusuf, Abir
Yataghene, Nadir	Yepez, Pablo Zapata	Yohoulamang, Abraham	Younten, Nawang	Yu, Taibo	Yusuf, Adebayo
Yates, George	Yepez, Yuner Ivan Cirino	Yolladi, Adnan	Younus, Waqar	Yu, Wang Wan	Yusuf, Mohammad
Yavniuk, Lubomyr	Yerbanga, Aziz D	Yom, Se Chang	Yousaf, Adnan	Yu, Xiancheng	Yusuf, Umar
Yaya, Aboudoul Fataou	Yeshi, Jampel	Yong, Kang Guo	Yousaf, Kaleem	Yu, Xiaojing	Yusuf, Wasiu
Yazdani, Iftikhar	Yeshi, Karma	Yong, Li	Yousaf, Mohammad	Yu, Xiaoming	Yusufov, Israil
Yazdani, Tony	Yeshi, Lobsang	Yong, Song Tong	Yousaf, Mohammad	Yu, Xiu	Yusupov, Akram
Ye, Anning	Yeshi, Tenzin	Yonghang, Bikram	Yousaf, Mohammad	Yu, Xiuxiang	Yusupov, Sanat
Ye, Ethan	Yeshi, Tshewang	Yongsheng, Li	Yousaf, Mubashar	Yu, Xueqi	Yusupov, Sanatjon
Ye, Fangyi	Yesilova, Murat	Yongxiang, Zheng	Yousaf, Muhammad	Yu, Yang	Z, Bing
Ye, Hui	Yeung, Cheung Fu	Yongyong, Xie	Yousaf, Muhammad Nawaz	Yu, Yang	Z, Evan
Ye, Ian	Yeung, Eric Chi Hung	Yongzeng, Liu	Yousaf, Muhammah	Yu, Ye	Z, Frantz
Ye, Jiang	Yeung, Kam	Yonjan, Shamsar	Yousafo, Mahmood	Yu, Zhaochu	Z, Willson
Ye, Ken	Yeung, Kam Fai	Yonten, Jigme	Yousafzai, Aurangzeb Khan	Yu, Zhongping	Z., Jahan
Ye, Minjie	Yeung, Tak	Yonten, Tenzin	Yousef, Eslam	Yuan, Haiyang	Zaalishvili, David
Ye, Shou Ming	Yglesias, Eigel	Yoo, Sang	Yousef, Fadi	Yuan, Man	Zaalishvili, Giorgi
Ye, Tianci	Yi, Sung	Yoo, Scott	Yousef, Sumaya	Yuan, Xiang Yong	Zabed, Asif
Ye, Tiffany	Yi, Xiao Ming	Yook, Philip	Yousof, Mohammed	Yuan, Yaogen	Zabed, Asif
Ye, Wei Bin	Yigezu, Diriba	Yoon, Hyunguk	Youssef, Ahmed	Yuan, Zhi Jun	Zachel, Ana
Ye, Weitian	Yildirim, Mehmet Raci	Yoon, Joseph	Youssef, Ahmed	Yuan, Zhi Jun	Zaey, Habibur
Ye, Weiwei Wei	Yilmaz, Cem	Yoon, Joseph	Youssef, Ayman	Yue, Ri Sheng	Zafar, Ayaz
Ye, Xinyi	Yilmaz, Serdar	Yoon, Joseph	Youssef, Markous K	Yue, Weijie	Zafar, Faisal
Ye, Xiongcheng	Yilmazer, Ozgun	Yoon, Yeowoon	Youssef, Milad	Yuen, Barry	Zafar, Hanan
Ye, Yiping	Yim, Ek Hyeong	York, Marlon	Youssef, Mohamed Nid	Yuen, Chi Kin	Zafar, Mudassar
Ye, Yue Xun	Yim, Sam	Yoshida, Eric	Youssef, Moustafa	Yuen, Yam Chak	Zafar, Muhammad

## Uber Form Letter- Drivers Names (Submission 1)

Zafar, Muhammad	Zakaidze, Levan	Zambrano, Roger	Zavala, Albert	Zeroual, Miloudi	Zhang, Hongye
Zafar, Muhammad	Zakaria, Abukawsar	Zameer, Muhammad	Zavala, Álvaro	Zerroukhat, Ilias	Zhang, Huan
Zafar, Nadeem	Zakaria, Mohammad	Zamor, Rudy	Zaw, Aung Kyaw	Zevallos, Rene	Zhang, Hui
Zafar, Nasim	Zakaria, Mohammad G	Zamora, Alberto E	Zaw, Moe	Zevallos, Walter	Zhang, Hui
Zafar, Qadeer	Zakaria, Nayem	Zamora, Carlos	Zawar, Umair	Zeyad, Naif	Zhang, Huilai
Zafar, Rehan	Zakariya, Alhassan	Zamora, Edwin	Zayas, Adonis	Zgodny, Ej	Zhang, Huiqiang
Zafar, Riza	Zakharchenko, Oleg	Zamora, Miguel	Zayas, Christopher	Zhagnay, Christian	Zhang, Jack
Zafar, Rizwan	Zakhidov, Komil	Zamora, Óscar	Zayas, Jose	Zhagnay, Jaime	Zhang, Jian
Zafar, Shahid	Zakhidov, Temur	Zamraki, Ahmed	Zayas, Josefstalin	Zhagui, Luis	Zhang, Jian
Zafar, Shahid	Zaki, Mohamed A	Zamudio, Hernan	Zayas, Rodrigo	Zhagui, Roberto	Zhang, Jian
Zafar, Shahzad	Zakria, Mohammad	Zamzam, Allan	Zayed, Sherif	Zhagui, Saul	Zhang, Jianhong
Zafar, Taimoor	Zakriya, Muhammad	Zamzami, Habib	Zayets, Aleksandr	Zhai, Zhizhou	Zhang, Jianling
Zafar, Usman	Zaky, Tamer	Zang, Sangay Chowa	Zayniev, Jamshedkhon	Zhan, Zhiqiang	Zhang, Jianxi
Zafar, Waseem	Zakzouk, Khaled	Zango, Manegdbwaoga	Zayniev, Zokhir	Zhang, Ai Nong	Zhang, Jie
Zafar, Zahid	Zalil, Md	Zangre, Ablasse	Zayritdinova, Gulkhayo	Zhang, Baiyuan	Zhang, Jie
Zagal, Alejandro	Zalim, Noussair	Zannou, Robert	Zborovets, Vlad	Zhang, Bing	Zhang, Jiguang
Zagre, Kiswendsida	Zalkaliani, Aleks	Zapantiotis, Giannis	Zea, Nelson	Zhang, Bing	Zhang, Jin Song
Zahar, Abdelali	Zalkaliani, Lasha	Zapata, Blanca	Zea, Teodomiro J	Zhang, Bo	Zhang, Junying
Zaheer, Hassan	Zalouk, Osama	Zapata, Edwin	Zeas, Ernesto E	Zhang, Bo	Zhang, Kai
Zaheer, Hassan	Zaman, Abid Uz	Zapata, Emil M	Zeb, Muhammad	Zhang, Bo	Zhang, Kai
Zaheer, Muzammil	Zaman, Adnan	Zapata, Felix E	Zeba, Issouf	Zhang, Bo	Zhang, Lei
Zaheer, Saqib	Zaman, Aktaruz	Zapata, Francisco Medrano	Zeballos, Jorge	Zhang, Bo	Zhang, Li
Zaheer, Sheikh	Zaman, Aktaruz	Zapata, Gloria	Zedginidze, Lado	Zhang, Cao	Zhang, Lianjie
Zaher, Abduz	Zaman, Asad	Zapata, Javier	Zedginidze, Sergo	Zhang, Cheng	Zhang, Lianjie
Zahid, Abdul G	Zaman, Asaduz	Zapata, Jeison	Zeeshan, Muhammad	Zhang, Chong	Zhang, Lihua
Zahid, Abdullah	Zaman, Faisal	Zapata, John	Zeeshan, Muhammad	Zhang, Chong	Zhang, Long Qiang
Zahid, Hassan	Zaman, Fnu M Saif Uz	Zapata, Jonathan	Zeeshanali, Syed Zeeshan	Zhang, Chunlai	Zhang, Maorong
Zahid, Mohammad	Zaman, Fokruz	Zapata, Lizeth	Zegarra, Greysi	Zhang, Chunyu	Zhang, Miao
Zahid, Mohammad	Zaman, Kadir	Zapata, Maria	Zeid, Ahmed Nabil	Zhang, Daofeng	Zhang, Mingliang
Zahid, Nadeem	Zaman, Kamruz	Zapata, Oliver	Zein, Mohamed	Zhang, Dejun	Zhang, Mingming
Zahidi, Adnan	Zaman, Md	Zapata, Wander	Zeine, Nedhirou Moulaye	Zhang, Dianxing	Zhang, Minhui
Zahir, Rahali Zahir	Zaman, Md	Zapata, Ysabel Jorge	Zeini, Mohamed Yahya	Zhang, Dicky	Zhang, Qi
Zahmani, Mohammed Habib	Zaman, Md	Zapata, Ysarly Gustavo	Zelaya, Albert	Zhang, Dong	Zhang, Qin Li
Zahoor, Imran	Zaman, Md Asad Uz	Zapata, Ysarly Gustavo	Zelege, Solomon	Zhang, Duanqiang	Zhang, Qinghua
Zahr, Hadi	Zaman, Md Sharifuz	Zapre, Wendlassida D	Zelege, Solomon	Zhang, Enle	Zhang, Qingq
Zaib, Aurang	Zaman, Mohammad	Zapt, Diego	Zemane, Francis Sinhonne	Zhang, Fan	Zhang, Qingyue
Zaib, Shah	Zaman, Mohammad R	Zaragoza, Isai	Zemene, Awoke	Zhang, Feilong	Zhang, Queena
Zaib, Sheikh Ali	Zaman, Mohammed	Zarbaliev, Michael	Zeng, Chenguang	Zhang, Gary	Zhang, Ren
Zaid, Adel R	Zaman, Mohammed	Zarbanelian, Nick	Zeng, Jiale	Zhang, Geng	Zhang, Roy
Zaid, Ahmed	Zaman, Mohammed	Zare, Guerban Daniel	Zeng, Jiale	Zhang, Guanghua	Zhang, Runlin
Zaid, Zaidullah	Zaman, Muhammad	Zared, Hocine	Zeng, Lingqiang	Zhang, Guangming	Zhang, Runzhou
Zaidi, Ahsan	Zaman, Mustak	Zaridze, Teimurazi	Zeng, Yi	Zhang, Guimin	Zhang, Runzhou
Zaidi, Itrat	Zaman, Qamar Uz	Zarif, Fady	Zeng, Zhao Shi	Zhang, Guohua	Zhang, Shengyuan
Zaidi, Saqlain	Zaman, Quamar	Zaripov, Obloberdi	Zeng, Zhaoshi	Zhang, Guoqi	Zhang, Shuhua
Zaidi, Syed	Zaman, Rakibu	Zaruma, Jose	Zeqiraj, Valmir	Zhang, Guoqing	Zhang, Shui Qing
Zaidi, Syed I	Zaman, Tahir	Zathang, Zopuia	Zerbo, Lamine	Zhang, Haitao	Zhang, Tong
Zajah, Aslam	Zaman, Umer	Zatout, Ahmed	Zerihun, Mebiratu	Zhang, Haiyan	Zhang, Wei
Zaka, Mohammad	Zambelongo, Assane	Zavadskyi, Serhii	Zermeno, Antonio	Zhang, Hang	Zhang, Wei



## Uber Form Letter- Drivers Names (Submission 1)

Zhang, Wei	Zhao, Le	Zheng, Jiejun	Zheng, Yunfei	Zhu, Allen	Zidane, Abdelkrim Ait
Zhang, Wei	Zhao, Lei	Zheng, Jing	Zheng, Yuxiang	Zhu, Chunnan	Zihan, Itteahad
Zhang, Wei	Zhao, Pengpeng	Zheng, Jinhua	Zheng, Zhan	Zhu, Dacheng	Zihan, Mushfeque
Zhang, Wei	Zhao, Qi	Zheng, Jinhua	Zheng, Zhong	Zhu, Danyu	Ziiadinov, Zafar
Zhang, Weifeng	Zhao, Qianyu	Zheng, Jinxing	Zheng, Zugui	Zhu, De Feng	Ziki, Abou
Zhang, Weifeng	Zhao, Rui	Zheng, Kangbin	Zhenhai, Shi	Zhu, Desheng	Zikirov, Ilhom
Zhang, Weitian	Zhao, Ruqing	Zheng, Kexing	Zhenya, Kozlov	Zhu, Gang	Zimbitskiy, Yuriy
Zhang, Wenbo	Zhao, Shanhong	Zheng, Linhai	Zhevlakov, Evgenii	Zhu, Haoyu	Zimmerman, Jose
Zhang, Wenlong	Zhao, Song	Zheng, Liping	Zhifa, Hu	Zhu, Jia	Zimmermann, Luis
Zhang, Wenming	Zhao, Ting	Zheng, Lizhi	Zhihao, Lin	Zhu, Jian Feng	Zintilis, Costas
Zhang, Wu	Zhao, Wan Zhan	Zheng, Lizhi	Zhijia, Chen	Zhu, Jianhua	Zio, Faouzi T M
Zhang, Xi	Zhao, Wei	Zheng, Min	Zhiqiang, Wang Qiang	Zhu, Jianjun	Zito, Josephine A
Zhang, Xiaodong	Zhao, Wenxiu	Zheng, Min	Zhirzhan, Mario	Zhu, Jianjun	Ziyad, Munif
Zhang, Xiaofan	Zhao, Wenxiu	Zheng, Mingliang	Zhong, Cheng	Zhu, Jianxin	Ziyamukhamedov, Umid
Zhang, Xiaofeng	Zhao, Wotang	Zheng, Nanjian	Zhong, Guanwei	Zhu, Jichang	Ziyoev, Dzhamsheed
Zhang, Xiaopeng	Zhao, Xiyang	Zheng, Qian	Zhong, Ruan Xin	Zhu, Jun	Zkaria, Mohammed Gaber
Zhang, Xiaoyi	Zhao, Xiyang	Zheng, Quan	Zhong, Weifeng	Zhu, Li	Mohammed
Zhang, Xiong	Zhao, Xu	Zheng, Ray	Zhong, Weifeng	Zhu, Wei	Zoaabi, Mouhamad
Zhang, Xu	Zhao, Yongjie	Zheng, Rui	Zhou, Chao Cong	Zhu, Xingjie	Zoepa, Tenzin
Zhang, Xu	Zhao, Yufen	Zheng, Shanren	Zhou, Chuangye	Zhu, Xuming	Zogari, Nashwan
Zhang, Ye	Zhao, Yuko	Zheng, Sheng	Zhou, Feng	Zhu, Yongjuan	Zohaib, Ali
Zhang, Yi	Zhao, Zhaoqiang	Zheng, Shijun	Zhou, Fulong	Zhu, Yongyong	Zokari, Mohamed
Zhang, Yi Liang	Zhao, Zhongping	Zheng, Shisheng	Zhou, Guanliang	Zhu, Ze	Zokari, Mosleh
Zhang, Yihao	Zharku, Florim	Zheng, Shisheng	Zhou, Hai Jing	Zhu, Zeshi	Zokirov, Asparukh
Zhang, Yue	Zhen, Wen	Zheng, Shuangchao	Zhou, Jianwei	Zhu, Zhenyong	Zon, Ibrahim
Zhang, Yueqian	Zhen, Wenbin	Zheng, Songxue	Zhou, Jie	Zhu, Zhuobin	Zongo, Abdoul
Zhang, Yuhui	Zhen, Wo An	Zheng, Tiansheng	Zhou, Junyi	Zhu, Zibai	Zongo, Herve
Zhang, Yunhui	Zhen, Xin	Zheng, Vane	Zhou, Kehe	Zhu, Zongdan	Zongo, Ismaila
Zhang, Yurong	Zheng, Bingzhang	Zheng, Wei Cheng	Zhou, Kongmeng	Zhuang, Hua	Zongo, Rassalboam
Zhang, Zhenli	Zheng, Chang Hang	Zheng, Wenbin	Zhou, Liangcai	Zhuang, Jianrong	Zongo, Rayanesagelgo
Zhang, Zhenming	Zheng, Chengpeng	Zheng, Wenqin	Zhou, Luyi	Zhuang, Liehong	Zongo, Souleymane
Zhang, Zhuang Cheng	Zheng, Daien	Zheng, Wenwei	Zhou, Mian	Zhulidau, Andrei	Zongo, Thaumy
Zhang, Zumiao	Zheng, Degou	Zheng, Xian	Zhou, Mian	Zhuo, Changqing	Zongwotsung, Topko
Zhang, Zuopeng	Zheng, Fanming	Zheng, Xiao Chuan	Zhou, Nanqiang	Zhuo, Jianwen	Zopa, Lhundup
Zhao, Chang Yan	Zheng, Feifan	Zheng, Xin	Zhou, Qicheng	Zhuo, Mingdong	Zopa, Ngawang
Zhao, Chongxing	Zheng, Gonghang	Zheng, Xin	Zhou, Qiushi	Zhuoshun, Li Zhuo	Zoric, Zvonko
Zhao, Fang	Zheng, Guangbe	Zheng, Xinkai	Zhou, Ruzhe	Zhytskyy, Serhiy	Zorome, Moctar
Zhao, Fuxiang	Zheng, Guo	Zheng, Xiqiang	Zhou, Saile	Zia, Humayun	Zorrilla, Johanna
Zhao, Guangfu	Zheng, Guo Qing	Zheng, Xu	Zhou, Shenghang	Zia, Imran	Zorrilla, Vivian
Zhao, Guimin	Zheng, Guoshui	Zheng, Xue Ying	Zhou, Siming	Zia, Majid	Zorygat, Shady H
Zhao, Guizhong	Zheng, Hangting	Zheng, Xuehe	Zhou, Song	Zia, Muhammad	Zossou, Christophe
Zhao, Guizhong	Zheng, Hongyu	Zheng, Xuzhou	Zhou, Wenbin	Ziad, Youssef	Zou, Andy
Zhao, Guoxin	Zheng, Hui	Zheng, Yamin	Zhou, Wenjiang	Ziane, Ahcene	Zou, Chang
Zhao, Huilai	Zheng, James	Zheng, Yinhe	Zhou, Xiule	Ziani, Jamal	Zou, Changlin
Zhao, Huining	Zheng, Jian	Zheng, Yong	Zhou, Yang	Ziauddin, Mohammed	Zou, Changzeng
Zhao, Jing	Zheng, Jianhang	Zheng, Yong	Zhou, Yaojin	Ziauddin, Rehman	Zou, Chuanlin
Zhao, Jing	Zheng, Jianyang	Zheng, Yongtuo	Zhou, Yiyong	Zibak, Albert	Zou, Chun Gui
Zhao, Juan	Zheng, Jiaqiao	Zheng, Yuanhui	Zhou, Zhi Qiang	Zida, Dramane	Zou, Jianpu

## Uber Form Letter- Drivers Names (Submission 1)

Zou, Qing  
Zou, Shi Tao  
Zou, Xiaorong  
Zou, Xinjie  
Zou, Xinjie  
Zou, Xue Tong  
Zou, Xuehui  
Zou, Xuelei  
Zou, Xuez  
Zou, Xuezun  
Zou, Zheqiao  
Zou, Zongjin  
Zouambia, Adel  
Zouba, Wohabou  
Zouhir, Hi Ham  
Zoumana, Soumahoro  
Zoumboulis, Demetrios  
Zoungana, Thomas  
Zoure, Gregoire  
Zreikat, Nedal  
Zubair, Mohammad  
Zubair, Muhammad  
Zuberi, Ahmed  
Zuberi, Iqbal Ahmed  
Zuhluf, Ahmad  
Zuleta, Ricardo  
Zulfiqar, Hamza  
Zulfiqar, Rana  
Zulfiqar, Sohaib  
Zuluaga, Gustavo A  
Zuluaga, Victor Hugo  
Zumba, Manuel  
Zumba, Tathiana  
Zumbadze, Zurabi  
Zuniga, Daniel Quinonez  
Zuniga, Maria  
Zununov, Temir  
Zununov, Temir  
Zzaman, Aktheru

## (Submission 2)

**CBDT Campaign Letters - RECORD #2 DETAIL**

**Status :** Unread  
**Record Date :** 11/28/2022

**Text :**

2-2 | I live in a transit desert - an area without easy access to the subway.

Trying to get anywhere in Manhattan can be a nightmare - walk a mile in one direction for the nearest subway stop, wait 20 minutes for the train to come, ride 6 stops and then transfer to the correct line.

Access to affordable transportation via for-hire-vehicles makes getting around - and therefore my life - infinitely easier. This will all change if suddenly I'm charged up to an additional \$23 every time I have to come into Manhattan, while those living in the congestion zone pay nothing new.

I understand and support the intention of congestion pricing. It's critical we improve our public transit system - I understand that better than most - but the largest burden shouldn't fall on those with the least access.

Please don't leave me stranded.

## Response to (Submission 2)

**2-2**

See response to Frequently Received Comment 23, Comment 16, Comment 15, and Comment 24.

## Uber Form Letter – Riders Names (Submission 2)

A, Akofa	Caraballo, Louis	Duyongco, Cecile	Hamilton, Alejandro	Kokb, Sharon	Medina, Daniel
Aboody, Albert	Carr, Ashley	Ebel, Mark	Hang, Harry	Kontos, Terrence	Meehan, Edward
Adams, Nicole	Carrasquillo, Joel	Eberle, Thomas	Harden, Darnell	Koonce, Carlie	Mendoza, Janine
Agarwal, Neha	Carriero, Juliana	Edwards, Jamar	Harpster, Maddie	Krupetsky, Brandon	Meredith, Ryan
Albert, Peter	Cassidy, Patrick	Eller, Amanda	Hatzidimitriu, Angelo	Kulenych, Kathleen	Mesidor, Jean
Amoroso, Louis	Cassis, Eveann	Elsabahy, Adam	Henry, Justin	Kulick, David	Milani, John
Angel, Carlos	Chapman, Mal	Emam, Lojain	Henry, Michele	Kurtz, Emma	Mitchell, Jenee
Antosy, Katie	Chavez, David	Emanuele, Rose	Henry, Regina	Lafontaine, Chase	Mizzi, Loree
Anzures, Johnny	Chen, Jason	Estremera, Jeanette	Hernandez, Joaquin	Lamegos, Anais	Moffatt, Maureen
Aquino, Ariana	Cheng, Hannah	Evans, Zaire	Hidalgo, Elizabeth	Lane, Lawrence	Moore, Ann
Aquino, Pamela	Chock, Michael	Fabian, Autumn	Hoggrove, Octavia	Lane, Mark	Moore, Patrick
Araya, Semhal	Choi, Juhee	Faley, G	Houx, Amelie	Lasorsa, Meaghan	Morgan, Melissa
Ashland, Fargo	Chung, Andrew	Feldman, Jon	Hutchins, Tiffany	Ledioyt, Sally	Morton, Nneka
Ayala, Chris	Clayton, Lola	Feng, Howard	I, Maria	Lee, Cam	Mouro, Michael
Aybar, Sharina	Cloth, Matthew	Fernandez, Carlos	Irizarry, Ruben	Lee, Eric	Muhammad, Mahdi
Ba, Oumar	Cobham, Monica	Fernandez, Geraldine	Jackson, Denise	Lefkowitz, Julie	Muniz, Patrick
Baer, Kyle	Cohen, Sam	Fernandez, Ray	Jackson, Latasha	Leon, Gina	Murillo, Amelia
Bailey, Chrissy	Comess, Aaron	Ferreira, Taysha	Jacobs, Synthia	Lewis, Tawana	N, Solenne
Baizar, Justin	Conning, Alex	Figueroa, Angel	Jacoby, Joie	Liedtke, Cori	N., Nez
Ball, Deana	Constance, Robert	Fiore, Kate	Jacques, Ashley	Liriano, Isaías	Nash, Dessie
Barak, Yoel	Cook, Caitlyn	Flick, Lauren	Jaegle, Emmanuel	Liu, Stephan	Neal, Lisa
Baron, Karine	Cortez, Cianna	Flores, Christina	James, Sam	Lobo, Kiara	Nelson, Tanji
Baron, Sammy	Crayton, Melissa	Forsyth, James	Jandrey, Lucas	Lopez, Nicolas	Newhouse, Howard
Baumoel, Jeffrey	Cristiani, Lauren	Franco, Isaac	Jarrett, Veronica	Lyn, Sarah	Newhouse, Michelle
Beauvais, Rosie	Cruz, Victoria	Friedman, Jennifer	Javier, Cesarina	Ma, Ashley	Nicola, Gab
Beede, Matthew	Cuadrado, Giselle	Fronheiser, Allison	Jennings, Tina	Mack, Inessa	Nieves, David
Begum, Mashuda	Danshov, George	Fuente, Angel	Johnson, Derreck	Mackert, Kaitlin	Nommaz, Hayim
Bello, Luigi	Dansinger, Shloime	Fuentes, Emily	Johnson, Joey	Maclean, Margaret	Norris, Susannah
Benson, Charles	Darroman, Aurélien	Gaitanis, Maria	Johnson, Maurice	Makani, Kashish	Novini, Manijeh
Berman, Brenda	De, Rudro	Galileu, Otavio	Johnson, Melvenia	Mancebo, Isaac	Nunes, Vivian
Bernardez, Daphne	Deda, Ardit	Garcia, Gerardo	Jones, Natasha	Manning, Jean	O, Olabisi
Blake, Kevin	Delacruz, Britney	Garcia, Kimberley	Jordan, Geancarlo	Manuel, M	Oconnor, Daniel
Boehm, Dawn	Delgado, Johana	Garrido, Juan	Jorge, Celines	Mao, Owen	O'Doherty, Catherine
Book, Allison	Demers, Christopher	Ghosh, Ben	Jr, Clinton	March, Abbey	Oishi, Samia
Boose, Erin	Derise, Rosemary	Glaiz, Kamilla	Jr, Harden	Margolis, Keren	Olah, Karen
Boothe, Javar	Desai, Kieran	Godoy, Shantelle	K, Gabriella	Mari, Mathew	Olivero, Pleshette
Borshchev, Eduard	Descamps, Myline	Goldberg, Lenore	Kahn, Marguerite	Martinez, Artur	Ortiz, Mario
Brady, Jazmine	Dibello, Russ	Goldstein, Noah	Kao, Yi	Martinez, Gloria	Osibogun, Adeyemi
Bridie, Jennifer	Dibsi, Nabeh	Golub, Samantha	Karr, Tziporah	Martinez, Gregory	Ossanna, Marco
Brown, Daniel	Diouf, Yacine	González, Carolina	Katz, Lauren	Martinez, Kathleen	Oyungu, Sarah
Brown, Mary	Divanna, Nicholas	Graham, Diamond	Kendrick, Aixa	Marx, Daniel	Padia, Daysha
Buchanan, Steve	Dlabal, John	Graham, Messiah	Kent, Kirsten	Mavrikos, Ero	Panda, Subhadarshi
Bulatova, Natalia	Donado, Abner	Greer, Hunter	Key, Tonia	Mazzarella, Robert	Paolozzi, Anthony
Bynoe, Natasha	Dotson, Jennifer	Gringauz, Jacqueline	Khan, Asif	Mccalla, Felicia	Park, Ki
Cabrales, Miguel	Douse, Arthur	Gringauz, Vadim	Khawaja, Ayaz	Mcgahey, Catharine	Parker, Anna
Cadena, Nancy	Dowd, Lynn	Grudens, John	Kho, Jonathan	Mcgregor, Robert	Parsonnet, Abby
Callender, Andrea	Dubatowka, Megan	Guglielmo, Daniel	King, Barry	Mckenzie, Tafarii	Peek, Colin
Cancel, Angela	Duran, Denisse	Haberbauer, Philipp	Kiofsky, Nikolai	Mclaughlin, Kayla	Pellicari, Alejandro

## Uber Form Letter – Riders Names (Submission 2)

Pena, Genesis	Sawers, Neil	Varela, Marcos
Peralta, Jorge	Sayre, Lauren	Vasquez, Carmen
Peralta, Mirca	Schacht, Mark	Vasquez, Eliany
Perez, Daniel	Scharf, Benjamin	Vincent, Samuel
Perez, Hazel	Scharf, Suri	Vira, Sagar
Petrillo, Cathleen	Schaul, Jacquelyn	Vitale, Michael
Petros, Sami	Schild, Chelsea	W, Dan
Pickard, Camille	Schmidt, Kristin	Wagner, John
Pickles, Amanda	Sena, Dina	Waldron, Jamela
Picon, Yelitza	Serrano, Galy	Walthall, Penelope
Porobic, Amila	Seyoum, Daniel	Waxman, Rachel
Potts, Tyler	Shart, Sylvia	Wedderburn, Karen
Pouler, Hannah	Shearer, Spencer	Weiss, Nina
Qaoud, Natalie	Shmeleva, Luba	West, Ryland
Quevedo, Aldo	Sierra, Jacqueline	Wilburn, Whitney
Rabinowitz, Brenna	Simek, Kelly	Williams, Char'
Rahim, Arshad	Simon, Molly	Williams, Julie
Rajaramachandran, Balaji	Simone, Charles	Williams, Michael
Rama, Mithun	Singh, Cindy	Wiltz, Michelle
Ramirez, Jairo	Smith, Harold	Wimsatt, Emily
Ramlall, Kevin	Smith, True	Wong, William
Ramos, Kimberly	Soliman, Giovanna	Wu, Hongtao
Rapo, Jonathan	Sparkles, Daisy	Wusu, Neil
Rasmussen, Laura	Spencer, Hanna	Yang, Alston
Ray, Kevin	Stancati, Lynn	Yin, Yue
Rechan, Cole	Staudinger, Paul	Young, Michelle
Reed, Roger	Steinberg, Ed	Yue, Jennifer
Reilly, Evan	Stokes, Tiffany	Zachariadis, Jacqueline
Rendon, Linda	Subedi, Prasun	Zhang, Lisa
Reyes, Jordany	Suffern, Tracy	Ziroglu, Anamaria
Reyes, Kariely	Sumbera, Hannah	
Reyes, Linda	Swift, Joanne	
Rivas, Editrudis	T, Stephanie	
Rivas, Icelsa	Taub, Sarah	
Robb, Rebecca	Thomas, Noel	
Rodriguez, Corinne	Thompson, Kayisha	
Rodriguez, Jasper	Thornton, Ken	
Rogers, Fran	Titus, Richard	
Roman, Janice	Torres, Claudia	
Rosenthal, Rachel	Torres, Julissa	
Rosenzweig, Yechezkel	Touray, Ebrima	
Russell, Gavin	Trowers, Thiana	
Salazar, Janilsa	Trustman, Harry	
Samuels, Anne	Tsai, Megan	
Sanchez, Jessica	Tummala, Tiffany	
Sanchez, Wilson	Turner, Brooke	
Santaguida, Victoria	Valerio, Hermenegilda	
Saralidze, Manana	Valerio, Marian	

### (Submission 3)

**CBDT Campaign Letters - RECORD #3 DETAIL**

Status : Unread  
Record Date : 11/28/2022

**Text :**

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Secretary Buttigieg,

3-12 | I drive with Uber and all of my trips below 96th street in Manhattan already have a congestion surcharge, generating hundreds of millions for the MTA every year.

3-13 | Now the MTA wants to add more tolls to my trips, up to \$23, every time I cross below 60th Street. Their only option to help with the loss of earnings, and possibly the loss of this work, as a result of these new tolls is to waive the fee to take the bus operator's exam.

I do not want to be a bus driver! I am choosing to drive with Uber because it works for me. The MTA should come up with a plan that doesn't hurt my income as a driver with Uber and that could put me out of work.

Please step in and help save my job.

## Response to (Submission 3)

### **3-12**

See response to Frequently Received Comment 5.

### **3-13**

See response to Frequently Received Comment 38, Comment 16, Comment 15, Comment 18, and Comment 39.



## Uber Form Letter- Drivers Names (Submission 3)

A, Abdulla	Adams, Eric	Ahmed, Ayyaz	Ahmed, Saud	Akpan, West	Alberto, Francisco
A, Rahman	Adams, Gregory	ahmed, belal	Ahmed, Saud	Akram, Mahmood	alberto, Juan
Abazadze, Giorgi	Addae, Nana	Ahmed, Ejaz	Ahmed, Shahin	Akram, Mahmood	Alberto, Osman
Abbas, Ali	Addo, Emmanuel	Ahmed, Fahim	Ahmed, Shaikh	AKRAM, MUHAMMAD	Alcangel, Kelvin
Abbas, Ghulam	Adel, Bahaa	Ahmed, Faisal	Ahmed, Shakir	Akteruzzaman, Md	Aldoais, Mohamed
Abbas, Ghulam	Aderibigbe, Ayoola	Ahmed, Faisal	Ahmed, Shakir	Akyildiz, John	Aleman, Jose
Abbas, Mian	Adhkari, Sumit	Ahmed, Feroz	Ahmed, Shakir	Alam, Abu	Alenski, Alex
Abbas, Saqlain	Adil, Muhammad	Ahmed, Feroz	Ahmed, Shakir	Alam, Abu	ALEXANDER, FRANKA
abbas, Syed	Adjovi, Codjo	Ahmed, Gulzar	Ahmed, Shamim	Alam, Abu	Alexandre, Ollrich
ABBASI, AHSAN	Adnan, S	Ahmed, Hanafy	Ahmed, Shams	Alam, Abu	Alexandre, Ollrich
Abbasi, Asim	Afanasyev, Vitaly	Ahmed, Hasan	Ahmed, Shams	Alam, Aman	Alexandropoulos, Chris
Abdaliev, Egamberdi	Aftab, Umer	Ahmed, Humayun	Ahmed, Sharif	Alam, Aman	Alexandropoulos, Chris
Abdalla, Emad	Agblevor, Peter	Ahmed, Ibrahim	ahmed, Shawez	Alam, Dewan	Alexis, Hodman
Abdalla, Saif	Aghayev, Murad	Ahmed, Ibrahim	Ahmed, Shibbir	Alam, Didarul	Alfonso, Henry
Abdalla, Samweil	Aguilar, Sergio	Ahmed, Ibrahim	Ahmed, Shibbir	Alam, Didarul	Alhamedi, Adel
abdelaal, Ahmed	Aguilera, Pedro	Ahmed, IFTIKHAR	Ahmed, Shiraz	Alam, Iftekhar	Alhamedi, Adel
Abdelaal, Mahmoud	Aguilera, Pedro	Ahmed, Intesar	Ahmed, Suhel	Alam, Mansur	Alhazemi, Ahmed
Abdelaal, Mahmoud	AGYAPONG, BOATENG	Ahmed, Ishtiaq	Ahmed, Suyeb	Alam, Mansur	Ali, Abdulaziz
Abdelatty, Ahmed	Agyei, Evans	Ahmed, Ishtiaq	Ahmed, Syed	Alam, Md	ali, Adnan
Abdelhafiz, Amgad	Ahamed, Monir	Ahmed, Jabed	Ahmed, Syed	AIAM, MD	Ali, Asad
Abdelhamid, Abdelelah	Ahamed, Shamol	Ahmed, Jamal	Ahmed, Syed	Alam, Md	Ali, Asad
Abdo, Abdullah	Ahammed, Ali	Ahmed, Jamal	Ahmed, Syed	Alam, Md	Ali, Asad
Abdulkader, Ahmed	Ahammed, Md	Ahmed, Jamal	Ahmed, Tansen	AIAM, MD	Ali, Asghar
Abdullah, Mohd	Ahluwalia, Kishan	Ahmed, Mahbub	Ahmed, Tarek	Alam, Md	ali, Asghar
Abdullah, Mohd	Ahmad, Adeel	ahmed, mahmood	Ahmedov, Firuz	Alam, Md	Ali, Asghar
ABDULLAH, MUHAMMAD	Ahmad, Adeel	Ahmed, Mahmoud	Ahmedov, Firuz	Alam, Md	Ali, Atif
abdulrahman, Hussein	Ahmad, Aqeel	Ahmed, Mansoor	Ahmed, Firuz	Alam, Mohammad	Ali, Furqan
Abdurasulov, Ulugbek	Ahmad, Aqqel	Ahmed, Md	Ahmed, Md	ALAM, MOHAMMAD	Ali, Furqan
abouelezz, Khaled	Ahmad, Attique	Ahmed, Md	Ahmed, Md	Alam, Mohammed	Ali, Imran
Abramishvili, Tamazi	Ahmad, Awais	Ahmed, Md	Ahmed, Md	Alam, Mohammed	ali, Kashif
Abreu, Pedro	Ahmad, Faisal	Ahmed, Md	Ahmed, Md	Alam, Mohammed	Ali, Keysar
Abreu, Roberto	Ahmad, Farheen	Ahmed, Md	Ahmed, Md	Alam, Mohammed	Ali, Md
Abril, Jorge	Ahmad, Iftikhar	Ahmed, Md	Ahmed, Mohammed	Alam, Mohammed	Ali, Md
Abu, Mutakilu	Ahmad, Ishtiaq	Ahmed, Md	Ahmed, Mohiuddin	Alam, Mohammed	Ali, Mohamed
Abubakar, Abdal	Ahmad, Khalil	Ahmed, Md	Ahmed, Mohiuddin	Alam, Mohammed	Ali, Mohamed
abusabe, Hakam	Ahmad, Md	Ahmed, Md	Ahmed, Muhammad	Alam, Mohammed	Ali, Mohammad
Acevedo, Carlos	Ahmad, Mukhtar	Ahmed, Md	Ahmed, Muhammad	alam, Rintu	Ali, Mohammad
Acevedo, Israel	Ahmad, Mustafa	Ahmed, Md	Ahmed, Mushtaq	alam, Salah	Ali, Mohammad
Achaibou, Mustapha	Ahmad, Mustansar	Ahmed, Md	Ahmed, Nadeem	Alam, Shafiul	Ali, Mohammed
Acharya, GOKUL	Ahmad, Rafiq	Ahmed, Md	Ahmed, Oli	Alam, Shah	Ali, Mohammed
Achraf, Abdeljebbar	Ahmad, Rafiq	Ahmed, Md	Ahmed, Oli	Alam, Shah	Ali, Mohammed
Acosta, Henry	Ahmad, Rana	Ahmed, Md	Ahmed, Oli	Alam, Shah	Ali, Mohammed
Acosta, Robert	Ahmad, Rizwan	Ahmed, Md	Ahmed, Raju	Alam, Shahzad	Ali, Mohammed
Acosta, Willy	Ahmad, Wisal	Ahmed, Md	Ahmed, Raju	Alam, Shahzad	Ali, Mohammed
Adames, Eduardo	Ahmadi, Wasiq	Ahmed, Md	Ahmed, Rejaul	Alam, Shamsul	Ali, Mohsin
Adames, Geury	Ahmed, Abdelbaset	Ahmed, Md	Ahmed, Rumal	Alam, Shamsul	ALI, MUHAMMAD
Adamez, Lisandro	Ahmed, Abdelbaset	Ahmed, Md	Ahmed, Salahuddin	ALANE, Rachid	Ali, Nawshad
Adamou, Djibrilla	Ahmed, Abdelbaset	Ahmed, Md	Ahmed, Salem	alarcon, Jhonatan	Ali, Nawshad
	Ahmed, Ahmed	Ahmed, Md	Ahmed, Salik	Alawadhi, Marwan	Ali, Nazakat
	Ahmed, Ali	Ahmed, Md	Ahmed, Sarker	Alberto, Francisco	ali, rana

## Uber Form Letter- Drivers Names (Submission 3)

Ali, Saqab	Alvarado, Luis	Anisuzzaman, Mohammad	Aslam, Mirza	Babar, Kamran	Barometre, Roger
Ali, Saqab	Alvarez, Carlos	Anwar, Bilal	Aslam, Noman	Babayan, Ashot	Barragan, Julio
Ali, Sm	Alvarez, Carlos	Anwar, Bilal	Aslanoglu, Ahmet	Babul, Mdbarkot	Barrera, Jose
Ali, Sm	Alvarez, Carlos	Anwar, Hussain	Assabahi, Muhammad	BACCHUS, RASHEED	Barrie, Abdul
Ali, Sultan	Alvarez, Carlos	Anwar, Mohammad	Assadullah, Mohammad	Badette, Richard	Barrie, Abdul
ali, Syed	Alvarez, Deivi	Anwar, Mohammad	Assibu, Amanfo	Badhan, Gurmail	Barrie, Chernob
Aliev, Firuz	Alvarez, John	Anwar, Mohammad	Astacio, Keyner	Badhan, Sikander	Barrie, Idrissa
Aliev, Obid	Alvarez, Lautaro	Anwar, Syed	Atif, Mohammad	Bado, Bessolho	Barrie, Idrissa
Aliev, Obid	Alvarez, Rafael	Anwar, Syed	Atta, Reginald	Badra, Ahmed	Barrie, Mamadu
Alifonso, Christian	Alvarez, Rafael	Anwar, Syed	Attia, Hany	Badsha, Md	Barrios, Cesar
Alim, Mohammad	Alvarez, Rogelio	ANWAR, UMAR	Atwal, Bhupinder	BAGIROV, YUSUF	Barry, Abdoulaye
Alim, Mohammad	Aly, Ahmed	Appiah, Reagan	Audige, Gomere	Bah, Abdourahman	barry, Amadou
Alishamim, Syed	ALYAS, ALI	Aqib, Muhammad	Audige, Gomere	Bah, Abdrahamane	Barry, Ibrahima
Alishamim, Syed	ALYAS, ALI	Aqib, Muhammad	Augustin, Jean	Bah, Habib	Barry, Ibrahima
Aliyev, Rizvan	Alzaben, Fuad	Aquino, Freddy	Augustin, Jeff	Bah, Ibrahima	Barry, Ibrahima
Aljaradie, Talal	Alzaben, Fuad	Aquino, Rafael	Aung, Nyein	Bah, Lamine	Barry, Mamadou
Aljaradie, Talal	Amalan, Tharmarasa	Aracena, Frank	Aung, Thant	Bah, Mohamadou	Barry, Thierno
alkeefe, Esam	Aman, Muhammad	Arachchilage, Namal	Aung, Yan	Bah, Mohamed	Barua, Manash
Alkhawlani, Laeth	amany, Halik	Arain, Muhammad	Auson, Idalma	Bah, Mohamed	Barua, Moitrisar
Alkolani, Abdulmuhsen	ameen, Ayman	Aranda, Fredy	Avalishvili, Elguja	Bah, Mohamed	Barua, Shipul
Alkolani, Abdulmuhsen	Amer, Mamdouh	Arenas, Michael	Avetisyan, Arshavir	Bah, Mohamed	Barua, Sulak
Alli, Imran	Amin, Al	ARGHWAN, abdul	Aviles, Guillermo	Bah, Mouctar	Baruwa, Fatai
Alli, Imran	Amin, Johirul	Arias, Amado	Avramov, Daniel	Bah, Souleymane	bashar, Abul
Ally, Sheik	AmiN, KhaYerul	Arias, Porfirio	Awad, Refky	Bahodurov, Akmalkhon	Bashir, Mohammed
Ally, Sheik	AmiN, KhaYerul	Ariful, Md	Awal, Md	Bahssain, Chakir	Bashir, Muhammad
Almaleki, Zakarya	Amin, King	Aristizabal, Alexander	Awan, Malik	BAHTIYAR, ANIL	BASITH, MD
Almamun, Md	Amin, MD	arman, Muhammad	Awan, Rashid	baich, Abdelkrim	Basnet, Binod
Almanzar, Ayane	Amin, MD	Armanuos, Wael	Ayala, Cristian	Baig, Mirza	Bastardo, Federico
almardahi, Ali	Amin, Muhammad	Arrue, Roberto	Ayar, Turker	Bain, Suvadeep	Basvi, Tonderayi
Almonor, Ronald	amin, Nader	Arshad, Arslan	Ayaz, Muhammad	Bajracharya, Aryan	Bathily, Alou
Almonor, Ronald	Amin, Nurul	Arshad, Hussnain	Aybar, Juan	Bajraktari, Kastriot	Bathily, Alou
ALMONTE, ANGEL	Amin, Raisul	Arshad, Mubeen	Azad, Ismail	Bajwa, Chander	Bathily, Hamar
almonTE, Jose	Amin, Riffat	Arshad, Sohail	AZAD, MD	Bajwa, Devinder	Batista, Carlos
almonTE, Jose	Amin, Riffat	Arshakyan, Karen	Azad, Mohammad	bajwa, Rajbir	Batista, Elisaul
Almonte, Pedro	Aminu, Muntala	Arshid, Muhammad	Azam, Mohammed	Bakhtiyorov, Mirislom	Batista, Fausto
Almonte, Pedro	Amirkhanyan, Ernest	Artykov, Alexander	Azcona, Ricardo	Balbi, Francisco	Batista, Ramon
Almulaiki, Ali	Amirkhanyan, Ernest	Arutinov, Gari	Azeem, Mohammad	BALDE, Amadou	Bayzid, Quazi
Almulaiki, Sallam	Amran, Uddin	Aryadi, Wong	Azhar, Javaid	Balde, Mamadu	Bazeli, Valeriy
Alomari, Kamal	Andarge, Ashenafi	Aryadi, Wong	Azhar, Mian	Baldera, Alina	Bazeli, Valeriy
Alomari, Kamal	Anderson, Juanita	Asad, Said	Aziz, Abdul	Bamba, Adama	Beekharry, Steve
Alonzo, Ramon	Andino, Wendee	Asadujjaman, Fnu	Aziz, Qaisar	Banait, Surjit	Begolli, Shpend
ALPYSSOV, Azamat	Andrade, David	Ashfaq, Usman	Aziz, S	Bangali, Mafizur	BEGOUME, NOEL
Alpyssov, Azamat	Andre, Kevin	Ashfaq, usman	Aziz, yaoda	Banouh, Lismary	Bekhit, George
Alrosan, Yazan	Andre, Kevin	ASHWANI, KUMAR	Azzam, Hesham	Baptista, Clayton	Belbachir, Abdelmalek
Alsaidi, Lotf	Andreasyan, Arman	Asiamah, Jonas	B, Bassam	Baptiste, Amauris	Belizaire, Walner
Altukhov, Alexey	Andujar, Eric	Asiedu, Thomas	B, Choon	Barak, Nematullah	Bello, Kendra
Altukhov, Alexey	Ang, Sherpa	Asimov, Suhrob	ba, Mamadou	Barbee, Nathaniel	bello, Máximo
Altunashvili, Levan	Angrand, Bernard	Aslam, Adnan	Babaev, Oleg	Bari, Gazi	Bello, Rainiery

## Uber Form Letter- Drivers Names (Submission 3)

Bencosme, Lucia	Bonilla, Cristian	Cabrera, pedro	Chakraborty, Rumon	Chhetri, Prakash	Ciriaco, Carlos
Benmansour, Toufik	Bor, Bekir	cabrera, Rodolfo	CHALABI, HAMZA	Chioukh, Abderrahmane	Cisse, Mohamed
Benmebrouk, Redha	Bor, Bekir	CADET, JEAN	Chamberlain, Robert	Cholula, Miguel	Clarke, Dextha
Berestovoi, Sergei	Bor, Bekir	Cadette, Jean	Chan, Edmund	Chong, Kok	Clarke, Dextha
Berestovoi, Sergei	Borgella, Joseph	caivinagua, Edison	Chan, Stephen	Choudhary, Mohammad	Coggins, Clarence
Berishvili, Gela	Borovykov, Dmytro	Cajiao, Luis	Chandla, Pawan	Choudhary, Waqas	COIRO, LUIS
berrios, victor	BOUANIKA, MOHAMMED	CALDERON, Dennis	chang, steve	Choudhury, Abuhena	Collado, Davis
Berrouet, Marie	Bouchra, Elhabib	Calderon, Samuel	Chapman, Kerwin	Choudhury, Al	Collado, Davis
Besha, Mahmud	boudguig, Abdelali	Camacho, Felix	Chapman, Kerwin	Choudhury, Anisur	Collado, Endry
Best, Eric	Bouhechicha, Noureddine	Camara, Abdoulaye	Charnyy, Maksim	Choudhury, Md	Collado, Raiphy
Betances, Jose	bourakkadi, nabil	Camara, Ibrahimia	Chase, Nicholas	Choudhury, Mohammed	Colon, Alejandro
Beyay, Abdelhafid	Bourhlala, Adel	Camara, Ismael	Chauca, Esteban	Chour, Ali	Colon, Alejandro
Beyene, Wendewesen	Bousalem, Seyf	Camara, Mohamed	Chauca, Esteban	Chow, Kam	CONTIN, VIANELA
Beznea, Adrian	Boutat, Abderrahman	Camilo, Geral	Chaudhary, Ashraf	Chow, Raymond	Conto, Ranulfo
Bhattarai, Sunil	Bravo, Giovanni	CAMPOS, RONALD	Chaudhary, Manawar	Chow, Raymond	Conto, Ranulfo
bhatti, ali	Brea, Wagner	Campoverde, Isidro	Chaudhary, Mohammad	Chowdhury, Abdul	Contreras, Rolando
Bhatti, Bhupinder	Brito, Berman	Canas, Edwin	Chaudhry, Muzamil	Chowdhury, Abdul	Contreras, Rolando
bhatti, Mohammad	Brown, Leslie	Canas, Edwin	Chaudhry, Muzamil	Chowdhury, Abu	Contreras, Rolando
Bhinder, Muhammad	Brown, Michael	Candelario, Alexander	Chaudhry, Sohaib	Chowdhury, Abu	Converse, JohnDavid
Bhole, Jasbir	Brown, Rebecca	Canto, Manuel	Chaudry, Shahjahan	Chowdhury, Abu	Copiram, Rabindranauth
Bhuiyan, Md	Brutus, Henry	Capellan, Raffy	Chavez, Radhames	Chowdhury, Gulam	Cordero, Denis
BHUIYAN, MD	Buahyin, Mohammad	Cappellano, Cassiano	CHAWLA, GAGANDEEP	Chowdhury, Gulam	Cordero, Denis
bhuiyan, Nazir	Budhai, Videsh	Caraballo, Jesus	Checo, Jose	Chowdhury, Kamrul	Coronado, Wilfredo
Bhujel, Madan	Budhathoki, Dambar	Caraballo, Jose	Cheema, Asif	Chowdhury, Md	Correa, Luis
Bhutta, Adnan	budhathoki, Harihar	Caraballo, Luis	Cheema, Sital	Chowdhury, Md	Correa, Luis
Bhutta, Muhammad	Bueno, Alvaro	Carestia, Steven	Chem, Fei	Chowdhury, Md	COSKUNKAL, ILHAM
Bhuyan, Md	Bueno, Ledwi	CARESTIA, STEVEN	Chen, erhuang	Chowdhury, Md	Coulibaly, Adama
Bhuyan, Sumon	Bunze, Michael	Casilla, Jonathan	Chen, Hai	Chowdhury, Milon	Coulibaly, Adama
Bhuyan, Sumon	Burgess, Obed	Casimir, Kouraogo	Chen, Hao	Chowdhury, Milon	Coulibaly, Adama
Bihi, Youssef	Burkhonov, Temur	Castellanos, Mauricio	Chen, JIANQING	Chowdhury, Mizanur	Crespo, Bolivar
Bilal, Ahmad	Butt, Abid	Castillo, Alvaro	CHEN, JIN	Chowdhury, Mohammad	Crisostomo, Felix
Bilal, Mohammad	Butt, Habib	Castillo, Ulises	Chen, Liang	Chowdhury, Mohammad	Crisostomo, Felix
Billa, Boukary	Butt, Muhammad	Castrillon, John	Chen, MingHao	Chowdhury, Nurul	Crispin, Víctor
Binet, Denny	Butt, Raza	Castro, Jose	Chen, Nelson	Chowdhury, Raihan	Crispin, Víctor
Binotto, Jesse	Butt, Shahid	Ceant, Karl	Chen, Qin	Chowdhury, Raihan	crousset, Inocencia
Binyaminov, Yakub	Butt, Zain	Cedeno, Luis	Chen, Rong	Chowdhury, Rashid	Cruz, Adrian
Binyaminov, Yakub	Butt, Zain	Cepeda, Alexander	Chen, Si	Chowdhury, Roman	Cruz, Adrian
Bishara, Medhat	C, Mariana	Cepeda, Juan	chen, Weiping	Chowdhury, Roman	Cruz, Felix
Bishokarma, Kailash	Caba, Daniel	Cepeda, Rojas	Chen, Wen	Chowdhury, salim	Cruz, Felix
Bishwakarma, Bikki	Cabral, Jesus	Cespedes, Argenis	chen, xiaoshu	Chowdory, Jakir	Cruz, Franklin
Bishwokarma, Om	Cabrera, Adonis	Cespedes, Edward	CHEN, YOU	Chowdory, Jakir	Cruz, Franklin
bist, Nrip	Cabrera, Fabio	cespedes, Joel	chen, zenglang	Chowdory, Jakir	Cruz, Ivelina
Biswas, Pobitra	Cabrera, Fabio	Cetin, Eyup	Chen, Zhen	Chowdory, Jakir	Cruz, Ivelina
Boachie, Kwame	Cabrera, Gabriel	Chacha, Marcos	CHEN, ZI	Christian, Stanley	Cruz, Ivelina
Boateng, Jacob	Cabrera, Ionesco	Chacom, Roberto	Cherestal, Roosevelt	Chudal, Tekraj	Cruz, Ivelina
Bodrick, David	Cabrera, Jairo	Chacon, Ariolfo	Cherif, Ferhat	Chuephel, Tsundu	Cruz, Jose
Boltaev, Bakhtiyor	cabrera, Pedro	Chafye, Mohamed	Cherkaoui, Taha	Cie, Raymond	Cruz, Jose
bond, Edward	Cabrera, Pedro	Chakor, Prashant	Chhantyal, Tejindra	Cie, Raymond	Cruz, Jose

## Uber Form Letter- Drivers Names (Submission 3)

Cruz, Jose	Debora, Yahaira	Diaz, Casildo	Ebidou, Tamer	Faruk, Rayhan	Geraldino, Eduardo
Cruz, Jose	Decamps, Carlos	Diaz, Dionis	Eburu, Uchechukwu	Farzin, Sheikh	Ghacham, Jamal
Cruz, Jose	Decamps, Carlos	Diaz, Jose	Edokpolor, Christian	Fayziev, Alisher	Ghadri, Mohamed
Cruz, José	Dejesusgomez, Carlos	Diaz, Librado	Edwards, jose	Felipe, Dario	Ghafoori, Sadiq
Cruz, Joshua	DeLeon, Rafael	Diaz, Luis	Elaaddam, Abdelaziz	Fermin, Biasmey	Ghale, Chhiring
Cruz, Luis	DeLeon, Rafael	Diaz, Rafael	Elbaridi, Yousry	Fernandez, Joribert	Ghuman, Javid
Cruz, Michelle	Delly, Carly	Diba, Mor	ELCI, HUSEYIN	Fernandez, Kelvin	Gil, Luis
Cruz, Michelle	Delly, Carly	Diop, Abou	Eldakhakhany, MOHAMED	FERNANDEZ, MARIA	Gillani, Syed
cruz, Ramon	Deme, Babacar	Diop, Ousseynou	Elgendy, Ehab	Fernandez, Nerys	Giri, Bishal
cruz, Roberto	Deng, Guohan	Disla, Nelson	Elgohary, Ahmed	Fernandez, Rosanna	Gittens, Cyril
cuevas, Carlos	Denis, Robert	DITANNA, QUIRINO	Elharji, Mohamed	Ferreira, Anthony	GNING, IBRAHIMA
Cuevas, Joseph	Derisma, Marck	DITANNA, QUIRINO	Eliacin, Emmanuel	Fettal, Abdelkader	Godabrelidze, Inga
D, Firdavs	Derouiche, Soufyane	Djabbarov, Damir	Elie, Allen	Fiaz, Zan	Goez, Santiago
D, Firdavs	Devecj, Kalip	Djalalov, Islom	Eljidi, Elmustapha	Filippov, Aleksandr	Goghar, Manjit
Dahbi, Mohammed	Dewan, Jay	Djelil, Fouad	Elmateet, Khalid	Filpo, Ramon	Goldberg, Stuart
Dahbi, Mohammed	Dhaiti, Emmanuel	Dominguez, Roderto	ELMEKABATI, SAID	Fleur, Rubert	Gomez, Emanuel
Dahbi, Salaheddine	Dhani, Roopram	DON, SAT	Elmekaty, Mohamed	Flieger, Paul	Gomez, Jose
Dahbi, Salaheddine	Dhekyong, Tenzin	DON, SAT	Elmetknany, Yasser	flores, Ramiro	Gomez, Josmeidi
Dahele, Nachhatar	Dhekyong, Tenzin	Dong, Yongliang	Elmon, Pierre	flores, Ramiro	Gomez, Ronny
DAI, JIE	DHILLON, BHIR	Dong, Yu	ELNAHHAS, Tarek	Flores, Romilio	Gomez, Warner
DAI, JIE	DHILLON, BHIR	Dong, Zhiyuan	Eltanany, Ahmed	Florestal, Romel	Gomez, William
DAI, JUNJIE	Dhondup, Nyima	Doobay, Deven	Eltayeb, Tamer	Fofana, Amadou	Gomez, William
Dai, Qiang	Dhondup, Rinzin	Doobay, Deven	Emanuelli, Marcos	Foley, Anthony	Gomilla, James
Dai, Qiang	Dia, Fadhilou	Dorjee, Tashi	Enosse, Ernesto	Fondio, Mamadou	Gomilla, James
DAKOALA, WENDPOULEMDE	Diagne, Mustapha	Dorjii, Kuenzang	Escalona, Oscar	Ford, Almas	Gonzalez, Brandy
dalpa, Shaheen	Diakhaby, Habib	DORSAINVIL, WISELIN	Espinal, Andres	Fougere, Junior	González, Manuel
Dalrymple, Henry	Diakite, Abdoulaye	Dossoumou, Abdalla	Espinalflores, Eligio	Fragoso, Carmen	Gosh, Babu
Dalrymple, Henry	Diakite, Ibrahim	Doucoure, Kande	espiritu, Pedro	Franks, Bill	GOUEM, Abdoul
Damdul, Kalsang	Diallo, Abdourahamane	Doumbia, Siaka	Esquivel, Julio	Fray, Royston	Green, Euwan
Damdul, Kalsang	diallo, Alpha	Doumbia, Souleymane	Esserghini, Richard	Fu, Jianfeng	GREENBERG, DENNIS
Danny, Chan	Diallo, Amadou	Doumbouya, Mory	Estrella, Juan	Gaballa, Adly	griffith, andy
Danny, Chan	Diallo, Boubacar	Doutoum, Mahamat	Estrella, Maximo	Gabriel, Wilner	Grullon, Wandy
Danquah, Kwame	Diallo, Ibrahima	Drame, Cheikh	Etienne, Guichard	Gabunia, Erekle	Guan, JinTang
Danquah, Kwame	Diallo, Mahmoud	Driver, Sam	Ettangi, Mahmoud	Gaha, Kesh	Guan, Wei
Danso, Tumade	Diallo, Mahmoud	Duan, Dong	Eugene, Antoine	Gao, Erik	Guaño, Carmen
Danso, Tumade	Diallo, Mamadou	Duan, Dong	Fabian, Joel	Gao, gong	Gueye, Bassirou
Daoud, Omar	DIALLO, Mamadou	Duarte, Julissa	Faican, Gustavo	Garcia, Andres	Guigma, Issoufou
Daoud, Omar	Diallo, Mamadou	Dukens, Jeano	Faisal, Mohammad	Garcia, Elvis	Guillermo, Edgar
Dar, Nokhaiz	Diallo, Mamadou	Dumas, Donald	Fan, QuanBin	Garcia, Ericka	Guillermo, Jose
Darsalia, David	Diallo, Mamoudou	Dumosang, Sepal	Fanfair, Vernon	Garcia, Josue	Guinanzaca, Jorge
Daryai, MuhammadAli	Diallo, Mohamed	Duodeng, Longre	Fanjul, Rommel	Garcia, Jubrainy	Gul, Erdogan
Das, Arajit	Diallo, Mohamed	Duque, Frederick	Farag, Ramy	Garcia, Robert	Gumberidze, David
Das, Ratan	Diallo, Mouctar	Duquela, Alfredo	Farahat, Mohamed	Garcia, Steven	Guo, Feng
Das, Ratan	Diallo, Souleymane	Duran, Desiderio	Fares, Hadine	Garcia, Ysidro	Guo, Lei
Das, Shanti	diallo, Therno	Durzi, Zahi	Farooq, Shahbaz	Garrick, Leo	Guo, Qi
Daud, Mohammed	Diane, Mohamed	Dussuau, Runel	Faroque, Omar	Geleck, Karma	Guo, Qi
Daud, Mohammed	Dias, Bickey	Duvivier, Henry	Faruk, Abm	Genao, Raully	Guo, Wenxiang
Daula, Qayyum	Diaz, Abel	Dzhalolov, Parviz	Faruk, Abm	Genao, Raully	Gurung, Anil

## Uber Form Letter- Drivers Names (Submission 3)

Gurung, Anil	Hassan, Mohammad	hu, Albert	Islam, Md	Jiang, Charles	Khan, Md
Gurung, Ben	hassan, Zaka	Huang, Haifeng	ISLAM, MD	Jimenez, Luis	khan, Mohammed
Gurung, Karma	Hassib, Shehriar	Huang, Jianqun	Islam, Md	Jimenez, Nerys	KHAN, MUSTAFA
Gurung, Karma	Hawater, Magdy	Huang, Rex	Islam, Md	Jin, Leu	Khan, Nadeem
Gurung, Karsang	Hawater, Mohamed	Hubahib, Durell	Islam, Md	Jin, Qiu	Khan, Rizwan
Gurung, Nawang	Hay, Maurice	Humagain, Rupak	Islam, Md	Jiyanov, Elyor	Khan, Saleh
Gurung, Tsering	hazan, Marco	Huq, Mohammad	Islam, Md	Jobity, Antonio	Khasanboev, Oybek
Guselshchikov, Iurii	hegazy, Ahmed	Husein, Naushad	Islam, Md	Johnson, Darryl	Khasanboev, Oybek
Gutierrez, Austin	Hegazy, Tamer	Hussain, Jawshan	Islam, Md	Jones, Theodore	Khasanov, Amir
Gutierrez, Dioris	Hegazy, Zaki	Hussain, Kashif	Islam, Md	Joseph, Elvis	Khasanov, Jakhongir
Guzmán, Amado	Hernández, Julio	Hussain, Luqman	Islam, Md	Joshi, ATUL	Kheturiani, Mamuka
Guzman, Luis	Hernandez, Steven	Hussain, Md	Islam, Md	Jouni, Iyad	Khoda, Qudrat
Guzman, Patricio	Herrera, Justo	Hussain, Md	Islam, Mohammad	Jovinda, Naseer	Khokhar, Mohammad
Habibulloev, Shukrullokhon	Hery, Musa	Hussain, Mubashir	Islam, Mohammad	Juan, Donato	Kholmurodov, Dilmurod
Hadel, Don	Hidalgo, Randolph	Hussain, Shakir	Islam, Mohammad	Juan, Donato	Khooshabi, Geneva
Hadi, Mohammed	Homidov, Kamoliddin	Hussain, Tariq	Islam, Nazrul	Julian, Ronnie	Khudaybakhshiev, Akmal
Hafiz, Abu	Hongbin, Gao	Hussein, Hossam	Islam, Rabbi	Kabir, Firoz	Kiguradze, Levan
Haidar, Mohammad	Hoque, Anam	Hussein, Medhat	islam, Rezaul	Kabir, Shojal	Kingsawat, Surat
haider, Fakhrul	Hoque, Mohammed	Hussin, Mohamed	Islam, Saiful	Kaczorowski, Dariusz	Ko, Kyaw
Haider, Mohammed	Hosain, Muhammad	Huynh, Chuck	Islam, Salman	kader, Md	Kolathayil, Hazeeb
Hakim, Abdul	Hossain, Alamgir	Ibragimov, Abdulkarim	Islam, Sayful	kahar, Badal	Kolindrekar, Sumeet
Halili, Hamdi	Hossain, Amir	Ibrahim, Mohammad	Islam, Shafiqul	Kaies, Md	Kondratenko, Aleksey
Hameed, Amar	Hossain, Anwar	Icart, Lisanda	Islam, Sirajul	Kalandadze, Nodar	KONE, MOUSSA
Hameed, Muhammad	Hossain, Billal	Idrizi, Bashkim	Islam, Zahedul	Kamruzzaman, Mohammed	Kosciuk, Lukasz
Hamel, Ricot	Hossain, Delware	Iftikhar, Hanan	Ismail, Qaisar	Kanda, Anurag	KOVBASNYUK, YAROSLAV
Hamisa, Tarek	Hossain, Faisal	Ijasuyi, Jacob	Ismoilov, Mehrojhon	Kandel, Parbat	Kreynin, Anthony
Han, Kyaw	Hossain, Imtiaz	Ijaz, Hasnain	Issa, Amr	Kang, Seong	Kristona, Zachery
Han, Wen	Hossain, Md	Ilahi, Mazhar	Issa, Amr	Kantako, Mohamed	Kuchkarov, Ruslan
Hanafi, Mustafa	Hossain, Md	Imad, Belbaita	Issah, Sabitu	Karim, Abdul	Kulmatov, Khasan
Hanafi, Mustafa	HOSSAIN, MD	Imran, Hamza	Issaka, Kabore	Karim, Mohammad	Kumar, Ashok
Haque, Mohammed	Hossain, Mid	Imran, Muhammad	Ivanishvili, Vano	Karki, Lokendra	Kumar, Rajesh
Haque, Sm	Hossain, Mohammad	Imran, Muhammad	Ivanov, Denys	Kasimov, Laziz	Kumar, Rajesh
Haque, Tahidul	Hossain, Mohammad	Imran, Shahryar	J, Faiz	Kaur, Apanjit	Kumar, Satish
Harford, Mark	Hossain, Mohammad	Inayat, Ali	Jafar, Asif	Kaur, Maninderjeet	Kumar, Vijay
Harkat, Menad	HOSSAIN, Mohammad	Inayat, Ali	Jahongir, Yarmuhamedov	Kawsar, Mohammed	Kundra, Vishal
Hasan, Mahfujul	Hossain, Monir	Infante, David	Jaipal, Hemkumari	Kayani, Mashrique	KY, Bientama
Hasan, Mahmudul	Hossain, Riad	Infante, Jeffrey	Jalloh, Abibu	Kaziev, Azim	Kyaw, Htin
Hasan, MD	Hossain, Robiul	Infante, Víctor	Jalloh, Wurie	Kc, Kumar	Kyitsang, Konthar
Hasan, Md	Hossain, Robiul	Iqbal, Choudhry	Jaman, Shiplu	kenneh, Allou	L, L
Hasan, Mehedi	Hossain, Shahadat	Iqbal, Choudhry	James, Clifford	Kettouiyi, Khalid	L, L
Hasan, Mehedi	Hossan, Khaled	iqbal, Pervaz	Jamil, Basharat	Khalak, Abdul	Labadi, Anwar
Hasan, Mustafa	Hossan, Mosharof	Irfan, Muhammad	Janvier, Jeff	Khaleduzzaman, Mohammed	Ladines, Johnny
Hasan, Sardar	Howlader, Mohammad	Islam, Abdullah	Javed, Paras	Khalid, Zahid	Lafortune, Paul
Hasanuzzaman, FNU	Howlader, Shafiquzzaman	Islam, Aminul	Javier, Luis	Khan, Anisur	LAHABI, DHAFER
Hashi, Zeeshan	Hoxha, Granit	Islam, Ariful	Jesus, Claribel	Khan, Arshad	Lakhi, Sohel
Hasnain, Tanvir	Hssayane, Abdenour	Islam, Kazi	Jesus, Franklin	Khan, Fahad	lall, Prahalad
Hasrie, Sadio	Htain, Win	Islam, Md	Jewel, Mohammad	Khan, Hidayat	Lam, Pui
Hassan, Ahmed	Htun, Win	Islam, Md	Jha, Chandra	Khan, Javed	Lama, Kalsang

## Uber Form Letter- Drivers Names (Submission 3)

Lamothe, Armstrong	Logan, Felicia	Mansoor, Muhammad	Mian, Chishti	Munoz, Geovanny	Noman, Mahmoud
Lamsang, Tash	Lomtadze, Giorgi	Manzoor, Noman	Michel, Eladio	MUNOZ, HERDUY	Norbu, Chomphel
Lancer, Miguel	Londono, Gustavo	Marcellus, Vilardel	Michel, Harry	Munoz, Jose	Noyon, Nazmul
Lantigua, Natanael	Lopez, Ingrid	Mare, Abdoul	Millien, Jean	Muradov, Aziz	Noyon, Nazmul
Lascano, Leonidas	Lopez, Ingrid	Marlow, Eric	Min, Miyata	Muradov, Khayotbek	Núñez, Danilo
Lashley, Wilfred	Lopez, Johnny	Marmolejo, Luis	Min, Miyata	Murodjon, Bakhronov	Nunez, Endy
Lazarus, Lawrence	Lopez, Victor	Marmolejo, William	Minalla, Milton	MURODOV, BOBUR	Nunez, Geraldo
Lazreg, Mohamed	lora, Joel	Marques, Michelle	Minaya, Dioni	Murphy, Tarik	Nunez, Keimi
Lee, Edwin	Lototskyy, Oleg	Martinez, Clever	Minier, Kenia	Mushtaq, Muhammad	Nunez, Luis
Leiva, Alexander	Louis, Carl	Martinez, Edicson	Mir, Waseem	Mustafa, Ahmad	Nunez, Luis
Lenin, Faisal	Louis, Renel	Martínez, Gloria	Moawwad, Mina	Mwamlima, Lusekelo	Nurannabi, Razib
Leontyev, Vladimir	Lozano, Joel	Martinez, Hitler	Mobarak, Mohammad	N, Josias	Nyupane, Mani
Leroy, Fritz	Lu, Jianliang	Martinez, Jose	Mohamed, Ahmed	N, Ricardo	Oblokulov, Jonibek
Leung, Terry	Lu, Jianwei	Masood, Aatir	Mohamed, Belhaddad	Naeem, Arshad	Ocasio, Travis
Levitis, David	Luna, Marco	Masum, Abdul	Mohamed, Mohamedu	Naeem, Muhammad	Odilov, Zafarjon
Lewis, Rosemary	luo, Xiaoshan	Masum, Masud	Mohammad, Sultan	Nak, Phillip	Ojinuka, Ikechi
Li, Christina	Ly, Ibrahima	Matani, Suraj	Mohammed, Fida	Nana, Abdou	Oli, Pawan
Li, Christina	Lyamkin, Denis	Mateo, Ivan	Mohammed, Lazraq	Naouikhir, Mohammed	Oloye, Rotimi
Li, franky	Ma, Man	Matos, Mailon	Mohammed, Mouaffak	Narkulov, Shukhrat	Olusanya, Ebenezer
Li, Igor	Macancela, Cristian	Mattis, Andre	Mohiuddin, Gulam	Nasher, Mohammad	Onar, Senol
LI, LIN	Machado, Richard	Mazumder, Siraj	Molina, Jose	Nasir, Shahzad	Ordonez, Elmo
Li, Ming	Magar, Baburam	McKenzie, Seon	Mollik, Dilip	NASSAR, AHMED	Oronsaye, Emmanuel
LI, SHIWEI	Magar, Bhim	McMillan, Floyd	Momin, Mohammad	Nawaz, Salak	Ortega, Gabriel
Liang, Zhao	Magar, Nima	Md, Shazzad	Mondal, Ranjit	Nawaz, Tehmoor	Ortiz, Ever
Liao, PINGYUAN	Magar, Shiva	Meddad, Zouhir	Moniruzzaman, Mohammed	NAZMUL, HASSAN	Ortiz, William
Lim, Kear	Magar, Tirtha	Medina, Javier	Monoaruzzaman, Md	Ndiaye, Cheikh	Osorio, Diego
Lim, TIAN	Mahdy, Assem	Mehboob, Kashif	Monsur, Mohammed	Ndiaye, Waly	Ou, Haojie
Lima, Luma	Mahmood, Khalid	Mehedi, Hasan	Moosani, Mohamed	Needham, Edmund	Ou, Haojie
Lin, Jian	Mahmood, qaisar	Mehmood, Arshad	Morales, Joel	negi, Bharat	Ouattara, Cheick
Lin, Jinsong	Mahmood, Sajid	MEHRAN, KHAWAJA	MORALES, ROMMEL	Nesterov, Grigori	Ouedraogo, Jean
Lin, ShiDe	Mahmud, Faisal	Mejia, Francis	Moran, Luis	Neupane, Pawan	Ouhejjou, Mustapha
Lin, song	Mahmuduzzaman, Shah	Mejia, Mike	Moratin, Cecil	Neverson, Sayquan	Ouhejjou, Mustapha
Lin, Yu	Mahraj, Mohammad	Melendres, Nelson	Morency, Myrtha	Newport, Clifford	Outanine, Laila
Lin, Yuan	Mainuddin, UmarFaruq	Melo, Maximo	Morgan, Dezmond	Ng, Daniel	Owusu, Eric
Liriano, Pedro	Majeed, Abdul	Mema, Bekim	Moronta, Ramon	Ng, Kam	Oyuela, Jhon
Liriano, Pedro	Malai, Joni	Méndez, Luidin	Moslem, Md	Nguyen, Danny	Pacheco, Rene
Liriano, Yiset	Malik, Aamer	Mendez, Wendy	Mosquea, Luigi	Ngwudo, Onyeka	Padilla, William
Liu, Huan	Malik, Abdullah	Mendo, Lobsang	Mosquera, Rosa	Ni, Li	Paez, Noel
Liu, Huan	Malik, Aftab	Mendy, Alphonse	Moumou, Omar	Ni, Renguan	Palacios, Cristian
Liu, JunTao	Malik, Rajib	Menendez, Alberlis	Moursy, Tarek	Niang, Elhadji	Paniagua, Constantino
Liu, Lufeng	Malik, Tariq	Mercado, Emelanio	Mshvildadze, Malkhaz	Nijman, Johan	Panton, Charles
Liu, Qiang	Malik, ZAHID	merchant, Sameer	Mtsariashvili, Kakhaber	nikatsadze, Konstantine	Panton, Charles
Liyavudeen, Mohamed	Mallard, Ernest	Merdaci, Hamza	Mueses, Juan	Nimtrakul, Panya	Panton, Charles
Lleshi, Jozef	Mamayusupov, Sanjar	Miah, Akkas	Mughal, Nadeem	Nimtrakul, Panya	Pardo, Juan
lloci, Igli	Mamoune, Sid	Miah, Md	MUhammad, kashif	Niraula, Ganesh	Paredes, Gabriel
Lo, Cheikh	mamun, Muhammad	Miah, Md	Muhammad, Usman	Nishiyama, Koji	Parra, jhonatan
Lobban, Waldemar	Mancebo, Tomas	Miah, Redhoy	Muharam, Yousuf	Nizam, Somnauth	Parra, Vladimir
Lodoe, Jamyang	Manna, Md	Miah, Ruhel	mumtaz, Badar	Nolasco, Henry	Parvez, Md

## Uber Form Letter- Drivers Names (Submission 3)

Parvez, Mohit	Pichardo, Jose	Quddus, Abdul	Rahman, Mizanur	Ramirez, Jose	Razu, Shah
Parvez, Mohit	Pichardo, Jose	Queliz, Francisco	Rahman, Mizanur	Ramirez, Jose	Razzak, Abdul
Pasnak, Michael	Pierre, LUCIEN	Queliz, Francisco	Rahman, Mizanur	Ramos, Agustin	Razzak, Abdul
Patel, Ashish	Pierre, LUCIEN	quezada, Guillermo	Rahman, Mohammad	Ramos, Agustin	Razzak, Abdur
Pathan, Muhammad	Pimentel, Eduardo	Quezada, Jonathan	Rahman, Mohammad	Ramos, Habaad	Razzak, Abdur
Pathan, Rizavan	Pimentel, Eduardo	Quezada, Jonathan	Rahman, Mohammad	Ramos, Habaad	Reddy, Etykala
Pathan, Rizavan	Pipul, Mohammad	Qureshi, Waqas	Rahman, Mohammad	Ramsey, Lawrence	Reddy, Etykala
Pattar, Kulvinder	Pipul, Mohammad	Qureshi, Waqas	Rahman, Mohammad	Ramzy, Muhammad	Rehan, Muhammad
paul, Sat	Pirzada, Khurram	Rab, Jowel	Rahman, Mohammad	Ramzy, Muhammad	Rehan, Muhammad
Paulino, Jesus	Pirzada, Khurram	RABBI, FOZLE	Rahman, Mohammad	Rana, Fayyaz	Rehman, Amtal
Paulino, Jesus	Placido, Radhames	Rabie, Rami	Rahman, Mohammed	Rana, Fayyaz	Rehman, Amtal
Paulino, Jesus	Placido, Radhames	Rabie, Rami	Rahman, Mohammed	RANA, Muhammad	Rehman, Attiq
paulino, Jorge	Placido, Radhames	Rachi, Shawkat	Rahman, Mohammed	RANA, Muhammad	Rehman, Attiq
Peguero, Marcos	Plasencia, Edward	Rachi, Shawkat	Rahman, Musfika	Randhawa, Kanwarjit	Rehman, Muneeb
Peguero, Marcos	Plasencia, Edward	Rachidou, Sitou	Rahman, Musfika	Randhawa, Kanwarjit	Rehman, Muneeb
PeiQiang, Ma	Plasencia, Fidel	Rachidou, Sitou	Rahman, Saifur	Ranjeet, Arun	Rementeria, Johnny
Pena, Johnny	Polanco, Alvi	Radi, Mourad	Rahman, Saifur	Ranjeet, Arun	Reyad, Asel
Penjore, Tandin	Polanco, Alvi	Rafique, Usman	Rahman, Sayed	Raposo, Kelvin	Reyad, Asel
Pennyfeather, Oscar	Polanco, Jose	Rafique, Usman	Rahman, Sayed	Raposo, Kelvin	Reyes, Nelson
Perera, Chammi	Polanco, Jose	Rahaman, Md	Rahman, Shahidur	RASEHID, Bilal	Reyes, Nelson
Perera, Chammi	Polanco, Startin	Rahaman, Mohammad	Rahman, Shahidur	RASEHID, Bilal	Reyes, Roque
Perera, Chammi	Polanco, Startin	Rahaman, Mohammad	Rahman, Suzon	RASEHID, Bilal	Reynoso, David
Perez, Berenice	Popoola, Adekunle	Rahim, Abdul	Rahman, Suzon	RASEHID, Bilal	Reynoso, David
Perez, Berenice	Popoola, Adekunle	Rahim, Abdul	Rahman, Szad	Rasel, Mohammed	reynoso, genaro
Perez, Cesar	Portoviejo, Leonardo	Rahimi, Abraham	Rahman, Szad	Rasel, Mohammed	Reynoso, Monico
Perez, Cesar	Portoviejo, Leonardo	Rahimi, Abraham	Rahmat, Nfn	Rashchinsky, Viktor	Reynoso, Monico
Perez, Deocadio	Pradhan, Anil	Rahman, Abu	Rahmat, Nfn	Rashchinsky, Viktor	REZA, MD
Perez, Edward	Pradhan, Anil	Rahman, Abu	Rahmatov, Alisher	RASHID, AKM	REZA, MD
Perez, Edward	Pradhan, Gangalal	Rahman, ATIQUR	Rahmatov, Alisher	RASHID, AKM	Rgig, Youness
Perez, Jeremiah	Pradhan, Gangalal	Rahman, ATIQUR	Rahoua, Mohamed	RASHID, AKM	Rgig, Youness
Perez, Jeremiah	PREVAL, Abintz	Rahman, Faruque	Rahoua, Mohamed	Rashid, MD	Rhaman, Muhammad
Perez, Juan	Pritsingh, Satnam	Rahman, Faruque	Rai, Lokmani	Rashid, MD	Rhaman, Muhammad
Perez, July	Pritsingh, Satnam	Rahman, Habibur	Rajib, Ibrahim	Rashid, Md	Rhaman, Muhammad
Perez, July	Puhach, Pavel	Rahman, Habibur	Rajib, Ibrahim	Rashid, Reena	Rhaman, Muhammad
Perez, Luis	Puhach, Pavel	Rahman, Md	Rakhmonov, Akmal	Rashid, Reena	Rich, Samantha
Perez, Luis	Pulgarin, Tomas	Rahman, Md	Rakhmonov, Akmal	RASHID, SAJID	Richard, Fredo
Perez, Robert	Pulgarin, Tomas	Rahman, Md	Ram, Parkash	RASHID, SAJID	Richard, Fredo
Perez, Robert	Pun, Laxman	RAHMAN, MD	Ram, Parkash	Rashid, Shaikh	Richards, Ricardo
Perry, Jaime	Pun, Laxman	RAHMAN, MD	Ramirez, Diego	Rashid, Shaikh	Richards, Ricardo
Perry, Jaime	Pun, Tikot	Rahman, Md	Ramirez, Diego	RASHID, SYED	Rijo, German
Pervez, Malik	Pun, Tikot	Rahman, Md	Ramirez, Edwin	RASHID, SYED	Rijo, German
Pervez, Malik	Puri, Ravi	Rahman, Md	Ramirez, Edwin	Rashid, Tahir	Rincon, Rusbis
Pervez, Nadeem	Puri, Ravi	Rahman, Md	Ramirez, Frank	Rashid, Tahir	Rincon, Rusbis
Pervez, Nadeem	Qayyum, Umer	RAHMAN, MD	Ramirez, Frank	Rashid, Zahid	Rivas, Joel
Phillips, Keith	Qayyum, Umer	RAHMAN, MD	Ramirez, Franklin	Rashid, Zahid	Rivas, Joel
Phillips, Keith	Qu, Zhibo	Rahman, Md	Ramirez, Franklin	Ratti, Rohit	Rivas, Joel
Phillips, Wayne	Qu, Zhibo	RAHMAN, MD	Ramirez, Jonathan	Ratti, Rohit	Rivas, Joel
Phillips, Wayne	Quddus, Abdul	Rahman, Mizanur	Ramirez, Jonathan	Razu, Shah	Rivas, Juliana

## Uber Form Letter- Drivers Names (Submission 3)

Rivas, Juliana	Rosario, Marisol	Salcedo, Nelson	Santos, Dony	Shakeri, Belahl	Silverio, Samuel
Rivera, Henry	Rostomyan, Hayk	Salcedo, Nelson	Santos, Dony	Shakeri, Belahl	Simpara, Mohamed
Rivera, Henry	Rostomyan, Hayk	Saleem, Aurangzeb	Santos, Israel	Shakhawat, Mohammed	Singh, Amarjeet
Rivera, Jerome	Rostoshvili, Giorgi	Saleem, Aurangzeb	Santos, Israel	Shakhawat, Mohammed	Singh, Amarpreet
Rivera, Jerome	Rostoshvili, Giorgi	Saleem, Aurangzeb	Santos, Mario	Shakya, Bishwa	Singh, Amneet
Rivera, Jimmy	Rowe, Mark	Saleem, Aurangzeb	Santos, Mario	Shao, Shuai	Singh, Baldwinder
Rivera, Jimmy	ROY, SAJAL	Saleem, Usama	Santos, Rodhen	Shao, Shuai	Singh, Balhar
Rivera, Luz	ROY, SAJAL	Saleem, Usama	Santos, Rodhen	Sharif, Md	Singh, Baljit
Rivera, Luz	Ruan, Shuqi	Saleem, Usama	Sarante, Vladimir	Sharif, Muhammad	Singh, Bhupinder
Roberts, Augustus	Ruan, Shuqi	Saleh, Mousa	Sarante, Vladimir	Sharifov, Daler	Singh, Daljit
Rocha, Edmar	Russell, Shafiquzzaman	Saleh, Mousa	Saribegov, Valerian	Sharma, Vishal	Singh, Dalwinder
Rocha, Edmar	Russell, Shafiquzzaman	Salek, Md	Saribegov, Valerian	Sharma, Vishal	Singh, Ganga
Rodriguez, Amed	Russell, Shafiquzzaman	Salek, Md	Sarker, Nittyta	Shaymurodov, Nasim	Singh, Gurdeep
Rodriguez, Amed	Saad, Sameh	Salem, Bassam	Sarker, Nittyta	Sheikh, Hassan	Singh, Gurpreet
Rodriguez, Frankely	Saad, Sameh	Salem, Bassam	SARWAR, MUBEEN	Sherpa, Ang	Singh, Gurpreet
Rodriguez, Frankely	Saad, Sameh	Salem, Eslam	SARWAR, MUBEEN	Sherpa, Ang	Singh, Gursarif
RODRIGUEZ, GILBERTO	Saad, Sameh	Salem, Eslam	Savadogo, Aboubacar	Sherpa, Angnarbu	Singh, Gurvinder
RODRIGUEZ, GILBERTO	Saad, Sameh	Salerno, Craig	Savadogo, Aboubacar	Sherpa, Angpasang	Singh, Gurvinder
Rodriguez, Jerry	Sabyrov, Akmyrat	Salerno, Craig	Sawh, Naipaul	Sherpa, Lakpa	Singh, Gurwinder
Rodriguez, Jerry	Sabyrov, Akmyrat	Saliman, Hanif	Sawh, Naipaul	Sherpa, Pasang	Singh, Happy
Rodriguez, Jerry	SACHDEVA, RAJIV	Saliman, Hanif	Sayd, Nour	Sherpa, Pasang	SINGH, HARJEET
Rodriguez, Joan	SACHDEVA, RAJIV	Sall, Mbor	Sayd, Nour	sherpa, Sanam	SINGH, HARJEET
Rodriguez, Joan	Sadikov, Alisher	Sall, Mbor	Sayfullobekov, Zafar	Sherpa, Sangay	Singh, Harmanpreet
Rodriguez, Jose	Sadikov, Alisher	Salmon, Steven	Sayfullobekov, Zafar	Sherpa, Shergelbu	singh, Harminder
Rodriguez, Jose	Saeed, Ahmad	Salmon, Steven	SEAL, SUBIR	Sherpa, Sonam	SINGH, INDERPREET
Rodriguez, Luis	Saeed, Ahmad	Saluja, Horansh	SEAL, SUBIR	Sherpa, Sonam	SINGH, INDERPREET
Rodriguez, Luis	Saeed, Fahad	Saluja, Horansh	SECK, AMADOU	Sherpa, Tshering	singh, Jagroop
Rodriguez, Melanio	Saeed, Zeeshan	Samdrup, Lhachap	Seck, Amadou	Shi, Zhanhui	Singh, Jatinder
Rodriguez, Melanio	Saeed, Zeeshan	Samdrup, Lhachap	Seck, Amadou	Shikder, Arif	SINGH, JOGA
Rojas, Jonnathan	Saenz, Pablo	Sammoud, Sami	Seo, Young	Shoab, Raja	SINGH, JOGA
Rojas, Jonnathan	Saenz, Pablo	sammoud, Sami	Seo, Young	Shodikulov, Shohruh	Singh, Kamaljit
Rojas, Ramiro	Safarov, Oybek	Sanango, Jose	Serban, Marian	Shofolahan, Wilson	Singh, Kaptan
Rojas, Ramiro	Safarov, Oybek	Sanango, Jose	Serrano, Irima	SHONUBI, OLAWALE	Singh, Karandeep
Roman, Jorge	Sagheer, Muhammad	Sanaullah, Adnan	Serrano, Irima	SHONUBI, OLAWALE	Singh, Karanjit
Roman, Jorge	Sagheer, Muhammad	Sanaullah, Adnan	Shafi, Md	Shrestha, Bignesh	Singh, Kulwinder
Romero, Victor	Sahad, Santiago	Sanchez, Cesar	shah, Habeeb	Shrestha, Binod	Singh, Lovejeet
Romero, Victor	Sahad, Santiago	Sanchez, Cesar	Shah, Resham	SHRESTHA, Birat	Singh, Lovepreet
Romo, Angel	Sahi, Qasim	Sanchez, Miguel	Shah, Resham	SHRESTHA, Birat	Singh, Mandeep
Romo, Angel	Sahi, Qasim	Sanchez, Rody	Shahi, Gajendra	Shrestha, Ishwor	Singh, Maninder
Rosa, Joel	Saieed, Abu	Sanchez, Rody	SHAHID, AKM	Shrestha, Sandeep	Singh, Manpreet
Rosa, Joel	Saieed, Abu	Sanchez, Yonattan	SHAHID, AKM	Siddique, Faisal	Singh, Parminder
rosa, Wellington	Sakho, Kabine	Sanchez, Yonattan	Shahiduzzaman, Mohammad	SIDDIQUI, MOHAMMAD	Singh, Raspal
Rosario, Carlos	Sakho, Kabine	SanDhu, HaSeeb	Shahiduzzaman, Mohammad	SIDDIQUI, MOHAMMAD	Singh, Ravinder
Rosario, Carlos	Salas, Jaime	SanDhu, HaSeeb	shahzad, Kharram	Siddiqui, Muhammad	Singh, Sandeep
Rosario, Joel	Salas, Jaime	Sanou, Alimata	SHAHZAD, OMER	Sidhu, Tarun	Singh, Sandeep
Rosario, Joel	Salas, Jimmy	Sanou, Alimata	SHAHZAD, OMER	Sigue, Moussa	Singh, Sandeep
Rosario, Jorge	Salas, Jimmy	Santana, Robin	Shajahan, Md	Silva, Luis	Singh, Satnam
Rosario, Jorge	Salaudhin, Md	Santana, Robin	Shajahan, Md	Silva, Nuno	Singh, Sukhdev
Rosario, Marisol	Salaudhin, Md				



## Uber Form Letter- Drivers Names (Submission 3)

SINGH, SURJIT	Taveras, Argenis	Uddin, Alif	Villard, Josue	zheng, Min
SINGH, SURJIT	Taveras, Fausto	Uddin, Fokhrul	Vincent, Iseah	Zhou, Yixiong
Singh, TALwinder	Tawadros, Ezzat	Uddin, Imran	Virk, Waseem	Zhuo, Changqing
Singh, Tarandip	Tawfiq, Faisal	Uddin, Jasim	Wahhab, Usama	Ziogas, Evangelos
Singson, Rocky	Tawiah, Kwame	Uddin, Kazi	Wang, Dongbao	Zkaria, Mohammed
Siriotis, Bill	Tayef, Efthakher	Uddin, Md	Wang, Jin	Zuhan, Shahraz
Sivapatham, Prathaban	Tayef, Efthakher	Uddin, Md	WANG, KAILAN	Zuo, Qi
Sobhy, Beshoy	Taylor, Robert	Uddin, Md	Wang, Min	
Sobuj, Arifur	TEBBOUB, Riad	Uddin, Md	Wang, Rui	
Sohna, Mahmada	Ten, Alexey	UDDIN, MD	Wang, shuangfei	
Soliman, Mohamed	Teng, Yong	Uddin, Mohammed	Wang, YunFei	
Sookdeo, Devanand	Teppawan, Paramaporn	Uddin, Myin	Waro, Sounkalo	
Soroka, Ivan	Thapa, Bibek	Uddin, Ripon	Warraich, Muhammad	
sosa, Abel	Thapa, Sagar	Uddin, Shoheb	Wawo, Jean	
Sosa, Marvin	Thermidor, Normil	Uddin, Solim	Weldemichael, Sirak	
SOTAMBA, LUIS	Thierno, BAH	Uddin, Taj	wen, Hongru	
SOTAMBA, LUIS	Thioye, Papa	Ufodu, Harrison	Wen, Weimin	
Soto, Isabel	Thomas, Devon	UGYEN, DECHEN	Weng, Hongjin	
SOUMAHORO, Daouda	Thomas, Ronald	Ullah, Amanat	Wilson, Justin	
SOUMAHORO, Daouda	Tirado, Thomas	ullah, Mohammad	Wong, Leo	
Sow, Mamadou	Tjon, Johnny	ullah, Mohammed	Wu, Fei	
SOW, MUHAMAD	Tkatek, Jaouad	Ullah, Muhammad	Wu, HuiYuan	
SOW, MUHAMAD	Toledo, Adrian	Ullah, Nimat	Wu, Jun	
Stasyshyn, Yuriy	Tolentino, Onasi	Ullah, Sami	Xie, Canrui	
stopped, Uber	Toogood, Andre	Ulysse, Cassagnol	Xie, Ruyuan	
StPierre, Frantz	Toribio, David	Uralov, Shakhzod	Xue, Dingye	
Sudduth, Keisha	Toribio, David	Urena, Isaias	YAHYAOUI, Omar	
Suleman, Hafiz	Toribio, Jairo	Uruchima, Milton	Yang, Tommy	
Suleman, Mohammed	Toribio, Juan	Valdez, Alba	Yanta, Adama	
Sumon, Alomgir	Torres, Jeffry	VALYANDE, Ousmane	Yaqoob, Mark	
Surjya, Rudraj	Tosher, Mohammed	VALYANDE, Ousmane	Yasin, Md	
suya, jean	Tourtoulis, Vasilios	Varela, ORLANDO	Ye, Anning	
Suzuki, Richard	Tovar, Guillermo	Vargas, Missael	Ye, Xinyi	
Swavy, Cyril	Traore, Fie	vasadze, Giorgi	Yeshi, George	
Syam, Mohamed	Traore, Moussa	Vasquez, Belice	Yeshi, Tenzin	
Syed, Aftab	Tsertsvadze, Levani	Vásquez, Juan	Younus, Noman	
Syed, Qamar	Tshering, Gyem	Vazquez, George	Zaib, Sheikh	
Taalaybek, Tashtan	Tsulaia, Joni	Vega, Ivis	Zakria, Mohammad	
Tagelalla, Younis	Tsulukidze, Lasha	Vega, Steven	Zampaligre, Adama	
Taha, Essam	Tsulukidze, Nikoloz	Velazquez, Ricardo	Zaqariashvili, Levan	
Tahir, Mudassar	Tufail, Mohsin	Velez, Jorge	Zelaya, Albert	
Tamang, Rupesh	Tunca, Izzet	Ventura, Radhames	ZENO, FRANTZ	
Tamang, Santa	Turay, David	Veras, Edward	Zermeno, Antonio	
TAOUTAOU, IDRIS	Turdibaev, Sarvar	Verma, Balvinder	Zhang, Queena	
Tariq, Mohammad	Turdibaev, Sarvar	Vermenton, Fernando	Zhang, Wei	
Tariq, Robina	Turkmen, Abdulrashid	Vidal, David	Zhang, Xiaodong	
Tatidoum, Germie	Tursunkulov, Aziz	Vieux, Maxime	Zhang, Yi	
Tavarez, Jan	Uddin, Ala	Villalona, Fernando	Zheng, Hui	

(Submission 4)

**CBDT Campaign Letters - RECORD #4 DETAIL**

Status : Unread  
 Record Date : 11/29/2022

**Text :**

EA Public Comment Submission:

- 4-14 | As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.
  
- 4-15 | Many commuters - in places such as Staten Island- lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.
  
- 4-16 | The EA prepared by the MTA and FHWA demonstrates that communities - such as the Bronx and Staten Island - will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.
  
- 4-17 | The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA - conducted during one of the most challenging times of year for community engagement- must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices - including those of environmental justice communities in the Bronx and on Staten Island - must be heard, and that takes time.  
  
 In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact- such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan - have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our

4-17

region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONS I) are just too high.

## Response to (Submission 4)

### 4-14

See response to Frequently Received Comment 1, Comment 4, Comment 36, Comment 10, and Comment 39

### 4-15

See response to Frequently Received Comment 23 and Comment 18.

### 4-16

See Technical Memorandum, Appendix 17D, "Environmental Justice." and response to Frequently Received Comment 35, Comment 33, and Comment 39.

### 4-17

See Technical Memorandum, Appendix 17D, "Environmental Justice." and response to Frequently Received Comment 10, Comment 11, Comment 36, Comment 37, and Comment 39.

There has been extensive public outreach throughout the duration of this project. In late 2021, there were 19 virtual public meetings conducted, of which nine focused on Environmental Justice (EJ) communities, including those within the Bronx and Staten Island. In August 2022, 6 virtual public hearings were held on the Environmental Assessment. See, also response to Frequently Received Comment 12.

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Edward Cain  
Edward Cain  
9/4/20

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoning pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoning pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Ergebnis Spaffler  
Ergebnis Spaffler

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

JOAN MESSINA

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

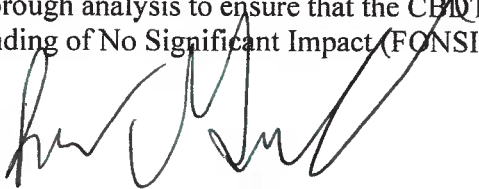
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

A handwritten signature in black ink, appearing to be a stylized name, located at the bottom of the page.

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

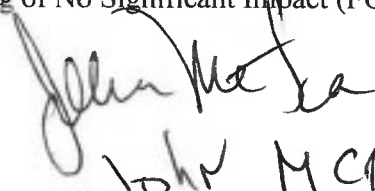
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
John McFee



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

May Jane Troes

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Keith Sibagusa

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. **These** individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that **benefits** the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Lagan Over Sea*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Lizbeth Munoz

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Vincent Bivetto



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

A handwritten signature in dark ink, appearing to be a stylized name, located at the bottom of the page.

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

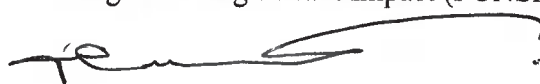
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

 Thomas Carran



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

ARMANDO GARLES  


**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*August Palucci*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Linda Palucci*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

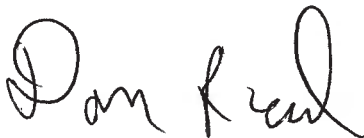
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoning pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoning pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Christopher Antico  
CA

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

LISA Banney



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

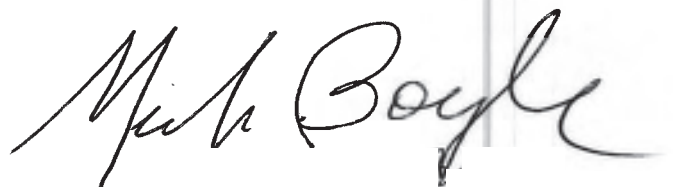
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Anthony Cuccit*



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Robert J. Sica

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Emma Rose  
CUNY*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

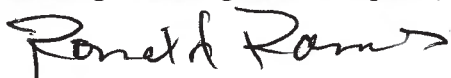
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

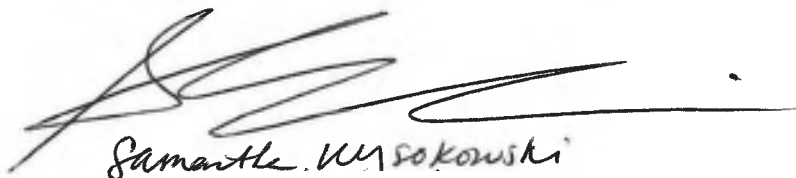
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Samantha Myskowski

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

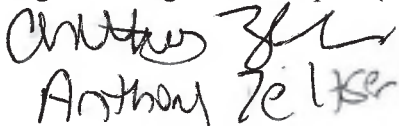
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Anthony Zeller

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Jean Dodd  
Jean Dodd

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Mary Ann Curcio*  
MARY ANN CURCIO

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

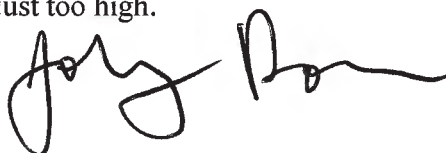
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Johnny Roman 



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

JUAN ROMAN

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Denise Bentsen

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

JEANNE BAILEY

*Jeanne Bailey*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*R Regina Reese*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Noelle Sarano - 11/10

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Alexander Gamarin



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Gamcennik Larso 

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Elaine H. Bowdoin



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

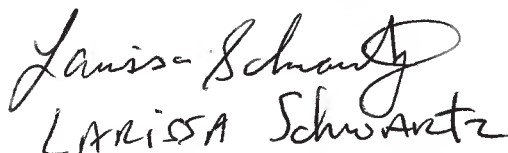
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
LARISSA Schwartz

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Alec Schubert  
Alec Schubert

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

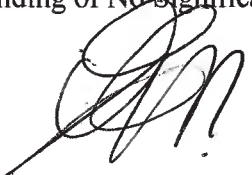
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Richard  
Adams

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoning pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoning pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Ann Vidal*

*Ann Vidal*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

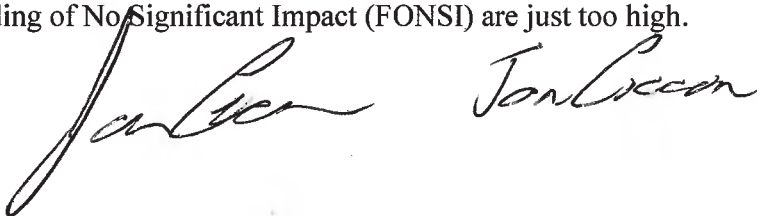
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



The image shows two handwritten signatures in cursive script. The signature on the left is written in dark ink and appears to be 'Janice'. The signature on the right is also in dark ink and appears to be 'Janice'. Both signatures are written in a fluid, connected style.

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

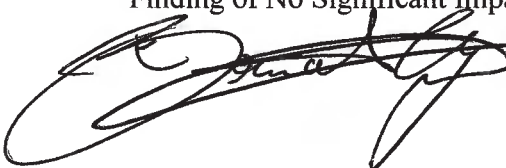
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

 Brian A Lyons

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Margaret Narducci  
Margaret Narducci R-N

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to **communities** such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Angie DeBorja Self*      *Angie DeBorja Self*



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The **cordon pricing zone** will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

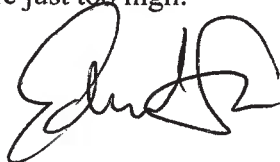
The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened **daytime** traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient **input** from our regions' inhabitants. Not doing so suggests an **intentional** suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Edmond Sekalic



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

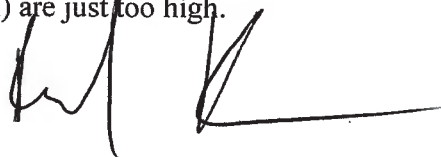
The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Paul Kozlowski



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

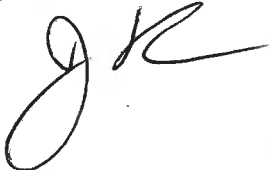
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Jennifer Ruizzorrilla 

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

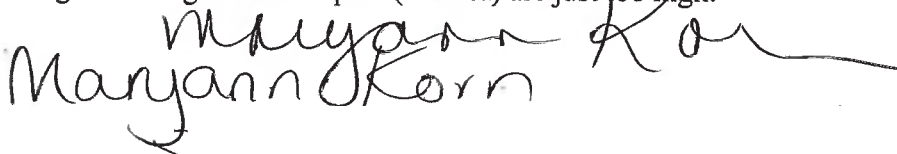
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Maryann Korn

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

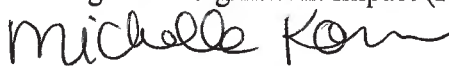
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Michelle Korn

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Vanessa Cruz



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Thomas Fehmy

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Anthony Reala  




**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

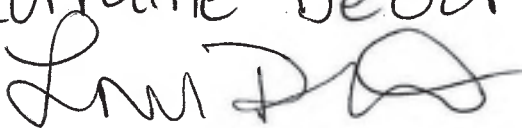
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Lorraine DeGorter  


**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Michael Finger  
Michael Finger

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoning pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoning pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Kathy Giannetta

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Anthony Alonso  
Aulley Aleno

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Louis Cannizzaro



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is **sufficient** only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Roseanna Stabile* ROSEANNA STABILE

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoning pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

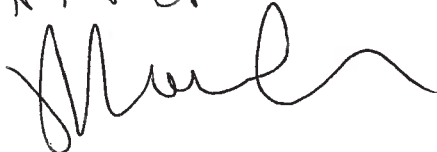
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoning pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

John Romanowich  


**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoning pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoning pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Haley Romanowich  
HR



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Karen Lalsen*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

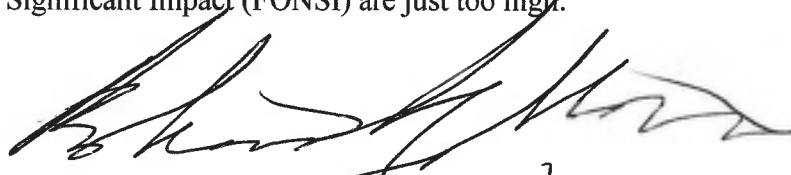
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Robert Augustson

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

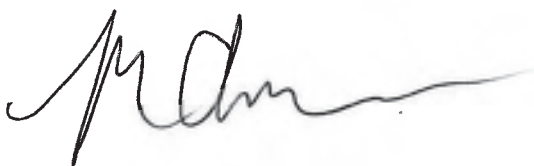
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



melissa Augustson

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

 John Tagliavia

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

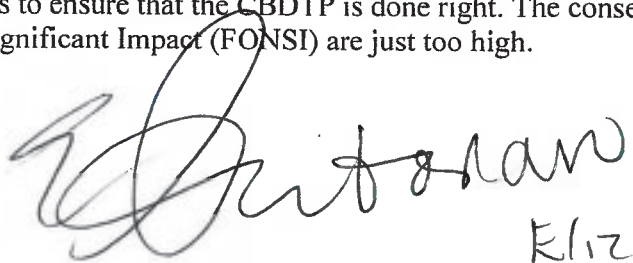
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Elizabeth Carbone

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

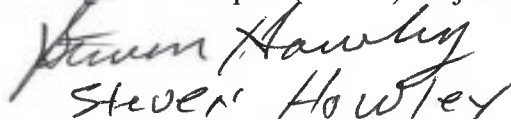
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Steven Howley

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoning pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

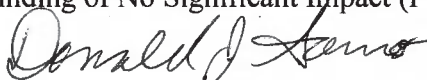
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoning pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Donald J Sarno

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Christine Gargano*      *Christine Gargano*



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Jackie Fumy Saqueline Fumy*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Travleen Thondar*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Robert Catalani

R. Catalani

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

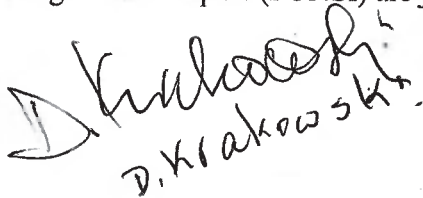
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
D. Krakowski

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Richard Re

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

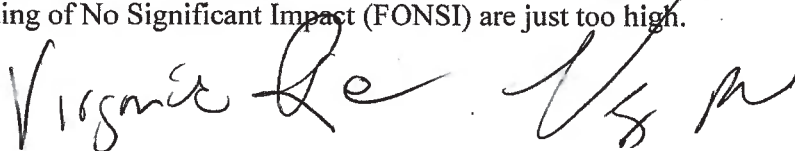
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Cathy Gaudio



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Kathleen Hunt  
Kathleen Hunt



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Richard Horowitz

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Nicole Cardillo

Nicole Cardillo

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Jordan Devan

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Jonathan Dura*  
*Jonathan Dura*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Rebekah DeFont

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoning pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoning pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Alyssa Magrom



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

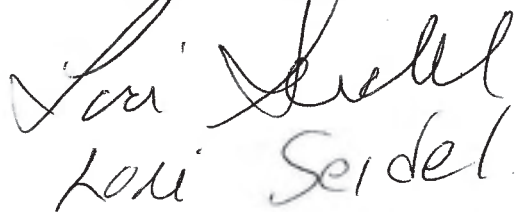
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Lori Seidel

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

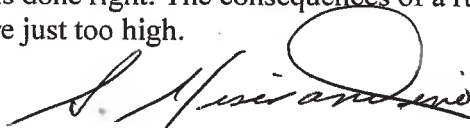
The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

SUSAN MISERANDINO





**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Joselyn Melendez*  
*Jessica Melendez*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Toni Modica  
Joni Modica

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

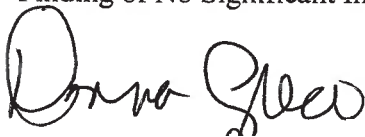
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.





**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*George Farrell*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

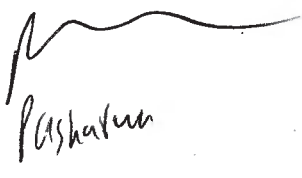
The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Gregory

  
Pashatun

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Anam Rahman*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
MARIA ROSE FORMICA

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Michelle Cisco  
m. cisco



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoned pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoned pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Neil Seff

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient *only* to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most *challenging* times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Linda Carbo*  
LINDA CARBO

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

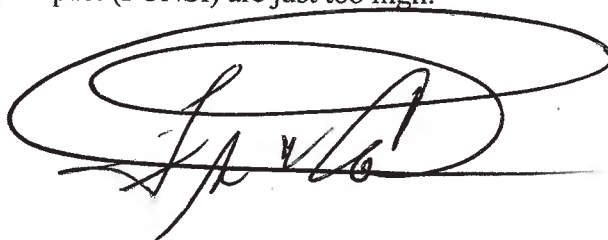
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

A handwritten signature in black ink, appearing to be "L. A. V. L.", enclosed within a large, hand-drawn oval.

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

JAMES MULLANEY  
y. Mal

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Gloria Mullaney*  
Gloria Mullaney

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places **such** as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the **businesses** and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Ben Hitt

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



CARA HILL

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Barbara Ann Lopez*



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

 Joseph Longo

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

A handwritten signature in black ink, appearing to read "J. Madigan".

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most **challenging** times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' **inhabitants**. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this **program** of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just **too high**.

WILLIAM PARKER 

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Amy Rose Napolitano  
Amy Rose Napolitano

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Peter Fyfe      PETER FYFE

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Marie Fyfe*  
Marie Fyfe

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



S. Adams  
SICA

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Antoinette Quinteros*  
*Antoinette Quinteros*



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
CHRIS SPATOLA

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

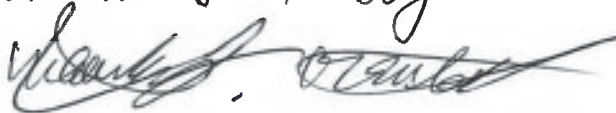
The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Matthew J. Aronberg



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Daniel Velazquez 

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

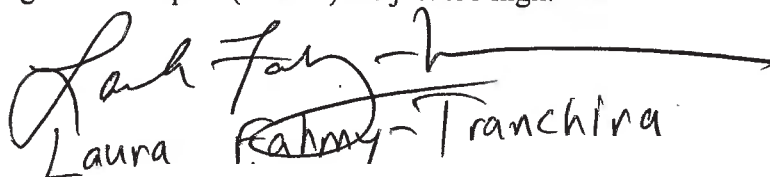
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Laura Farchy-Tranchina

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an *intentional* suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Jill Bowles

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Maria Frateelli*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

EDUARD JOERGENS  
Eduard Joergens

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Andreea Quispel  
Andreea Quispel



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region. —

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Jeanine Plum



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Laura Morreale

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

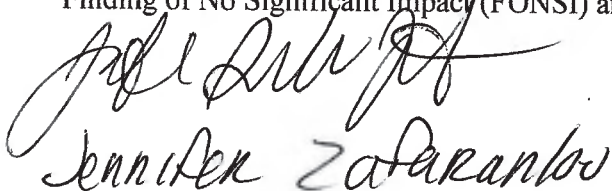
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Jennifer Zafarankov

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

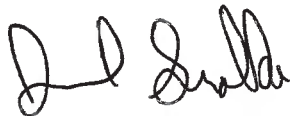
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Daniel Smolka

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Linda A Sarno*  
Linda A Sarno

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Daniel Ull

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Shelley Cole. Coccone*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

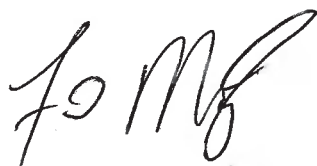
The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Federico Martinez





**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
CHRISTINE ZAIRA-DENTO

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

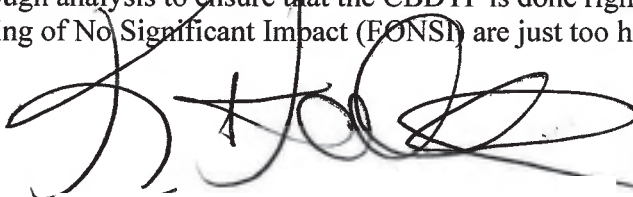
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Kathleen

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

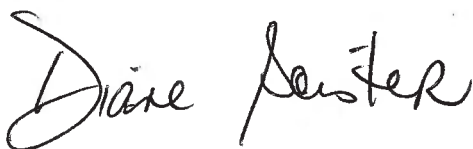
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: **this** review will either be treated with respect and conducted thoroughly, with community input, or **it** will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

A handwritten signature in black ink, reading "Diane Lester". The signature is written in a cursive, flowing style.

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*BILL Souster*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Darian McDermott

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Don Boliah  
Donna Boliah

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoning pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoning pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

John Beccaria III      John Beccaria III

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is **sufficient** only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Antoinette Melendez*  
Antoinette melendez



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

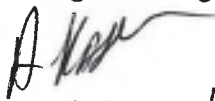
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Alexey Kaplunov

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Bill & Robin Muller*  
Bill & Robin Muller

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



DAWN CLARITY

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Alex Cottler Eckstein 9/4/22 Alex Cottler Eckstein*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Paul Dekster



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

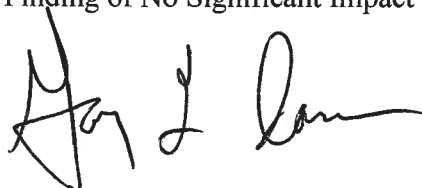
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

 GARY L. DASARO

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Mike Zafaranow*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Jennifer Rodriguez  
Jennifer Rodriguez



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

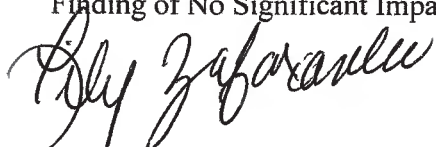
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

 Lily Zafaranlou

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

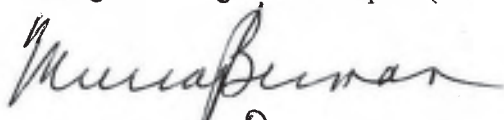
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Murray Berman

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Kevin Gumb

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

BRIAN ILUND

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*CAROL ILUND*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Kevin Bryant



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

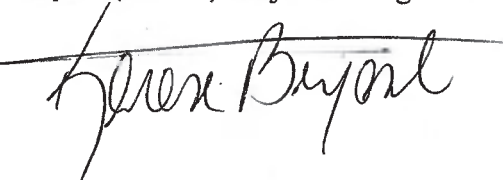
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Karen Bryant 

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

 Joe Terons Jr



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
Mia Umba-Matter

EA Public Comment Submission:

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordoned pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

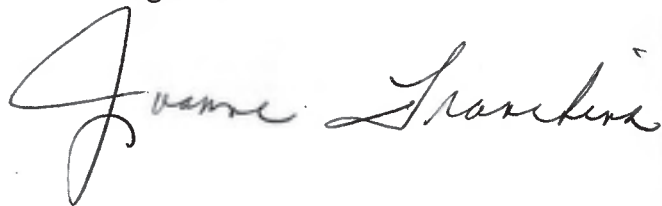
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordoned pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

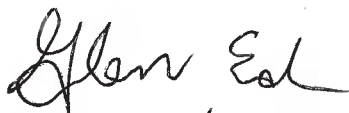
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

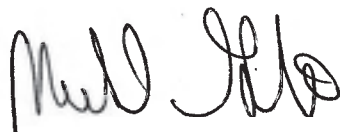
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

A handwritten signature in black ink, appearing to read "Muel J. [unclear]".

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Sal Messina JR

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Lisa A. Esposito*      *Lisa A. Esposito*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Sal Messinas R

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

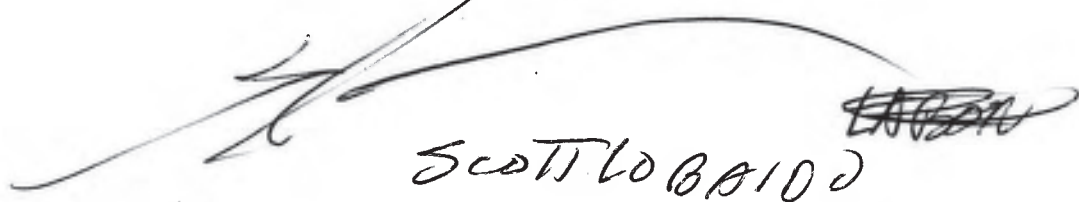
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
SCOTT LOBAIO



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The **cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.**

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

THOMAS STEINLE

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

DAVID MILLER



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Ronan Furber*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Carmela McFee  
C8McFee

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
ROBERT J. A.

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

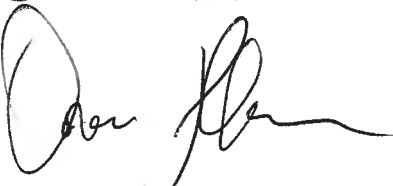
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Omar Khan  


**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

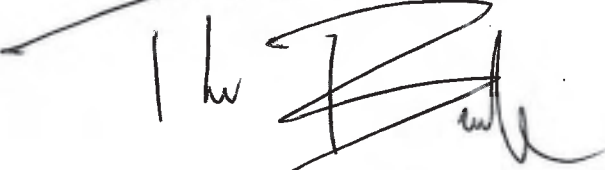
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



THOMAS BURKE



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

 Russell J. Boardman

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The **cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.**

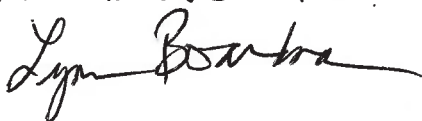
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Lynn Boardman  


**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Russell Boardman

Bill Boardman

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Erika Boardman

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Maryann Murphy*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Robert Siragusa

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Adina Antor*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

SARAH NOUR





**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

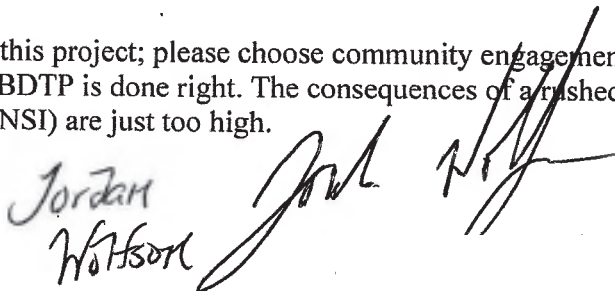
The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Jordan  
Watson



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

T. Torre



### EA Public Comment Submission:

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Sam Aguilera

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

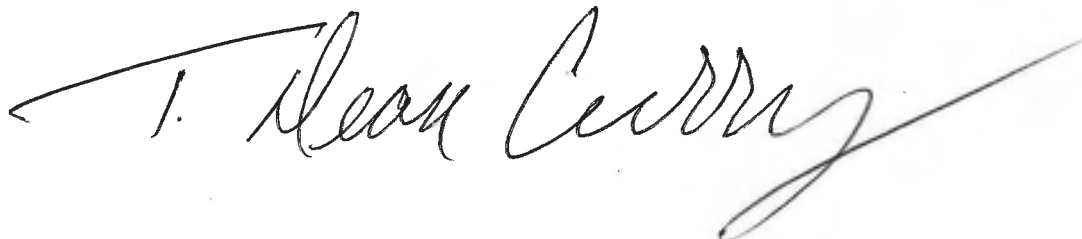
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

A handwritten signature in black ink, reading "T. Dean Curry". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

*Colette Curry Colette Curry*

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Yvette LaPorta Martinez

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

A handwritten signature in black ink, appearing to read "Antonio B.", is written over the bottom of the letter. The signature is stylized and somewhat cursive.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Joseph Schucke Picoliano

Joseph S. Picoliano

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Eric Willard



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The **cordon pricing zone** will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher **levels** of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up **in** our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to **more** pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Joseph Wezlik

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

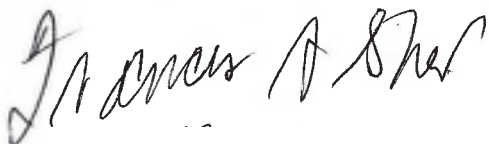
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Frances A. Shea

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.


The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

STEPHEN Appel



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The **cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.**

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular **congestion** out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Jennifer Appel

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.


Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

  
John Zafarano

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

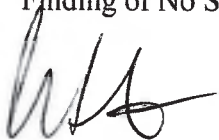
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



Anthony Gilberti



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

Lynn Miller

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

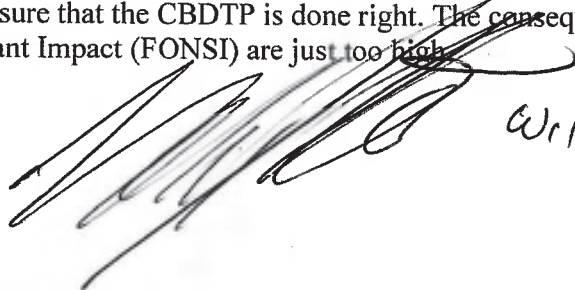
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



William J. Castella

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

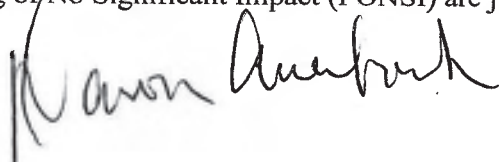
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient **only** to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.



**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

David P. [Signature]

**EA Public Comment Submission:**

As a resident of the New York metropolitan area, I am deeply concerned about the economic, environmental, and safety impacts of the proposed CBDTP on our greater region. The cordon pricing zone will generate revenues for the MTA's capital program, all at the expense of other, less privileged communities in our vast region of over 22 million inhabitants.

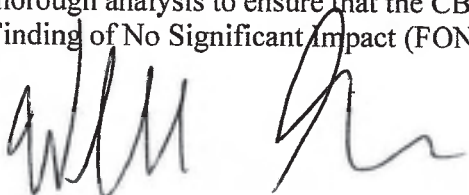
Many commuters – in places such as Staten Island – lack an alternative mode of transport to personal automobile for their regular commute to the Manhattan CBD. This could be due to the time of day they are required to commute, the number of intraday trips, or a transit-inaccessible point of origin. These individuals will be unduly harmed and disadvantaged.

The EA prepared by the MTA and FHWA demonstrates that communities – such as the Bronx and Staten Island – will experience higher levels of traffic congestion along with the increased air pollution that comes with it. Higher congestion levels will also erode pedestrian safety and drive traffic fatalities up in our communities. These heightened daytime traffic levels in our region but away from the CBD will necessarily expose two of society's most vulnerable groups to more pollution and more traffic danger: children and senior citizens. As the CBDTP transfers Manhattan's vehicular congestion out to communities such as the Bronx and Staten Island, our most vulnerable citizens will be at greater risk.

The level of study conducted under the EA process to date is sufficient only to reinforce the concerns of millions of residents in the New York metropolitan area. We will be disadvantaged, and the errors of past transportation planners will be exacerbated by the MTA's hasty push to conclude NEPA and implement their program. Further study, analysis, and mitigation proposals are clearly necessary before the CBDTP can proceed. The public comment period on this EA – conducted during one of the most challenging times of year for community engagement – must be extended to 90 days in order to garner sufficient input from our regions' inhabitants. Not doing so suggests an intentional suppression of public input on the part of the MTA and FHWA, in direct violation of the spirit of NEPA. Our voices – including those of environmental justice communities in the Bronx and on Staten Island – must be heard, and that takes time.

In addition to extending the current public comment period, I urge FHWA to continue its assessment of this precedent-setting cordon pricing zone by conducting a full and thorough EIS. Projects of far less consequence and less apparent environmental impact – such as the FRA's recent EIS for the "Western Rail Yard" project in Manhattan – have been afforded a full and complete EIS analysis, while this program of tremendous consequence for an entire region has been pushed through at maximum speed, per the MTA leadership's repeated statements. We cannot have it both ways: this review will either be treated with respect and conducted thoroughly, with community input, or it will be done fast to jam through an outcome that benefits the businesses and residents of lower and midtown Manhattan with little regard for the rest of our region.

Please implement NEPA properly for this project; please choose community engagement and thorough analysis to ensure that the CBDTP is done right. The consequences of a rushed EA and Finding of No Significant Impact (FONSI) are just too high.

A handwritten signature in blue ink, appearing to be 'William A.', is written over the bottom of the text.