Circulation Draft – September 15, 2026
Any legal conclusions and statements of fact represented in this draft report remain subject to further review.

Council of the District of Columbia
COMMITTEE ON PUBLIC WORKS AND OPERATIONS
COMMITTEE REPORT
1350 Pennsylvania Avenue, NW, Washington, D.C. 20004

TO:	All Councilmembers
FROM:	Councilmember Brianne K. Nadeau Brianne K. Nadeau
	Chairperson, Committee on Public Works and Operations
DATE:	September 16, 2026
RE:	Preliminary Report on Unauthorized Private For-Hire Vehicle Investigation

The Committee on Public Works & Operations (PWO), having conducted independent research and oversight, consulted with executive branch enforcement agency partners and peers in other states regarding the operations of Yazam, Inc., doing business as Empower, adopts this preliminary report on the need for additional legal tools to protect consumers and lawful operators in the for-hire vehicle industry.

CONTENTS

I. SUMMARY

In 2024, Councilmember Brianne K. Nadeau introduced PR25-981, the Unauthorized Private For-Hire Vehicle Investigation Authorization Resolution of 2024. In her capacity as Chair of PWO, which holds oversight jurisdiction regarding the for-hire vehicle industry and the Department of For-Hire Vehicles (DFHV), Councilmember Nadeau had become aware of concerns that Empower was offering for-hire vehicle industry services to District consumers, but violating various registration requirements and operating standards contained across various District acts that apply to for-hire vehicle activity (collectively, "FHV Law").[1] PWO adopted the resolution on September 25, 2024, and extended its formal investigative authorization pursuant to Council Rule 601(b) on January 24, 2025.[2]

The Committee has found evidence of a company acting in bad faith, making every effort to circumvent *at least* the intent of the law, and certainly the safety and best interests of customers, drivers, and the public.

[1] Most of the District's FHV Law is codified in Chapter 3 of Title 50 of the D.C. Official Code.
[2] *See* PR26-176.

This Committee is keenly aware of the District's history as a strategic testing ground by emerging vehicle-for-hire companies. The District of Columbia is a high-demand market that grants visibility and political validation to companies operating here. In the Committee's view, this is why D.C. was such a priority for Uber in the 2010s; why Empower has attempted to replicate the same strategy; and why Autonomous Vehicle companies are pouring more resources into the District than jurisdictions many times our size – an awareness that the local decisions of D.C. Government have national implications for this industry.

It is imperative, then, that the District's laws and regulations governing for-hire vehicles and consumer protection be strengthened – both to meet the current moment and to get ahead of whatever comes next.

This report highlights oversight and enforcement regarding Empower's operations and advocacy strategy in D.C., presents an analysis of the company's legislative priorities, and outlines the need for updated legislation to fully modernize the District's laws governing for-hire passenger service, eliminate perceived workarounds, clarify standards, and strengthen enforcement tools.

II. BACKGROUND

The District of Columbia Attorney General and the Department of For-Hire Vehicles have taken multiple enforcement actions against Empower to compel the company's registration in accordance with D.C. law, including two cease-and-desist orders.[3] Both the D.C. Superior Court and the Court of Appeals have affirmed that Empower's operations in the District of Columbia between November 2020 and April 2026 constitute the activity of a private vehicle-for-hire company. In April 2024, the Court ordered that Empower cease operations in the District until becoming duly registered – a directive that the company has sought to evade rather than directly comply with.[4] In October 2024, the D.C. Council Committee on Public Works & Operations approved measures establishing a formal investigation of Empower's operations in the District.[5] [6]

Empower's response to enforcement and legal action by the District has focused on continually challenging the company's status as a private vehicle-for-hire service or digital dispatch service, presumably so that the District's FHV Law governing those entities does not apply. In public statements, there has been very little defense by Empower of whether the company and associated drivers are meeting basic standards of public safety and consumer protection that should be expected of a for-hire service, including:

---

[3] Department of For-Hire Vehicles' cease-and-desist letter to Yazam, Inc. d/b/a Empower, April 10, 2024. See attachment.

[4] "Yazam Inc. d/b/a Empower shall immediately cease operations as a digital dispatch service and private sedan business, to include a prohibition on using the Empower platform to provide any rides which originate or terminate in the District, until such a time as Defendant has registered as a Private Vehicle-For-Hire Company under D.C. Code § 50–301.29a(12) and 31 DCMR §§ 1605.1, 1902.1, as required by the May 22, 2024, Order issued by the Office of Administrative Hearings affirming the cease and desist order issued to Defendant by the District Department of For-Hire Vehicles".

[5] https://lims.dccouncil.gov/Legislation/PR25-0981
[6] https://lims.dccouncil.gov/Legislation/PR26-0176

- Ensuring that private vehicle-for-hire service maintains primary automobile liability insurance with coverage of at least $1 million, required under D.C. Official Code § 50-301.29c;

- Confirming that all associated vehicles have undergone an annual safety inspection (D.C. Official Code § 50-301.29a);

- Performing comprehensive background checks on all operators prior to operating and on an ongoing basis (D.C. Official Code §§ 50-301.29a(6) and 50-301.29b(b));

- Enforcing a zero-tolerance policy for substance use or discrimination (D.C. Official Code § 50-301.29a, paragraphs (3), (9), and (10));

- Ensuring that service is provided equitably to all passengers and areas of the District (D.C. Official Code § § 50–301.31); and

- Establishing and displaying compliant trade dress allowing the public to identify vehicles performing for-hire service (D.C. Official Code §§ 50-301.29a(12)(D) and 50-301.29d).

In fact, based on the Committee's understanding, admitting that Empower is performing some of these centralized functions would be anathema to its business model, which purports that "drivers are the customer".

Empower's own materials openly admit to the fact that insurance and background check requirements were not followed. The consumer-facing user agreement includes the following:[7]

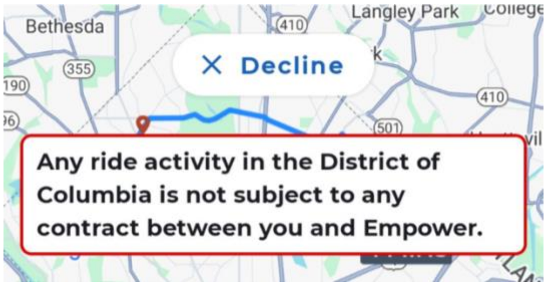
> *"Insurance. Empower is not responsible for and does not procure insurance on behalf of service providers or consumers. Empower is not responsible for and does not have a policy of insurance that covers the personal belongings or equipment, including the motor vehicles, of service providers or consumers."*

> *"Background Check. Empower makes no representations or warranties about the safety of Consumer Services. Although Empower may conduct background checks or other screening ("Optional Screening") on Service Providers, such Optional Screening is conducted at Empower's sole and absolute discretion and Consumer agrees not to and that Consumer should not rely on Optional Screening. Empower shall have no liability on any basis in connection with any failure to conduct or any failures on the part of any screening partners to provide accurate or complete optional screening."*

In response to the order to cease operations or register, Empower advertised to drivers using the

[7] https://driveempower.com/acceptableuse/.

app that "Any ride activity in the District of Columbia is not subject to any contract between you and Empower.".



The company doubled down by launching an aggressive and disruptive campaign targeting local policymakers. In October 2025, Empower coordinated the sending of emails to elected officials in the District; while this is a common advocacy strategy, the results of Empower's email campaign were not typical.

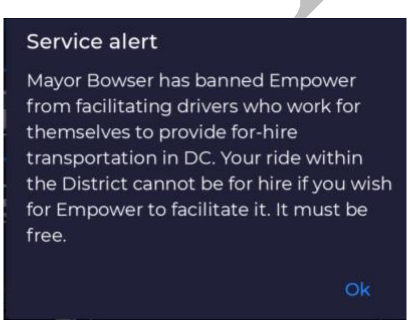
A subset of District employees began receiving messages on October 4th, and emails continued to be received over the course of the next two weeks. During the peak of this campaign, D.C. Government email – both Council and Executive email domains – received millions of messages related to Empower. Messages mixed-and-matched subject lines and content – making the volume harder for IT systems to manage – but language was frequently repeated, indicating that a majority of the content was not drafted by the supposed sender. A system that typically receives and processes about 50,000 messages per day was suddenly receiving 900,000 per day. This volume of messages could constitute a Distributed Denial-of-Service (DDoS) attack, prohibited under the federal Computer Fraud and Abuse Act (18 USC § 1030(a)(5)(A)).

The Committee Chairperson proposed and the Council advanced emergency and temporary legislation, first passed in November 2025, which clarified that DFHV has had and continues to have the authority to continue enforcing registration, insurance, and trade dress requirements.

D.C. Superior Court agreed with the District that a simple statement that there is no longer a contract between a company and operator does not void the company's responsibility to register as a private vehicle-for-hire company.

"Free" rides

Empower again attempted to side-step the definition of a private vehicle-for-hire company – this time by eliminating the ability to charge a fare for a ride "within the District." Beginning in April 2026, the company displayed on its customer-facing app messages similar to the following:



"Service alert – Mayor Bowser has banned Empower from facilitating drivers who work for themselves to provide for-hire transportation in DC. Your ride within the District cannot be for hire if you wish for Empower to facilitate it. It must be for free."

The Committee finds that this maneuver clearly runs contrary to the intent of the FHV Law, which is meant to regulate all for-hire passenger service in the District of Columbia, regardless of compensation. For example: The District and regional partners often work with ride-hailing companies to provide free "sober rides" on holidays like New Year's Eve; the fact that a passenger is not paying for the trip does not mean that those trips are no longer subject to the FHV Law. Likewise, a trip provided through MyRides DC – a program that provides "free rideshares to District residents"[8] – is considered a vehicle-for-hire service equal to any other trip. Put simply: a ride-hailing company that provides ride-hailing services within the District should be subject to the District's ride-hailing laws.

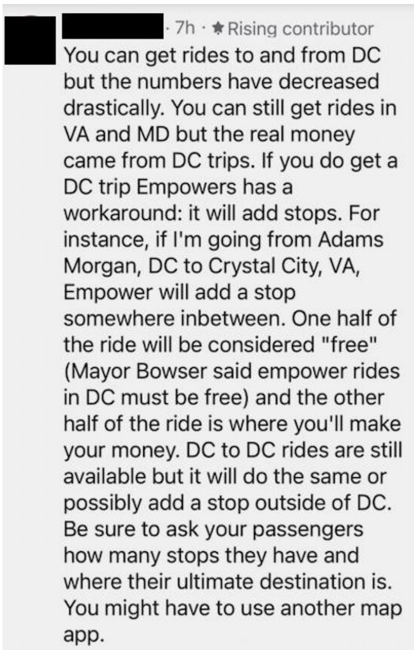
The Committee is also concerned that the company's promise of "free" rides within the District may not be occurring in practice. Reporting and investigations from DFHV have highlighted the practice of providing a "two-stop" trip to enable a driver to accept payment from a passenger, even for trip that begins or ends in the District:

> "*Mia Bowden, an assistant chief at the D.C. Department of For-Hire Vehicles, testified that she tested the two-stop method on Wednesday by hailing six Empower rides that crossed between D.C. and Virginia or Maryland. Out of the six, she said only two drivers drove to the first stop. The rest went straight to the second, Bowden testified. And the fare for all six rides was calculated based on the total mileage of the trip, she said, including the portion of the trip inside the District.*
>
> *For instance, when she booked an Empower trip from a Northeast D.C. Whole Foods to Pentagon City Mall, her driver first drove her to Long Bridge Aquatics and Fitness Center in Arlington as the free leg of the trip. But the 1.4 remaining miles cost $15.37 – an amount D.C. attorneys said was calculated on the total trip, not just the second leg. In other rides, she said, the driver didn't even mention the first stop and drove her directly to her final destination.*
>
> *Sear responded that drivers who do not operate using two separate stops are violating both Empower's terms of service and the law, and that he will work to enforce the two-stop system. He blamed the fare calculation issue on a bug, acknowledging it was an error and saying he had engineers fix the issue overnight so that fare will be calculated exclusively on miles outside D.C."*[9]

The Committee notes that Mr. Sear's statement affirms the company's intent to calculate and charge fares "on miles outside D.C.", *even for trips that begin or end in the District*. Regardless of how much fare is calculated or charged, a trip is being performed for compensation that starts, ends, or passes through the District of Columbia – the primary activity that the FHV Law intends to regulate.

[8] https://livelong.dc.gov/page/providers-01#MyRides
[9] https://dc.citycast.fm/news/empower-ruling-dc

A post on a forum intended for Empower drivers to communicate with each other also refers to this "two-stop" tactic and explains the practice in further detail from a driver perspective:


[redacted] · 7h · Rising contributor
You can get rides to and from DC but the numbers have decreased drastically. You can still get rides in VA and MD but the real money came from DC trips. If you do get a DC trip Empowers has a workaround: it will add stops. For instance, if I'm going from Adams Morgan, DC to Crystal City, VA, Empower will add a stop somewhere inbetween. One half of the ride will be considered "free" (Mayor Bowser said empower rides in DC must be free) and the other half of the ride is where you'll make your money. DC to DC rides are still available but it will do the same or possibly add a stop outside of DC. Be sure to ask your passengers how many stops they have and where their ultimate destination is. You might have to use another map app.

"...if you do a DC trip Empowers [sic] has a workaround: it will add stops. For instance, if I'm going from Adams Morgan, DC to Crystal City, VA, Empower will add a stop somewhere inbetween. One half of the ride will be considered "free"...and the other half of the ride is where you'll make your money. DC to DC rides are still available but it will the same or possibly add a stop outside of DC. Be sure to ask your passengers how many stops they have and where their ultimate destination is. You might have to use another map app."

Ongoing safety concerns

The Committee continues to receive incident reports from consumers that raise concern about Empower's business practices. These reports include: allegations of refusal of service; operators driving while intoxicated; sexual harassment; and improper documentation.

The most consistent concern is that Empower does not provide adequate or responsive internal incident reporting and investigations for consumers. Based on information available to the Committee, it does not appear that the company would be in compliance with the zero-tolerance policies outlined in D.C. Official Code § 50-301.29a, which mandates that a private vehicle-for-hire company investigate all customer complaints and temporarily suspend an operator pending that investigation.

Analysis of Draft Legislation

The Committee received draft legislation from a representative of Empower ([ATTACHMENT X]), which would have the effect of sanctioning the company's current business model. The draft text is substantially modeled after the Vehicle-for-Hire Innovation Amendment Act of 2014 – the law that defined and regulated private vehicles-for-hire – but with key distinctions and omissions that would have the effect of even less oversight.

Empower's proposed bill establishes two new definitions (emphasis added):

> *"Vehicle-For-Hire Business Owner" means an authorized individual who operates a motor vehicle to provide Vehicle-For-Hire Business Owner Services to passengers,* ***on behalf of the Vehicle-For-Hire Business Owner,*** *in exchange for compensation, established by Vehicle-For-Hire Business Owner, from the passengers.*
>
> *"Vehicle-For-Hire Business Owner Service" means the provision of transportation services in a motor vehicle that has a manufacturer's rated seating capacity of 8 persons or fewer, by an individual, on their own behalf, to passengers,* ***in exchange for compensation established by the individual providing the transportation services, from the passengers****.*

These definitions differ from those in existing law for private vehicle-for-hire service, which encompasses both "operator" and "company". In Empower's proposed legislation, by contrast, a "Vehicle-For-Hire Business Owner" would be performing all activities on their own behalf, with compensation being a transaction exclusively between passenger and driver.

The text does not specify *by what means* a "Vehicle-For-Hire Business Owner" can provide service to a passenger; there is a prohibition on soliciting or accepting street hails, but there is no mention of digital dispatch at all. Empower itself (or a company acting in a similar manner) has been written out of this draft legislation entirely, despite being in the business of connecting drivers and customers, serving as payment processing, and using software to track necessary data. Were this text to become law, it would affirm and codify that Empower's stated business model is completely unregulated.

Under this proposed framework, 100 percent of the burden, cost, and liability of regulatory compliance would fall to the individual driver, acting as "Vehicle-For-Hire Business Owner" – including insurance coverage and background checks.

Under the draft legislation, a licensee would submit a written affirmation to "refrain from" drug and alcohol use, discrimination, and harassment; there is no zero-tolerance policy for these activities as exists under current FHV Law, and no procedure for investigation of complaints.

The draft text would require significantly less insurance coverage than is required of private vehicles-for-hire or taxicabs. The draft only requires that a "Vehicle-For-Hire Business Owner" maintain primary auto insurance coverage at the minimum coverage required by § 31–2406(b), (c) and (f)(2)-(3). Notably, it would not require the insurance necessary to cover commercial activity – i.e. coverage of incidents that occur while providing for-hire service. By contrast, a private vehicle-for-hire must have at least $1 million of coverage for incidents that occur while providing a trip.

III. COMMITTEE ROUNDTABLE

On May 26th and June 3rd, 2026, the Committee held oversight roundtable hearings on "The State of the For-Hire Vehicle Industry". These hearings examined the state of the for-hire passenger vehicle industry in the District (not including carriers-for-hire, i.e. food/parcel delivery), assessed the impacts of previous reforms, and explored ways to create for a more robust set of laws and regulations to improve the market for consumers and transportation providers, and the public.

The "Vehicle-for-Hire Innovation Amendment Act of 2014" established a new class of passenger for-hire service in response to the emergence and popularity of ride-hailing services, defined in D.C. Code as "private vehicles-for-hire" and commonly referred to as "transportation network companies".

The 2014 committee report observed that *"the for-hire industry in the District and throughout the world has changed dramatically in the last three years. Technology has been the primary driver of such innovation, which has moved so quickly that laws and regulations in this area have struggled to keep pace."*

Between the rapidly-changing for-hire market and emerging technologies such as autonomous vehicles, the District of Columbia finds itself in a similar situation in 2026 – in which laws and regulations are no longer keeping pace with the realities of the industry. Furthermore, there has been very little holistic analysis of the long-term impacts of reforms that are now over a decade old.

Between 2009 and 2014 there were approximately 6,700 taxicab drivers licensed to operate in the District of Columbia; fewer than 10 percent of for-hire passengers in the District used ride-hailing services like Uber or Lyft.[10] A that dynamic has now completely reversed, with taxis comprising 6 percent or less of the market and the overwhelming majority of trips fulfilled by ride-hailing services.

In those same six years, the public vehicle-for-hire industry in the District experienced several seismic, generational disruptions. This included tremendous turmoil with the D.C. Taxicab Commission: an FBI probe[11] uncovered an extensive bribery scandal surrounding the Commission that resulted in over two dozen arrests, including one D.C. Council staffer;[12] mounting dissatisfaction with the Taxicab Commission among District leaders drove calls for it to abolished;[13] [14] and an unexpected shift in the Council committee with jurisdiction over the taxicab industry,[15] interrupting nascent attempts at reform.

Residents and visitors were dissatisfied with for-hire vehicle service in the District, especially related to the inability to pay with credit cards, the zone-based meter system, and extensive reports of discrimination in service – racial profiling in street hails and a lack of wheelchair-accessible vehicle service.[16] [17] In July 2012, the Council passed the "Taxicab Service Improvement

[10] https://dcist.com/story/16/07/19/taxicab-reform/
[11] https://www.washingtonpost.com/local/crime/dc-taxi-official-turned-fbi-informant-recalls-role-in-corruption-probe/2012/04/02/gIQAErYhrS_story.html
[12] https://dcist.com/story/09/10/02/27-arrests-so-far-in-taxicab-briber/
[13] https://wamu.org/story/11/06/27/after_journalists_arrests_at_taxicab_commission_council_eyes_overhaul/
[14] https://washingtonian.com/2013/08/27/uber-uproar-prompts-calls-to-just-get-rid-of-dc-taxicab-commission/
[15] https://dcist.com/story/11/07/12/is-it-revenge-wells-removed-from-co/
[16] An "informal poll" conducted by Environment, Public Works, and Transportation Committee Chair Mary M. Cheh received over 4,000 responses, 69 percent of whom answered that taxicab service in D.C. was "worse than other American cities". *Source:* https://lims.dccouncil.gov/downloads/LIMS/26386/Committee_Report/B19-0630-CommitteeReport1.pdf?Id=60267
[17] A *Washington Post* poll found that District residents supported taxi service improvements by a 2-1 margin. *Source:* https://www.washingtonpost.com/local/dc-politics/dc-taxi-changes-overwhelmingly-backed-by-residents-post-poll-finds/2012/08/01/gJQAZhZNQX_story.html

Amendment Act of 2012";[18] among other improvements, this law required taxis to accept electronic payment options, specified meter technology improvements, and improved taxicab dispatch to underserved areas of the District.[19]

While many of these requirements substantially improved the taxicab passenger experience, other provisions – mandating a uniform taxicab color scheme and requiring taxi fleets to electrify on an aggressive timeline,[20] for example – only served to increase barriers to entering the taxi market for both operators and dispatch companies.

With the benefit of hindsight, both the Commission's scandals and reform efforts that focused on consumer frustration with taxis made the District vulnerable to the most significant "disruption" of that era – the emergence of app-based ride-hailing services, starting with Uber's "sedan-class" service[21] in 2011 and followed by the launch of Lyft, Sidecar, and UberX in 2013-2014, services "designed to compete with D.C.'s regulated taxicab industry."[22] [23]

The "Vehicle-For-Hire Innovation Amendment Act of 2014"[24] was passed by Council in October 2014. This law created a new class of for-hire transportation services referred to as "private vehicles-for-hire" with a unique set of regulations distinct from taxicabs or limousines ("public vehicles-for-hire"), and de-regulated taxicab fares booked through a digital dispatch service. Ambiguities in this law are the basis for many of Empower's tactics in the District, and it is this law that has resulted in D.C.'s highly unequal and divided for-hire vehicle market.

As a result of the roundtable and ongoing oversight and research, Committee concludes that the District's current for-hire statutes perpetuate market failures and are not sufficiently resilient to withstand current and future market shocks. This has produced poor outcomes for consumers and allowed new illegal companies to operate in the District with inadequate enforcement mechanisms.

IV. KEY DEFICIENCIES IN EXISTING LAW

While the May/June 2026 roundtable covered a broad swath of topics, certain issues rose to the top as high priorities for the Council to address:

- **Classifications** – There are far too many different types of vehicle and service classes established in the law, creating confusion for the public and the industry, and unequal treatment of drivers and companies offering substantially similar transportation service.
- **Definitions** – The way in which terms are defined creates a perception of gray areas and fails to account for edge cases.

---

18 https://lims.dccouncil.gov/Legislation/B19-0630
19 https://www.washingtonpost.com/local/dc-politics/dc-taxi-changes-overwhelmingly-backed-by-residents-post-poll-finds/2012/08/01/gJQAZhZNQX_story.html
20 https://wamu.org/story/17/08/14/no-place-charge-d-c-s-electric-cab-drivers-ask-help/
21 https://wamu.org/story/12/12/05/uber_prevails_as_dc_council_passes_new_vehicles_for_hire_law/
22 https://wamu.org/story/13/08/21/new_regulations_prompt_new_fight_between_dc_taxicab_commission_and_uber/
23 https://wamu.org/story/13/08/13/with_lower_price_service_uber_again_irks_dc_regulators/
24 https://lims.dccouncil.gov/Legislation/B20-0753

- **Accessibility** – Fleet requirements in the FHV law meant to expand access to Wheelchair-Accessible Vehicles have not resulted in equitable service.
- **Data** – The information shared between the District and industry is inadequate for proper transportation planning, regulation, and enforcement, and does not utilize international best practices for data specifications.
- **Barriers to Entry** – Outdated requirements for operators and fleets have resulted in a continual decline of the taxicab market and an unmet demand for street hail trips.
- **Safety and Consumer Protection** – The District has limited tools to ensure passenger and public safety, deter unsafe driving, and detect inequitable service, discrimination, or other negative externalities.

Of particular relevance to the District's experience with Empower, the FHV Law's definitions are overly reliant on the traits of vehicles, rather than the type of service provided. Co-dependencies between definitions create multiple points of vulnerability and create a house-of-cards effect. Take for example the below series of definitions contained in § 50-301.03, color-coded to show where terms are cross-referenced.

> (16A) "**Private vehicle-for-hire**" means a class of transportation service by which a network of **private vehicle-for-hire operators** in the District provides transportation to passengers to whom the **private vehicle-for-hire operators** are connected by **digital dispatch**.
>
> (16B) "**Private vehicle-for-hire company**" means an organization, including a corporation, partnership, or sole proprietorship, operating in the District that uses **digital dispatch** to connect passengers to a network of **private vehicle-for-hire operators**.
>
> (16C) "**Private vehicle-for-hire operator**" means an individual who utilizes the **digital dispatch** of a **private vehicle-for-hire company** to operate a motor vehicle to provide transportation to passengers.
>
> (8A) "**Digital dispatch**" means the hardware and software applications and networks, including mobile phone applications, which passengers and **operators** use to provide public and **private vehicle-for-hire service**.

If any one of these four terms is called into question or no longer applies, the entire structure collapses. For instance, if a fully-autonomous vehicle is not classified as an "operator" for the purposes of the FHV Law, then an application connected to a fleet of those vehicles would likewise no longer be considered a digital dispatch, and the associated company no longer considered a "private vehicle-for-hire company".

V. RECOMMENDATIONS

Introduce and Pass Legislation Updating the FHV Law.

The behavior of Empower – and the potential for other actors to engage in similar behavior – is ultimately an exploitation of weak points in the District's FHV Law. To be clear, the interpretations of existing law that Empower has offered in court and public advocacy to suggest that their conduct should be exempt from various critical regulatory protections are facetious. A legislature cannot develop a code of law that is completely impervious to a regulated entity willfully adopting flatly incorrect readings of clearly applicable protections. But Empower's antics do suggest areas where even greater clarity is needed.

While agency enforcement and legal action against illegal actors should continue, a lasting solution for consumer protection will only come in the form of stronger legislative action.

The need for an overhaul of the FHV Law goes beyond just the actions of one rogue company, however. In fact, even companies that are acting legally and in good faith would benefit from clearer standards and requirements. And the FHV Law does not account for the emergence of autonomous vehicle systems – an area clearly in need of new language.

Updating the law, rather than making piecemeal tweaks, would improve the ability of the Council, and DFHV, to ensure safe, affordable, and efficient transportation systems.

New legislation should prioritize the following:

- Leveling the playing field in the industry by right sizing the regulatory burden and barriers to entry for operators;
- Establishing definitions based on types of service and without multiple co-dependencies.
- Ensuring that autonomous vehicles providing for-hire trips are covered by the FHV Law and subject to the same service standards as any comparable for-hire trip; and
- Providing dignified and equitable access to WAV service.

VI. COMMITTEE ACTION

On [date], the Committee held a meeting to consider and vote on [various measures including] [ID]. After ascertaining a quorum, Chairperson Nadeau provided remarks on the report. She then opened the floor for discussion and moved for approval of this report. Members voted as follows:

YES: Chairperson Nadeau and Councilmembers _

NO: _

PRESENT: _

ABSENT: _

VII. ATTACHMENTS