

Taxi and Limousine Commission Meeting
March 5, 2015

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TRANSCRIPT OF THE
NEW YORK CITY
TAXI & LIMOUSINE COMMISSION

10:30 a.m.

Thursday, March 5, 2015

33 Beaver Street

COMMISSION HEARING ROOM, 19TH FLOOR

BOROUGH OF MANHATTAN

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HEARING CONVENED AT 10:30 A.M.

COMMISSIONERS PRESENT:

Meera Joshi, Chair

ALSO PRESENT:

Chris Wilson, General Counsel

Joe Roth

Rodney Stiles

Charles Furrey

Staff

The Public

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2	SPEAKERS ON DRIVER AND VEHICLE OWNER RULE REFORM	
3	Natasha Avaneassians, on behalf of.....	6
	Tweeps Phillips	
4	Michael O'Laughlin.....	9
5	Peter Mazer.....	15
6	Bhairavi Desai.....	20
7	Zubin Soleimany.....	28
8	Sofia Akhtar.....	30
9	Javaid Tariq.....	34
10	Kevin Fullington.....	36
11	Arthur Goldstein.....	40
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CHAIR JOSHI: Good morning, everyone. The time now is 10:30 and today is a Public Hearing on proposed rules that would change yellow taxi retirement life cycle, black car retirement life cycle, and reduce some of the barriers to re-entry for former TLC-licensed drivers. We've received some written comment already, especially on the retirement piece. And so I'm interested today to hear some of the further live testimony on why people advocate for a number other than that put in the proposed rule, and the proposed rule number was 7 years.

And I want to just take a moment to explain how the staff came up with a uniform 7-year proposal. One, we would not retroactively change the retirements of vehicles that are on the road today. And today those retirements range from 3 to 7 years. And a fact that I think some people might find surprising is that about 55 percent of taxis that are on the road today are operating under a 7-year retirement cycle. And that's because there are various

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2 that 7-year proposal and lots advocating for
3 a number different than 7 years. So I am
4 interested in hearing those different
5 viewpoints. And there will not be a vote
6 today. The purpose of today's hearing is to
7 get your feedback, which is why we propose
8 rules and have hearings, also they're
9 required under CAPA. But nonetheless, so I'm
10 excited to hear the testimony that we're
11 about to receive today. And we'll continue
12 to deliberate on the final form of these
13 rules, which, of course, will be republished
14 before there's any vote.

15 So thank you very much. And with
16 that, I'm going to let Chris Wilson start
17 with the speaker list.

18 MR. WILSON: Thank you. And the
19 first speaker is Tweeps Phillips.

20 MS. AVANESSIANS: So good morning,
21 Chair Joshi and Commissioners. On behalf of
22 the Committee for Taxi Safety, we want to
23 thank the Commission for hosting this hearing
24 on the universal retirement plan.

25 With regards to the plan, we believe

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2 to the industry by not allowing for more
3 timely adoption of vehicles that could
4 provide better fuel efficiency, improve the
5 environment of New York City, as well as help
6 increase the income of drivers. In the
7 spirit of compromise, we strongly suggest
8 that 5 years would make more sense for the
9 public and our drivers. Although we
10 acknowledge that there have previously been
11 extensions of retirement dates for hybrid and
12 accessible vehicles, we are now seeing
13 technology move at a more rapid pace, and for
14 the for-hire industry should more regularly
15 avail itself -- more regularly avail itself
16 of the best products so we can offer the
17 public the best riding experience possible.

18 Unfortunately, this policy does not
19 go far enough. Street-hail livery vehicles
20 and liveries still have no retirement
21 requirement. Again passengers in the outer
22 boroughs are being treated like second-class
23 citizens. They're being denied the
24 opportunity to ride in regularly retired
25 vehicles in those service models. We have

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1
2 already seen Uber's intention to enter the
3 livery market. It is not hard to imagine
4 that they will exploit the lack of retirement
5 requirements to thwart all meaningful
6 attempts to exploit the current disparity in
7 vehicle retirements and to subvert the
8 Commissions Accessibility program.

9 Thank you again on this opportunity
10 to testify.

11 MR. WILSON: Thank you. And the next
12 speaker is Michael O'Laughlin.

13 MR. O'LAUGHLIN: Good morning.

14 CHAIR JOSHI: Good morning.

15 MR. O'LAUGHLIN: Michael O'Laughlin
16 for Cab Riders United.

17 We are a passenger voice for
18 improving the safety, the quality and the
19 environmental impact of the taxi and for-hire
20 vehicle industry of New York. And for all
21 those reasons, we oppose the proposal to
22 extend the retirement age for yellow taxis to
23 7 years and for black cars to infinity and
24 beyond. We urge you to level the playing
25 field instead by improving standards rather

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2 than lowering them. We urge you to consider
3 the merits of a 3-year retirement schedule.

4 Now, TLC rules traditionally limit --

5 CHAIR JOSHI: I'm sorry. Would that
6 be for all sectors, 3 years?

7 MR. O'LAUGHLIN: That would be a good
8 start for conversation. TLC Rules
9 traditionally limit speakers to only 3
10 minutes but for business I hope to accomplish
11 today, I would prefer to go on and on for 7
12 minutes or perhaps forever.

13 CHAIR JOSHI: Or 7 years.

14 MR. O'LAUGHLIN: Is that a problem?
15 If so, I understand that there are competing
16 interests and other values that need to be
17 weighed in the balance and I'll try to
18 restrict myself to the allotted time.

19 There are so many reasons the
20 proposed idea is a terrible idea for
21 passengers, so let's get started. Number
22 one, the facts. Vehicles deteriorate over
23 the time especially given the very hard use
24 that taxis and for-hire vehicles get.

25 Number two, math. Under the proposed

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Because my 5-year-old has to cross the street and breathe the air in the city. I need to keep him safe.

Number four, safety and Vision Zero. Like transportation alternatives, we are gravely concerned about the safety implications of the proposed rules. Brake, steering and other vehicle systems deteriorate over time. Also, newer vehicles have improved safety standards.

Number five, environmental and health. We also joined with our allies at the American Lung Association of the Northeast, the New York League of Conservation Voters and the Natural Resources Defense Council, in urging you to please pause and reconsider the health and environmental impacts of the proposed rule changes. Specific concerns include smog, soot pollution and greenhouse gas emissions. The proposed rules appears to directly contradict the intention of the Mayor and the City Council to achieve 80-percent reductions in greenhouse gas --

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CHAIR JOSHI: I just want to pause.

Our rules would not alleviate the requirement that three times a year you would have to pass our emissions testing. So if you don't pass the emissions testing, whether you're one year old, two years old or three years old or even seven years old, you can't be on the street as a yellow taxicab.

MR. O'LAUGHLIN: But we believe that the proposed rules would slow the adoption of minimal-emissions and zero-emission vehicles.

Wheelchair accessibility. Like the Taxis For All Campaign, we urge the TLC to describe how the proposed rule change might affect its commitment to 50 percent yellow wheelchair taxi accessibility by the year 2020, and towards 100 percent accessibility at a swift and steady pace for the industry overall including black cars and other for-hire vehicles. Also, as you know from past testimony, we are gravely concerned about the quality and the durability of some of the safety conversions. And you may remember when I played a recording of that

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1 rattling bucket of bolts. That was in fact a
2 brand-new newly converted
3 wheelchair-accessible vehicle. Without
4 meaningful standards, one could argue that
5 some of the wheelchair-accessible vehicles on
6 the road today should actually have earlier
7 retirement ages instead of later retirement
8 ages.
9

10 Reason number seven, the drivers.
11 Passengers have a particular relationship
12 with the drivers. We literally put our life
13 in their hands. The safety of the drivers is
14 important to us, the quality of their work
15 experience is important to us. We believe
16 that older vehicles are inferior in both of
17 the those regards.

18 And the last part is I know we all
19 understand that various parts of the industry
20 are under pressure right now and things are
21 influx, but for drivers concerned about the
22 quality of their vehicles, I don't understand
23 why lowering the standards would incent a
24 driver to stay in a vehicle that might, for
25 example, be painted yellow instead of going

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2 public.

3 For many years, any licensee who was
4 revoked could reapply after one year. There
5 never was any guarantee that a license would
6 be reissued, and indeed, the burden was
7 always upon the applicant to demonstrate that
8 he or she was qualified to receive a license.
9 But then, on June 16, 2011 in the Bronx, on a
10 hot sweltering day in the Bronx courthouse,
11 the Commission voted to change that
12 long-standing practice, and many licensees
13 are now barred for a minimum of two or even
14 three years if their license were to be
15 revoked.

16 There are a variety of reasons why a
17 license may be revoked. Some are serious,
18 such as convictions for serious felonies.
19 But in recent years, we have seen a dramatic
20 increase in the number of licenses that are
21 being revoked, particularly for drivers who
22 have accumulated points on their DMV
23 licenses. This increase seems to be largely
24 attributable to better coordination of
25 records between TLC and DMV. Nearly 300

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2 taxicab drivers and over 400 livery drivers
3 have been revoked for DMV points since the
4 beginning of 2013. The past four years,
5 drivers such as these have had virtually no
6 hope of ever returning to this profession
7 even though many of them currently have good
8 driving records and were revoked for DMV
9 points they were accumulated years ago,
10 sometimes even for points received in their
11 private cars.

12 By reinstating the 1-year ban on
13 licensure and establishing criteria under
14 which applicants who have good driving
15 records can return to this industry in less
16 than three years, the Commission is
17 reinstating its long-standing practice of
18 properly disciplining drivers who have
19 received DMV points at some point in their
20 career, but are also creating an opportunity
21 for these drivers to gain re-entry into the
22 industry after a sufficient period of
23 demonstrated rehabilitation and good driving
24 practices. Of course the TLC will continue
25 to review driving and criminal records of

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every licensee and can deny licenses where the public interest requires. If a license is granted, these individuals will have to successfully complete a probationary period for a year.

The proposed rules retain the 3-year re-licensure ban for several categories of revocations. We recommend that the Commission also revisit that and look at these licensing bans to determine if they continue to be necessary to protect the public. There may be instances, for example, where a licensee was revoked simply for failing to appear at a hearing. In such cases, a 3-year ban may not be appropriate or necessary. Ideally, I urge you to look at each applicant, including applicants who have been previously held TLC licensees, that their case be considered on a case-by-case basis rather than relying on an arbitrary time period.

The remainder of the package, from eliminating an archaic and unenforceable double-shifting requirement to extending the

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2 life of certain vehicles that continue to
3 meet the TLC's rigorous inspection
4 requirements, are common sense reforms which
5 will eliminate unnecessary requirements that
6 are unrelated to public safety and which
7 unnecessarily hinder the operation of
8 businesses or place one business at a
9 competitive disadvantage vis-a-vis other
10 businesses. Changes relating to the
11 processing of license renewals will also make
12 that entire process more user-friendly.

13 So I know you're not taking a vote
14 today. We do urge the Commission to approve
15 all of these rule proposals and to also take
16 a fresh look at the existing 2- and 3-year
17 re-licensure bans that still exist on the
18 rules and whether or not some of those could
19 be lifted as well.

20 But thank you for your consideration.
21 If you have any questions, I'd be happy to
22 answer them. Thank you.

23 MR. WILSON: Thank you.

24 And the next speaker is Bhairavi
25 Desai.

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2 MS. DESAI: Good morning. Before my
3 time starts, may I please ask you a quick
4 question? I'm sure many of us are thinking
5 about it. Since the other commissioners are
6 not here, how would they be informed of our
7 testimonies?

8 CHAIR JOSHI: A good point. One,
9 live stream. Some of them are able -- those
10 that have the time can watch right now as the
11 hearing is going on. Two, the transcripts
12 are available within two or three days so we
13 send them the transcripts as well as those
14 transcripts appear. All of the commissioners
15 get copies of your notes -- of your written
16 comments. And if there's a consensus that
17 there needs to be extended live testimony, we
18 of course will do that and extend the hearing
19 for another date when more of them can be in
20 attendance.

21 MS. DESAI: Okay. Thank you. I have
22 copies (handing). So thank you for that.

23 So good morning. My name is Bhairavi
24 Desai. I'm the Executive Director of the New
25 York Taxi Workers Alliance. There is so much

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on the table right now. I'm going to try to cover as much of it as possible.

As far as the vehicle retirement rules are concerned, we absolutely oppose the idea that a fleet vehicle could be extended to 7 years. Fleet vehicle and an individual-operated vehicle are not the same. The level of maintenance that's performed on these vehicles is simply not the same. The level of control that the driver behind the wheel has is not the same. It's an individual vehicle. If you're driver-owned vehicle operator or an owner/operator, you have control over maintenance of that vehicle. And even if you're driving -- even if there's a 17-percent mileage difference, as you had said, but the level of maintenance that you perform is much greater than the level of maintenance that we see performed at fleets. But the simple logic of the fact that the shifts are 5:00 to 5:00, and 5:00 to 5:00, most of these cars, they get in and out. There may be a few exceptions among some of the fleet, but for the vast majority

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2 of them, you know, they're not maintained
3 properly. It's drivers that are taking that
4 risk on the road, the passengers that are
5 taking that risk on the road, the drivers
6 will lose a competitive edge when you have
7 mechanical problems. If your car breaks
8 down, not every fleet gives you credit. SLS
9 Jet, for example, their policy is for every
10 hour that you -- you have to rack up 12 hours
11 of the car breaking down before you're
12 compensated. And if it breaks down for half
13 an hour, that's not counted because it's not
14 close enough to the hour. So there's no --
15 there's no real incentive for the fleets at
16 the moment to properly maintain those
17 vehicles. And you know, the fact is for
18 drivers, it even says in the TLC rule book
19 now, for drivers, if the car's not good,
20 they're supposed to just walk away. Well,
21 not everybody will have that option if you
22 need to go to work that day. And so drivers
23 should not forced into a position where they
24 need to choose between safety and earning a
25 living. And I believe that's been the theme

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of this administration, particularly under Vision Zero. And by reducing these retirement requirements and not having them at all for the black car and the livery industry I think is a complete disservice to the Vision Zero agenda.

As far as the licensing rules are concerned, we want to really thank you for putting this on the table. You have before you our very specific comments. Very generally though, what I would like to say is we must create an environment where drivers' right to a livelihood is respected. There are too many ways in which drivers have to jump through hoops in order to keep their license. Not only are they held to the strictest point requirement of any motorist in New York State, I mean, it's beyond the CDL requirements, the commercial drivers license requirements, that New York State has. There are even some disparities in how the TLC itself looks at points when it's issued by NYPD versus when it's issued by a TLC officer, which one of my colleagues will

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 speak to more.

 There's real administrative barriers that are created particularly around how the defensive driving course is weighed. And so if you miss it by a couple of days, that should not be a reason for why you're stripped of your livelihood for three years, even one year. So the rule on the defensive driving course, this is an opportunity to really fix it so the benefit -- it's the one, only one, way that drivers have to protect themselves if they have gotten any points. And as we have shared with you, Commissioner Joshi, and as my colleague will testify more to this, the vast majority of the summonses that drivers receive, and I believe the NYPD can verify this, are traffic device violations, violations that are not deemed to be hazardous by the TLC itself, had the TLC issued that summons, or by the State of New York if the DMV were to adjudicate that summons or if the DMV were to adjudicate it for a CDL.

 And so we would like to see that same

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2 parity. We don't -- let's focus on the
3 safety rules. We're not looking to change
4 that. But in order to focus and make that
5 focus more clear, we must remove all the
6 other barriers, the administrative barriers
7 as well as the weight given to nonhazardous
8 violations which is the vast -- which is the
9 major reason why the majority of drivers end
10 up having their licenses revoked.

11 The very last point. On the
12 licensing, on the renewal issue, there has to
13 be a grace period, 60 days is simply not
14 enough. We thank you for at least looking to
15 extend it beyond 30 but it's simply not
16 enough. There should be a criteria created
17 where -- many times, you know, whether it's
18 people have an emergency, all sorts of
19 reasons, why you may not be able to meet that
20 requirement in time. Years ago it used to be
21 TLC had a 6-month grace period. Over the
22 past 15 years, we keep reducing the amount of
23 time that drivers have to simply renew a
24 license. They're not working when that
25 license is expired, first of all, so there's

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2 pulled out those that are not safety-related
3 and we've only assigned points now to those
4 that are. So our PV process mirrors our
5 Vision Zero agendas. So they're much more
6 aligned. We don't have the power to do that
7 with the CD because that's the state and the
8 local law as written currently doesn't
9 distinguish between types of CD points. It
10 just says when you get to a certain amount of
11 points you must revoke or suspend. So we --
12 in here, I've already demonstrated that we
13 think that points should be assigned to truly
14 safety-related violations. And so I think
15 that sort of demonstrates how we feel about
16 the CD point system as well. Happy to work
17 with everyone, but I think that that
18 negotiation takes place at the City Council
19 level as opposed to the TLC because there is
20 a limited amount of leeway that we have in
21 terms of disregarding certain CD points and
22 accounting -- using other CD points for
23 suspension or revocation. But I'm glad you
24 raised it because there are categories of
25 points that we ourselves, if they were PV,

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2 would not appear on your record as a point.

3 MS. DESAI: Well, perhaps the TLC
4 could consider in terms of settlements to
5 weigh those points differently if that would
6 be within your scope. But we will definitely
7 continue to pursue this with the City Council
8 and we would absolutely appreciate your
9 support on that. Thank you.

10 MR. WILSON: Thank you.

11 And the next speaker is Zubin
12 Soleimany.

13 MR. SOLEIMANY: Good morning, Chair
14 Joshi, Commissioners. Zubin Soleimany with
15 the New York Taxi Workers Alliance. Just
16 following up more on what Bhairavi just
17 mentioned, I know that you are constrained by
18 Council law. Just to provide some background
19 to how this has been affecting the drivers
20 who have either been revoked recently under
21 CDP or are currently facing revocation under
22 CDP regardless of whether the underlying
23 violations were hazardous or not. So we're
24 talking about the most common three types of
25 violations were seen on abstracts, being

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2 disobey traffic device, so for making a right
3 turn on Vanderbilt during rush hour, those
4 sorts of things, improper turn. We got 94
5 drivers who we looked at their entire
6 abstracts that were considered for CD
7 purposes. Out of those drivers, if you
8 removed the points that are not considered to
9 be point-bearing or hazardous by TLC, 75 of
10 those drivers would not have been revoked, 31
11 of those drivers would not have even been
12 suspended and 10 of those drivers would've
13 had no points at all for PVB purposes,
14 meaning all of those tickets were for
15 improper turn or disobey traffic device.

16 So just as we go forward -- and we
17 commend the Commission for also looking into
18 rules that in terms of TLC Rules, look into
19 the underlying violations for the 2-year
20 ban -- we're looking forward to seeing a rule
21 that would really, especially in terms of
22 re-entry, look to a driver's ability to
23 demonstrate that safe record. And
24 specifically as that, I'm not sure if the
25 proposed re-entry rule is not bound by any

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the TLC counts the 6-hour driving course points. I don't know if the Commissioner has the information, like usually a driver should have a 6-hour defensive driving course before the summons -- they get the summons. Or if they have the course, it should have like at least two or three violations that it gives point reduction. When a person gets a CDP summons, critical drivers program, it says, like, from the conviction with the (inaudible) from the violation date going back 15 months. And if you, like -- well, if you have a 6-hour defensive driving class from the recent --

CHAIR JOSHI: If you don't mind speaking a little more into the microphone.

MS. AKHTAR: So the violation from (inaudible) going back 15 months, if you have a 6-hour defensive driving course, it should reduce the points. But the way TLC counts the points, if there is no conviction or violation that the DDC class covers, you are not going to get point reduction. It's a serious issue when it's like people get

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2 suspension cases and revocation cases. I
3 have, like, recently two members, like
4 Mr. Singh Joman (phonetic) and (inaudible).
5 They got tickets in 2012. One of the 2012
6 tickets got guilty recently, 2014. TLC sent
7 them CDP summons. They took classes from
8 2012 till 2014, two classes, 6-hour defensive
9 driving class. DMV gave them point
10 reduction, 4-point reduction. But the
11 problem, the way TLC counts it, like, the
12 classes were off a month and 15 days for both
13 gentlemen and they were given two options,
14 settlement or they have to be suspended for
15 30 days. Now, settlement is like one has to
16 pay \$1,000 within two months, so it's a big
17 problem for the drivers.

18 It becomes more brutal when we're
19 talking about revocation cases. I can
20 present to you one particular gentleman that
21 I cannot get out of my mind. He got his
22 license, TLC license, in 1986. From 1986
23 till 2010, he never got one summons, TLC and
24 DMV. I can give TLC his hack number, 432123,
25 and you can check, not a single summons. But

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2 unfortunately, in end of 2011 and 2012, he
3 got a few summons, DMV summons, and they were
4 found guilty. He had 10 points. And then he
5 had a 6-hour defensive driving class, but the
6 way the TLC counts, like, he was revoked. He
7 gave 20-plus --

8 CHAIR JOSHI: Were his DMV points
9 reduced as a result of --

10 MS. AKHTAR: Yes, because from
11 violation date going back 18 months, those
12 violations were covered. TLC, on the other
13 hand, from violation date going back 15
14 months. I can give example that makes
15 more -- would make more sense. So what we
16 are proposing is like say my conviction date
17 is March 10, 2015, like TLC would go back 15
18 months, going to be October 1, 2013. I took
19 the class April 1, 2014 and then, like, I had
20 other two convictions in December and June.
21 My class was in April. If I go from that
22 class going back 15 months, those convictions
23 doesn't come in. DMV's giving me point
24 reduction. The point is, like, from the
25 recent conviction date, going back 15 months,

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2 if the conviction -- that class counts, we
3 should be given point reduction. If you
4 don't agree with that though, it doesn't make
5 sense. DMV does give it. But then one
6 should be given a chance to take the 6-hour
7 defensive driving class again. TLC has to
8 keep in mind, when DMV sees a person has 10
9 or more points, they give them suspension.
10 It depends on the judge though. But if you
11 get a suspension, you are not going to be
12 revoked at DMV, Department of Motor Vehicles.
13 So that's the point. Thank you so much.

14 CHAIR JOSHI: Thank you.

15 MR. WILSON: Thank you.

16 The next speaker is Javaid Tariq.

17 MR. TARIQ: Hello. Good morning. My
18 name is Javaid Tariq and I'm also a veteran
19 cab driver for the last 20 years. I just
20 wanted to explain my experience with the Taxi
21 and Limousine Commission, that how hard and
22 how difficult this job is. It's considered
23 second highest stressful job in America, not
24 only one police department. It's about 10 or
25 11 agencies always looking for cab drivers to

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2 give them summons. And I am seeing with my
3 own experience, last 20 years a lot of my
4 other colleagues who never had any kind of a
5 summons, suddenly, last couple years they are
6 getting so many summons, bombarded by police
7 department, especially near the Penn Station
8 area. That's why by myself I also don't want
9 to go to Penn Station area to pick up any
10 passengers because this is a trap over there.
11 The cops are just standing there giving them
12 summons. And suddenly, those people who are
13 very experienced driving cabs last 20 years,
14 suddenly in one year they got five, six,
15 seven summons and got the points and TLC
16 (inaudible). Does not mean they are bad
17 drivers. They are experienced professional
18 drivers working as a profession as a cab
19 driver and making living for themselves. But
20 the TLC has to look at it, that the whole
21 police department (inaudible) able to make a
22 cab driver to be just giving them summons as
23 of making revenue or just making them target
24 to give them summons.

25 So I'm very thankful to the

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of the TLC, thank you for the opportunity to provide testimony on the proposed rules before you today.

In particular, we will provide feedback on the provision of the rules that would allow for a uniform 7-year life cycle for all taxis. We are fully supportive of creating a uniform system whereby all taxis will have the same maximum life cycle. Simplifying the life cycle rule and providing parity represents sound public policy. We recommend, however, that in the interest of medallion holders, drivers and the public, a more conservative approach be taken at this time, and we are happy to stand arm in arm with our friends at the Committee for Taxi Safety and call for the setting of a uniform life cycle at 5 years. Our reasoning is two-fold. First, aged and heavily used taxis provide a lesser ride experience and are more likely to force medallion holders to incur increased maintenance costs. Second, a 7-year life cycle may conflict with the City's commitment to reach a 50-percent

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wheelchair-accessible fleet by the end of the year 2020.

The continued satisfaction of taxi customers is of utmost importance to both Nissan and the industry as a whole. And in fact, it's vital to the ability of the industry to compete with people like Uber. With any vehicle, including taxis, age and mileage are key determinants of annual maintenance costs, wear level of exterior and interior materials, and overall vehicle appearance.

As the members of this Commission are aware, the average taxi travels 70,000 miles per year; meaning, at the end of its fifth year in use, an average taxi will have traveled more than 350,000 miles. At the end of its seventh year, an average taxi will have traveled 490,000 miles, nearly half a million miles in stop-and-go traffic, heavy-duty use in the city. Given this mileage and use, it should come as no surprise that it becomes more likely that taxis reaching such mileage and use may need

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to incur increased maintenance costs to maintain such aged taxis, an impact that will be felt by medallion holders, taxi drivers and passengers alike.

Further, a taxi's life cycle impacts how quickly vehicle enhancements will improve the taxi fleet. For example, even if significant improvements become available in the interim, the safety technologies and gas mileage we see in today's models will remain in the fleet beyond the year 2021 if a uniform 7-year life cycle is established. Given these concerns and the general goal of ensuring a strong taxi fleet continues to support the city, it is the recommendation of Nissan that the uniform life cycle for taxis be set at 5 instead of 7 years.

A separate but important reason to pause before setting the uniform life cycle at 7 years is this decision's impact on the city's commitment to reach a 50-percent WAV fleet by the end of the year 2020. If vehicles are allowed to stay on the road for 7 years, then vehicles are turning over a lot

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representing the Taxicab Service Association.
I'd just like to comment that members of the
Taxicab Service Association participated in a
combination of phone calls and some e-mails
yesterday, so we're in the process of
coalescing around the lifespan being 5 years
with some of our, what I'll call unity
partners, that we've been working very
closely with on several issues over the last
number of months.

So number one, I'm glad that there's
no vote today so there's further time for us
to have dialogue with the members of the
black-car industry and the livery-car
industry. But certainly some of the issues
raised by the Committee on Taxi Safety and
just now by Mr. Fullington, our issues that
are leading us to believe that a 5-year
lifespan would be much better for the
industry.

As the conversations ensue over the
next days, and dare I say weeks, we'll come
back with a more precise statement. Thank
you very much.

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2 MR. WILSON: Thank you.

3 One last call for Lamarana Bah.

4 MR. BAH: Good morning, Chair Lady.

5 My name is Lamarana Bah. I'm a TLC driver.

6 I'm just want to talk about a revocation

7 case. For my own case -- I'm talking about

8 my own case -- I got some summons before I

9 got a TLC license. Most of my summons I get

10 that was given to me for the revocation, I

11 get all those summons before I get a TLC

12 license.

13 CHAIR JOSHI: So today's hearing is

14 about specific rules. But, actually, Charlie

15 Furrey can meet with you right after this

16 hearing is over and talk to you about the

17 specifics of your case to ensure that the

18 proper procedure was followed. But if you

19 have comments on the overall rule that was

20 proposed which would allow former TLC drivers

21 to reenter earlier than the current rules do,

22 we'd be happy to hear those. No?

23 MR. BAH: No. Thank you.

24 CHAIR JOSHI: Well, then make sure

25 you find Charlie or he'll find you so you can

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discuss your case.

MR. BAH: Thank you.

CHAIR JOSHI: And that concludes
today's hearing. The time now is 11:10.
Thank you, everybody, for coming out in this
poor weather.

(Time noted: 11:10 a.m.)

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