

In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission
March 6, 2024

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NEW YORK CITY
TAXI & LIMOUSINE COMMISSION
PUBLIC MEETING

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March 6, 2024
10:12 a.m.

HELD AT
33 BEAVER STREET
NEW YORK, NEW YORK

B E F O R E:
DAVID DO
COMMISSIONER AND CHAIR

In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission
March 6, 2024

1 A P P E A R A N C E S :

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3 T L C C O M M I S S I O N E R S :

4 C O M M I S S I O N E R D A V I D D O

5 C O M M I S S I O N E R S A R A H K A U F M A N

6 C O M M I S S I O N E R T H O M A S S O R R E N T I N O

7 C O M M I S S I O N E R K E N N E T H Y . K . C H A N

8 C O M M I S S I O N E R P A U L B A D E R

9 C O M M I S S I O N E R E L I S A V E L A Z Q U E Z

10 G E N E R A L C O U N S E L S H E R R Y L E L U T O

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12 F A B I A N C A N C E L , D I R E C T O R O F B A S E / B U S I N E S S S E R V I C E S

13 E V A N H I N E S , D E P U T Y C O M M I S S I O N E R O F O P E R A T I O N

14 P E O P L E A N D I N N O V A T I O N

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In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission
March 6, 2024

1 CHAIR DO: Good morning,
2 everyone. My name is David Do,
3 Commissioner and Chair of the TLC.
4 I'm calling this meeting to order at
5 10:12 a.m.

6 I'm joined today by our
7 Commissioners, Commissioner
8 Sorrentino, Bader, Velazquez, Chan and
9 Kaufman. A few words before we begin.

10 It's been several months since
11 our last meeting. During that time,
12 we've been quite busy at the TLC,
13 processing the new EV license
14 applications that came in after we
15 passed the Green Rides Initiative. In
16 all, we received 9,756 applications.
17 I'm happy to report that many of these
18 individuals were single owners,
19 88 percent of them in fact. Not
20 corporations. And many of them are
21 also now on the road.

22 In under five months, we have
23 now have the largest EV ride share
24 fleet in the nation. And in January,
25 we logged more than a million EV trips

1 for the first time ever. We are
2 two years ahead of schedule on our
3 Green Rides goals and following our
4 license review and pending litigation,
5 we are issuing no more EV licenses at
6 this time. Anyone can still apply for
7 a wheelchair accessible vehicle.

8 I can't thank my fellow
9 Commissioners enough for supporting
10 Green Rides, and everyone at TLC for
11 working tirelessly to keep the
12 applications moving. And of course,
13 all of our EV drivers; you are
14 literally making history and driving
15 this city forward to a cleaner and
16 more sustainable city.

17 My team and I have also been
18 busy visiting the city's fast charging
19 sites in all five boroughs, listening
20 to EV drivers and making sure that
21 they're aware of the full spectrum of
22 existing EV charging options. We have
23 had two new public charging stations
24 open within just the last week. The
25 Gravity hub at 401 West 42nd Street

1 with 24 ultrafast plugs and five Level
2 three plugs at the World's Fair Marina
3 in Queens opened by the city.

4 A lot more charging is coming.
5 I've been meeting regularly with
6 providers and they're racing each
7 other to meet this new demand. We
8 will be doing our best to notify
9 drivers of new charging opportunities
10 as we hear of them.

11 Now onto today's meeting.
12 Today, we are taking care of several
13 agency business matters, and we'll
14 have a staff presentation on our
15 Woodside inspection facility. I will
16 now ask general counsel, Sherryl
17 Eluto, to go through the agenda.

18 Sherryl?

19 MS. ELUTO: Good morning,
20 commissioners. The first item before
21 you are the minutes for the
22 October 18, 2023 Commission meeting.
23 I will call a vote now to adopt these
24 meetings.

25 All in favor of adopting the

In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission
March 6, 2024

6

1 minutes from October 18th, please
2 raise your hands.

3 And -- yeah. There you go. And
4 that passes unanimously. Thank you.

5 I will now call on Director of
6 Base and Business Services, Fabian
7 Cancel, to present the Base License
8 applications.

9 MR. CANCEL: Good morning,
10 Commissioners and attendees. My name
11 is Fabian Cancel. I'm the director of
12 Base and Business Licensing at Long
13 Island City. We are presenting 15
14 bases for review, and we are waiting
15 on your approval.

16 MS. ELUTO: Commissioner Bader?

17 MR. BADER: Fabian, I had a
18 question. I noticed that some of
19 these applicants are the same
20 applicants that we have -- am I on --
21 yeah. The same applicants that we
22 have seen previously, and particularly
23 Dial 7, Liberty and Tiffany. Are
24 they -- what are the relationships,
25 why is it that they have to come --

In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission
March 6, 2024

7

1 that they make multiple applications
2 or that we grant multiple applications
3 to these companies?

4 MR. CANCEL: So the short answer
5 to that is that sometimes these are
6 not always renewals. In this
7 scenario, these are all being renewed
8 and they were not presented previously
9 for renewal. Every time they renew,
10 they have to be represented.

11 MR. BADER: I understand that.
12 But we just -- we -- last -- if you
13 look at the minutes that we just
14 approved for the last meeting, some of
15 these same names were on last
16 meeting's approval list as well. So
17 what's the -- what's the -- what's the
18 difference?

19 MR. CANCEL: I would have to get
20 back to you on that. I would have to
21 confirm whether or not they were
22 actually supposed to have been on the
23 previous list or if they were --

24 MR. BADER: So let me ask you a
25 general question.

In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission
March 6, 2024

1 Does an individual company many
2 times have more than one license, more
3 than one base license?

4 MR. CANCEL: It's very possible,
5 yes. And in fact, the name can carry
6 over from more than one base license
7 to another. As long as it's the same
8 ownership.

9 MR. BADER: And is the base
10 license a geographical location or is
11 it a business entity?

12 MR. CANCEL: It's a combination
13 of both. It depends on the license
14 type. So for instance, Dial 7 has, I
15 believe, a couple of licenses, a black
16 car license in one entity name and
17 perhaps a livery and/or a luxury
18 license in the secondary name.

19 MR. BADER: That would be
20 logical because I know how they
21 operate.

22 Is there a way, from the number,
23 for us to differentiate or you can't
24 really tell from this -- since these
25 are all BOs, does that -- there's no

In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission
March 6, 2024

9

1 way to -- you know, to differentiate
2 from that?

3 MR. CANCEL: The actual B
4 license number would be different from
5 license to license. So even though it
6 may be the same ownership, they would
7 have different license numbers.

8 MR. BADER: For different kinds
9 of licenses?

10 MR. CANCEL: Yes.

11 MR. BADER: Thank you.

12 MS. ELUTO: Okay.

13 Commissioners, can we have a vote on
14 adopting the base license
15 recommendations?

16 All in favor?

17 Thank you. The motion is
18 adopted unanimously. Thank you.

19 Commissioners, we will now turn
20 to item five on the agenda. The
21 presentation on construction on our
22 Woodside inspection facility. We are
23 joined by Deputy Commissioner from
24 Operations People and Innovations,
25 Evan Hines.

1 MR. HINES: Thank you. Good
2 morning, Commissioners. I'm Evan
3 Hines, Deputy Commissioner for
4 Operations People and Innovation.

5 Okay. So transforming the TLC
6 Woodside Facility, reconstruction and
7 enhancement is what I'll be going over
8 today.

9 Why are we reconstructing? To
10 mitigate structural degradation of
11 foundation issues that we had with the
12 previous administrative building and
13 to meet increasing demand for
14 inspection services.

15 The original scope called for a
16 new administrative building, a new
17 parking garage and visitors parking
18 lot. New, more conveniently located
19 restrooms for staff that meant closer
20 to lane operations and for licensees
21 in the waiting areas that they wait
22 while their vehicle is being
23 inspected.

24 Additionally, new equipment and
25 replacement of aging equipment is part

1 of the scope, such as all wheel drive
2 dynamometers, which will allow us to
3 test meters for all wheel drive
4 vehicles, which our current equipment
5 cannot do. A new speed lift, new
6 brake tester, new garage doors
7 awnings, new signage throughout and a
8 new inspection facility roof. A new
9 inspection lane would also be
10 available at the end of the
11 construction project. And a new
12 traffic flow pattern.

13 So that scope was actually put
14 together almost 10 years ago in 2015.
15 But since then, more recently, we took
16 into consideration fleets of the
17 future. And we enhanced the scope to
18 include pretty robust electric vehicle
19 charging program. So when finished,
20 the facility will have 70 EV chargers,
21 30 of them level three fast chargers
22 and 40 level two chargers.

23 We did receive funding. Funding
24 was approved by the Office of
25 Management and Budget, \$31.6 million.

1 And the City will seek partial
2 reimbursement from grants such as Con
3 Ed's Power Ready Program.

4 And this program also supports
5 multiple city initiatives such as
6 Mayoral Executive Order 90, which
7 calls for the acceleration of EV
8 adoption among city fleets. Green
9 Rides, of course, which requires
10 100 percent of ride share trips to be
11 conducted by either zero emission or
12 waves by 2030. And PlaNYC, which has
13 initiative in their transitioning
14 taxis and for-hire vehicles to EVs.

15 So if you haven't seen the
16 former administrative building, this
17 side, the top -- the top image is the
18 former building which was an addition
19 that was built in the 1980s. That's
20 the building that was having
21 foundation issues. The photo on
22 the -- the rendering on the bottom is
23 the future administrative building.
24 What the -- the new building
25 accomplishes is, the cantilever design

1 reduces the negative impact of coarse
2 soil quality by raising it, which is
3 what was causing the structural
4 problems with the old building. And
5 it opens more ground space for
6 inspection operations. This is just a
7 zoomed in photo of the rendering of
8 the new building.

9 This cross section of the back
10 of the building will give you an idea
11 of everything that's going to be
12 delivered. On the left-hand side is
13 the new parking lot for visitors to
14 the facility. Then the inspection
15 lanes are in the center as they are
16 now, and to the right is the parking
17 garage which has three levels; ground
18 level and second and third levels.

19 The fourth floor will be USBs
20 administrative operations, so office
21 space for USB, as well as locker rooms
22 are in that first section of the new
23 office structure. And the top floor
24 will have other administrative offices
25 such as IT, facilities management and

1 fleet -- and fleet management.

2 To the right, there are some
3 shared spaces. That big square on the
4 right-hand side is actually a
5 conference room at the top, and it's
6 actually a training facility on the
7 bottom level.

8 This is a rendering of what the
9 facility will look like inside. It
10 capitalizes on natural light by having
11 glass throughout, glass on the outer
12 structure, as well as glass inside to
13 reduce the reliance on electrical
14 lighting where possible.

15 And the increase demand for
16 inspection services. There's been a
17 42 percent increase since 2014 until
18 2024. In 2014, over 81,000 vehicles
19 were licensed. Now, there's nearly
20 116,000 vehicles licensed. So in
21 order to meet that demand, we will
22 have a new vehicle flow pattern that
23 will allow us to increase inspection
24 capacity by 200 and reduce street
25 congestion and risk associated with

1 arriving and exiting traffic. Which
2 I'll show you on the next slide.

3 So the diagram at the top is the
4 current -- the -- the pink is the
5 current traffic flow pattern.
6 Vehicles coming in for inspections
7 come across the BQE West Street and
8 they turn in at the north end of our
9 property. In doing so, there's also
10 vehicles exiting the inspection lanes.

11 The new -- the future traffic
12 flow, the second diagram on the bottom
13 of the page, you'll see that we have a
14 new south entrance which eliminates
15 that traffic crossing in front of the
16 exits of the lanes. And also allows
17 us to fit more vehicles while people
18 are waiting for their appointments.
19 We can fit more vehicles in the yard,
20 thereby reducing the chances of
21 overflow out onto the street.

22 This is the rendering of the
23 building where the south entrance will
24 be. All licensees will enter here,
25 whether for Hack site services or

1 inspection services. Here's a view of
2 the new Hack site office. It moves
3 the office out of -- it was previously
4 in the lanes, and it moves it out to
5 the other side of the property and
6 provides dedicated on-site parking,
7 which wasn't available previously.

8 Here's just to show you what the
9 last Hack site office at the top photo
10 looked like, and the future rendering
11 of the future facility on the bottom.
12 And zoomed in, just for clarification.

13 Then at the north end, here is
14 the parking garage that's being
15 created and all the solutions. The
16 building is being constructed with
17 sustainable and energy efficient
18 solutions, such as landscape,
19 streetscape improvements, such as
20 green spaces, bioswales, permeable
21 pavements, which all will reduce storm
22 water runoff. We are expecting to
23 receive LEED Silver certification in
24 part due to other energy efficient
25 solutions such as integrating solar

1 panels for power and more efficient
2 heating and cooling systems.

3 The building will be compliant
4 with the city's Green Building Law,
5 which requires any city funded
6 facility to be designed in a certain
7 energy efficient matter. And as
8 mentioned earlier with the enhanced
9 scope, we'll have 70 EV chargers that
10 will be available for the TLC fleet
11 and for visitors to the facility.

12 Here's just a rendering of some
13 of the green space, a green roof. And
14 regarding the EV charging, so the
15 south parking lot that I showed a
16 moment earlier, this is -- that's
17 where the public or licensees will be
18 able to use the electric -- the EV
19 chargers. We'll have 10 fast level
20 three charging ports in that parking
21 lot.

22 We will also, at the north end
23 on the ground floor of the garage and
24 behind the garage, there's a small
25 lot. We'll have 20 additional level

1 three fast chargers that will be
2 available to visitors to the facility.

3 And in the parking garage on the
4 second and third floor, which is TLC
5 parking for our enforcement fleet,
6 there will be 20 level two chargers
7 per floor, which brings the total to
8 70.

9 So the construction plan, it was
10 planned out in five phases to allow us
11 to continue to have inspection
12 operations while the construction is
13 happening. We are currently in phase
14 one. The administrative building has
15 been demolished. A temporary south
16 wall has been built to protect the
17 lanes to try to mitigate noise from
18 the construction, as well as any kind
19 of dust that would -- dust and debris
20 that you get with a construction site.

21 Phase one, how is it affecting
22 staff and licensees? Non-inspection
23 operations, employee office
24 workstations, conference rooms,
25 lunchrooms, IT room and locker rooms

1 all had to be moved to modular offices
2 at the south end of the site. With
3 regard to inspection operations,
4 customer restroom was moved to the
5 modular office as well. Hack site was
6 also moved to the modular office.
7 Only four lanes are currently open for
8 inspections. And there's ongoing
9 noise, depending on what work they're
10 doing on any given day.

11 And that's everything that I
12 had. Thank you.

13 Any questions?

14 MS. VELAZQUEZ: Yeah, this was a
15 great presentation, and it looks like
16 an awesome facility. When do you
17 anticipate construction being done
18 fully?

19 MR. HINES: So December 2028 is
20 the current date. We know that's
21 going to change slightly because of
22 the added scope for the EV charging.
23 DVC is doing the project management.
24 And we are expecting later this month
25 to have an updated plan. But we'll be

1 trying to like squeeze it to -- as
2 close to that December date that we
3 can.

4 CHAIR DO: Commissioner, most of
5 the building has already been
6 demolished, and now they're doing
7 foundational work. So we hope to be
8 ahead of schedule, and at least meet
9 the original deadline. But obviously
10 with the added scope, sometimes that
11 might be provided additional
12 difficulty. But we are still hoping
13 for 2028.

14 MS. VELAZQUEZ: Thank you.

15 MR. HINES: Any other questions?

16 MS. KAUFMAN: That was really
17 interesting. Actually, you answered
18 most of my questions concerning flow
19 protection. But is the intention to
20 make those EV chargers available to
21 the public or strictly to facility
22 visitors?

23 MR. HINES: So they're --
24 they're -- it's for the public. We
25 expect that they'll be used quite a

1 bit by the people coming to the
2 facility. But both areas, the reason
3 why it's on the first floor, the
4 ground floor of the parking garage and
5 that parking lot is so that we could
6 have an open area so we don't have to
7 worry like, you know -- the parking
8 garage, I don't know if you saw in the
9 rendering, it had the gate right there
10 at the front. That's not how it's
11 going to be. The gate is being moved
12 so that the ground floor could be
13 entered so that it's 24 hours a day.

14 MR. CHAN: Are there other --
15 any particular reason why we wouldn't
16 use level three chargers for all 70 EV
17 chargers?

18 MR. HINES: Yes. The site
19 couldn't handle it. We couldn't -- we
20 worked with Con Ed for quite some time
21 to figure out what was the maximum
22 level threes that we could put in.
23 And it's -- they didn't think
24 originally. The discussion was
25 something like 40 in total. But we

1 kept pushing, and they actually were
2 able to figure it out and the grid can
3 currently handle it.

4 MR. BADER: Following up on
5 that, I'm glad to see that it will be
6 available to the public. Will there
7 be any charge to the public for using
8 those charging stations?

9 MR. HINES: Yes, there will be.
10 What that model is, we don't know yet.
11 But it will follow other city agencies
12 like DOT or DCAS that actually provide
13 public charging.

14 MR. BADER: And relative to
15 something we discussed before, I
16 presume and hope this is property that
17 the City of New York owns?

18 MR. HINES: Yes.

19 MR. BADER: That's good. My
20 other question -- two other questions.
21 One is, I noticed that you changed the
22 lobby area. Currently, there were
23 seats with backs to them. And it
24 looks like there are now -- there were
25 just benches. Knowing what it's like

1 to sit into -- in -- into -- in a car,
2 the driver, for 10, 12 hours straight,
3 I would suggest that we reconfigure so
4 that there are backs to those chairs
5 so it's a little more comfortable for
6 people having to wait. It's tough
7 enough sitting in this. So if we can
8 make that happen, that would be --

9 CHAIR DO: Sometimes
10 architectural design doesn't meet
11 function, and that's one of the things
12 that we are definitely taking a look
13 at. It looks good by design, but
14 maybe not by function.

15 MR. BADER: Function, exactly.

16 MR. HINES: And it was also -- I
17 mean, these renderings are from the
18 original design, the procurement
19 documents that were sent out. So it
20 was created in 2015. And so those
21 benches haven't been ordered yet.

22 MR. BADER: Under this -- under
23 this schedule, the capacity that we
24 have to inspect is going to be
25 decreased. So I was wondering if

1 there has been allowance made for
2 accommodating -- since we can
3 accommodate fewer, that there's a
4 correspondence allowance made relative
5 to the time period. So that since
6 people -- because they have to be
7 inspected every certain number of
8 years. So therefore, if our ability
9 to inspect declines, that's going to
10 put more pressure on drivers and may
11 make it harder for all of them to
12 adhere to the rules relative to the
13 time period in which they have to get
14 their vehicles inspected.

15 So maybe we can make some kind
16 of allowance to extend that time
17 period, since we are reducing their
18 ability to do what we're telling them
19 they have to do. It would make sense
20 for us to also therefore extend that
21 time period and to accommodate for a
22 change that we -- you know, something
23 that we are initiating.

24 MR. HINES: I hear your concern,
25 I appreciate it. But we actually --

1 most of the pressure is on the safety
2 and emissions staff to actually get
3 those cars, those appointments in with
4 the few lanes that we have. And to my
5 knowledge, we haven't had an issue
6 with getting people in, you know, on
7 time with their -- the schedule
8 that -- when their inspection is
9 needed.

10 And the S&E staff, if we have to
11 do appointments later, you know, later
12 in the evening than we are currently
13 doing it, that's the expectation, that
14 that will be done to meet those dates.
15 As well as if we had to, you know,
16 open up on a Saturday as well. That
17 has all been discussed.

18 MR. BADER: Okay. Very good.
19 Thank you.

20 CHAIR DO: And Commissioner,
21 those are all options -- let me just
22 say that I've been extremely proud of
23 the safety and emissions staff.
24 Right. In the last four months, they
25 had to do a visual and physical

1 inspections of almost 10,000 EV
2 vehicles. And they have gotten
3 through that, despite their original
4 workload.

5 And so they have been incredibly
6 successful, very efficient. And while
7 we are down to four lanes, we are
8 still accommodating most folks who
9 need inspection.

10 MR. BADER: So it's not really
11 creating a backlog?

12 CHAIR DO: It is not. I mean,
13 there is a little bit of uptick on
14 wait times, but not that much. So
15 it's been fantastic.

16 MR. BADER: Great. Thank you.

17 MR. HINES: Any other questions?

18 MR. CHAN: Yeah, just as a
19 matter of curiosity. As the fleet
20 transitions to EV, is there a positive
21 impact on safety and on emission
22 inspection time?

23 MR. HINES: Oh, that, I would
24 have to get back to you. I have to
25 have --

1 CHAIR DO: So that's a great
2 question. And many of the vehicles
3 that have been purchased through the
4 EV program have been less than
5 500 miles on their odometer. And
6 they're all mostly new vehicles. And
7 so we were able to do them through
8 visual inspections.

9 Then we are going to take a look
10 at how electric vehicles in the future
11 will impact our inspection times and
12 then also what we need to look at in
13 order to make these vehicles as safe
14 as possible to be on the road.

15 MR. HINES: Any other questions?

16 (No response.)

17 MR. HINES: Thank you very much.

18 MS. ELUTO: Commissioners, we
19 will now turn to item six on the
20 agenda. May we move for a vote for us
21 to go into executive session for a
22 short period of time to discuss
23 litigations, specifically Taxis For
24 All Campaign versus TLC, and New York
25 Taxi Workers Alliance versus David Do,

1 et al.

2 Do we have a vote?

3 And the vote passes unanimously.

4 Thank you. So we are going to go into
5 another room, and then we will come
6 back on the record.

7 (At this time, a recess was
8 taken.)

9 MS. ELUTO: Back on the record.
10 Commissioner Do, any additional
11 business?

12 CHAIR DO: Well, thank you so
13 much for everyone being here today. I
14 appreciate your time. At this time,
15 we'll close the meeting at 11:11.
16 Thank you.

17 (TIME NOTED: 11:11 a.m.)

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C E R T I F I C A T E

STATE OF NEW YORK)

:SS

COUNTY OF NASSAU)

I, Elbia Brumit, a Notary Public within
and for the State of New York, do hereby certify:

I reported the proceedings in the
within-entitled matter, and that the within
transcript is a true record of such proceedings to
the best of my ability.

I further certify that I am not related
to any of the parties to this action by blood or
marriage; and that I am in no way interested in
the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set
my hand this 8th day of March, 2024.


ELBIA BRUMIT

In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission

March 6, 2024

30

<p>\$316 11:25</p> <p>& 3</p> <p>18th 6:1</p> <p>1980s 12:19</p> <p>42nd 4:25</p> <p>8th 29:18</p> <p>ability 24:8,18 29:12</p> <p>able 17:18 22:2 27:7</p> <p>acceleration 12:7</p> <p>accessible 4:7</p> <p>accommodate 24:3,21</p> <p>accommodating 24:2 26:8</p> <p>accomplishes 12:25</p> <p>across 15:7</p> <p>action 29:14</p> <p>actual 9:3</p> <p>actually 7:22 11:13 14:4,6 20:17 22:1,12 24:25 25:2 (9)</p> <p>added 19:22 20:10</p> <p>addition 12:18</p> <p>additional 17:25 20:11 28:10</p> <p>additionally 10:24</p> <p>adhere 24:12</p> <p>administrative 10:12,16 12:16,23 13:20,24 18:14 (7)</p> <p>adopt 5:23</p> <p>adopted 9:18</p> <p>adopting 5:25 9:14</p>	<p>adoption 12:8</p> <p>affecting 18:21</p> <p>after 3:14</p> <p>agencies 22:11</p> <p>agency 5:13</p> <p>agenda 5:17 9:20 27:20</p> <p>aging 10:25</p> <p>ago 11:14</p> <p>ahead 4:2 20:8</p> <p>al 28:1</p> <p>alliance 27:25</p> <p>allow 11:2 14:23 18:10</p> <p>allowance 24:1,4,16</p> <p>allows 15:16</p> <p>almost 11:14 26:1</p> <p>already 20:5</p> <p>also 3:21 4:17 11:9 12:4 15:9,16 17:22 19:6 23:16 24:20 27:12 (11)</p> <p>always 7:6</p> <p>am 8 3:5 6:20 28:17 29:13,15 (6)</p> <p>among 12:8</p> <p>andor 8:17</p> <p>another 8:7 28:5</p> <p>answer 7:4</p> <p>answered 20:17</p> <p>anticipate 19:17</p>	<p>anyone 4:6</p> <p>applicants 6:19,20,21</p> <p>applications 3:14,16 4:12 6:8 7:1,2 (6)</p> <p>apply 4:6</p> <p>appointments 15:18 25:3,11</p> <p>appreciate 24:25 28:14</p> <p>approval 6:15 7:16</p> <p>approved 7:14 11:24</p> <p>architectural 23:10</p> <p>are 3:20 4:1,5,13 5:12,21 6:13,14,19,23,24 7:5,7 8:25 9:22 10:9 13:15,15,22 14:2 15:18 16:22 18:13 19:7,24 20:12 21:14 22:24 23:4,12,17 24:17,23 25:12,21 26:7,7 27:9 28:4 (39)</p> <p>area 21:6 22:22</p> <p>areas 10:21 21:2</p> <p>arriving 15:1</p> <p>ask 5:16 7:24</p> <p>associated 14:25</p> <p>attendees 6:10</p> <p>available 11:10 16:7 17:10 18:2 20:20 22:6 (6)</p> <p>aware 4:21</p> <p>awesome 19:16</p> <p>awnings 11:7</p> <p>b 16 9:3</p> <p>back 7:20 13:9 26:24 28:6,9 (5)</p>
--	--	--

In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission

March 6, 2024

31

<p>backlog 26:11</p> <p>backs 22:23 23:4</p> <p>bader 2:8 3:8 6:16,17 7:11,24 8:9,19 9:8,11 22:4,14,19 23:15,22 25:18 26:10,16 (18)</p> <p>base 6:6,7,12 8:3,6,9 9:14 (7)</p> <p>basebusiness 2:12</p> <p>bases 6:14</p> <p>beaver 12</p> <p>because 8:20 19:21 24:6</p> <p>before 3:9 5:20 22:15</p> <p>begin 3:9</p> <p>behind 17:24</p> <p>being 7:7 10:22 16:14,16 19:17 21:11 28:13 (7)</p> <p>believe 8:15</p> <p>benches 22:25 23:21</p> <p>best 5:8 29:12</p> <p>big 14:3</p> <p>bioswales 16:20</p> <p>bit 21:1 26:13</p> <p>black 8:15</p> <p>blood 29:14</p> <p>boroughs 4:19</p> <p>bos 8:25</p> <p>both 8:13 21:2</p> <p>bottom 12:22 14:7 15:12 16:11 (4)</p> <p>bqe 15:7</p>	<p>brake 11:6</p> <p>brings 18:7</p> <p>brumit 29:7</p> <p>budget 11:25</p> <p>building 10:12,16 12:16,18,20,23,24 13:4,8,10 15:23 16:16 17:3,4 18:14 20:5 (16)</p> <p>built 12:19 18:16</p> <p>business 5:13 6:6,12 8:11 28:11 (5)</p> <p>busy 3:12 4:18</p> <p>c 2:1 29:1,1</p> <p>call 5:23 6:5</p> <p>called 10:15</p> <p>calling 3:4</p> <p>calls 12:7</p> <p>came 3:14</p> <p>campaign 27:24</p> <p>can 4:6 8:5 9:13 15:19 20:3 22:2 23:7 24:2,15 (9)</p> <p>can't 4:8 8:23</p> <p>cancel 2:12 6:7,9,11 7:4,19 8:4,12 9:3,10 (10)</p> <p>cannot 11:5</p> <p>cantilever 12:25</p> <p>capacity 14:24 23:23</p> <p>capitalizes 14:10</p> <p>car 8:16 23:1</p> <p>care 5:12</p>	<p>carry 8:5</p> <p>cars 25:3</p> <p>causing 13:3</p> <p>center 13:15</p> <p>certain 17:6 24:7</p> <p>certification 16:23</p> <p>certify 29:8,13</p> <p>chair 18 3:1,3 20:4 23:9 25:20 26:12 27:1 28:12 (9)</p> <p>chairs 23:4</p> <p>chan 2:7 3:8 21:14 26:18 (4)</p> <p>chances 15:20</p> <p>change 19:21 24:22</p> <p>changed 22:21</p> <p>charge 22:7</p> <p>chargers 11:20,21,22 17:9,19 18:1,6 20:20 21:16,17 (10)</p> <p>charging 4:18,22,23 5:4,9 11:19 17:14,20 19:22 22:8,13 (11)</p> <p>city 2 4:15,16 5:3 6:13 12:1,5,8 17:5 22:11,17 (11)</p> <p>city's 4:18 17:4</p> <p>clarification 16:12</p> <p>cleaner 4:15</p> <p>close 20:2 28:15</p> <p>closer 10:19</p> <p>coarse 13:1</p> <p>combination 8:12</p>
--	---	--

In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission

March 6, 2024

32

<p>come 6:25 15:7 28:5</p> <p>comfortable 23:5</p> <p>coming 5:4 15:6 21:1</p> <p>commission 3 5:22</p> <p>commissioner 18 2:4,5,6,7,8,9,13 3:3,7 6:16 9:23 10:3 20:4 25:20 28:10 (16)</p> <p>commissioners 2:3 3:7 4:9 5:20 6:10 9:13,19 10:2 27:18 (9)</p> <p>companies 7:3</p> <p>company 8:1</p> <p>compliant 17:3</p> <p>con 12:2 21:20</p> <p>concern 24:24</p> <p>concerning 20:18</p> <p>conducted 12:11</p> <p>conference 14:5 18:24</p> <p>confirm 7:21</p> <p>congestion 14:25</p> <p>consideration 11:16</p> <p>constructed 16:16</p> <p>construction 9:21 11:11 18:9,12,18,20 19:17 (7)</p> <p>continue 18:11</p> <p>conveniently 10:18</p> <p>cooling 17:2</p> <p>corporations 3:20</p> <p>correspondence 24:4</p>	<p>could 21:5,12,22</p> <p>couldn't 21:19,19</p> <p>counsel 2:10 5:16</p> <p>county 29:5</p> <p>couple 8:15</p> <p>course 4:12 12:9</p> <p>created 16:15 23:20</p> <p>creating 26:11</p> <p>cross 13:9</p> <p>crossing 15:15</p> <p>curiosity 26:19</p> <p>current 11:4 15:4,5 19:20 (4)</p> <p>currently 18:13 19:7 22:3,22 25:12 (5)</p> <p>customer 19:4</p> <p>date 19:20 20:2</p> <p>dates 25:14</p> <p>david 17 2:4 3:2 27:25 (4)</p> <p>day 19:10 21:13 29:18</p> <p>dcas 22:12</p> <p>deadline 20:9</p> <p>debris 18:19</p> <p>december 19:19 20:2</p> <p>declines 24:9</p> <p>decreased 23:25</p> <p>dedicated 16:6</p> <p>definitely 23:12</p>	<p>degradation 10:10</p> <p>delivered 13:12</p> <p>demand 5:7 10:13 14:15,21 (4)</p> <p>demolished 18:15 20:6</p> <p>depending 19:9</p> <p>depends 8:13</p> <p>deputy 2:13 9:23 10:3</p> <p>design 12:25 23:10,13,18 (4)</p> <p>designed 17:6</p> <p>despite 26:3</p> <p>diagram 15:3,12</p> <p>dial 6:23 8:14</p> <p>didn't 21:23</p> <p>difference 7:18</p> <p>different 9:4,7,8</p> <p>differentiate 8:23 9:1</p> <p>difficulty 20:12</p> <p>director 2:12 6:5,11</p> <p>discuss 27:22</p> <p>discussed 22:15 25:17</p> <p>discussion 21:24</p> <p>documents 23:19</p> <p>does 8:1,25</p> <p>doesn't 23:10</p> <p>doing 5:8 15:9 19:10,23 20:6 25:13 (6)</p> <p>done 19:17 25:14</p>
--	--	---

**In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission**

March 6, 2024

33

doors 11:6	emissions 25:2,23	existing 4:22
dot 22:12	employee 18:23	exiting 15:1,10
down 26:7	end 11:10 15:8 16:13 17:22 19:2 (5)	exits 15:16
drive 11:1,3	energy 16:17,24 17:7	expect 20:25
driver 23:2	enforcement 18:5	expectation 25:13
drivers 4:13,20 5:9 24:10 (4)	enhanced 11:17 17:8	expecting 16:22 19:24
driving 4:14	enhancement 10:7	extend 24:16,20
due 16:24	enough 4:9 23:7	extremely 25:22
during 3:11	enter 15:24	f 16 29:1
dust 18:19,19	entered 21:13	fabian 2:12 6:6,11,17 (4)
dvc 19:23	entity 8:11,16	facilities 13:25
dynamometers 11:2	entrance 15:14,23	facility 5:15 9:22 10:6 11:8,20 13:14 14:6,9 16:11 17:6,11 18:2 19:16 20:21 21:2 (15)
e 16,16 2:1,1 29:1,1 (6)	equipment 10:24,25 11:4	fact 3:19 8:5
each 5:6	et 28:1	fair 5:2
earlier 17:8,16	ev 3:13,23,25 4:5,13,20,22 11:20 12:7 17:9,14,18 19:22 20:20 21:16 26:1,20 27:4 (18)	fantastic 26:15
ed 21:20	evan 2:13 9:25 10:2	fast 4:18 11:21 17:19 18:1 (4)
ed's 12:3	even 9:5	favor 5:25 9:16
efficient 16:17,24 17:1,7 26:6 (5)	evening 25:12	fellow 4:8
either 12:11	ever 4:1	few 3:9 25:4
elbia 29:7	every 7:9 24:7	fewer 24:3
electric 11:18 17:18 27:10	everyone 3:2 4:10 28:13	figure 21:21 22:2
electrical 14:13	everything 13:11 19:11	finished 11:19
eliminates 15:14	evs 12:14	first 4:1 5:20 13:22 21:3 (4)
elisa 2:9	exactly 23:15	fit 15:17,19
eluto 2:10 5:17,19 6:16 9:12 27:18 28:9 (7)	executive 12:6 27:21	five 3:22 4:19 5:1 9:20 18:10 (5)
emission 12:11 26:21		

**In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission**

March 6, 2024

34

<p>fleet 3:24 14:1,1 17:10 18:5 26:19 (6)</p> <p>fleets 11:16 12:8</p> <p>floor 13:19,23 17:23 18:4,7 21:3,4,12 (8)</p> <p>flow 11:12 14:22 15:5,12 20:18 (5)</p> <p>folks 26:8</p> <p>follow 22:11</p> <p>following 4:3 22:4</p> <p>forhire 12:14</p> <p>former 12:16,18</p> <p>forward 4:15</p> <p>foundation 10:11 12:21</p> <p>foundational 20:7</p> <p>four 19:7 25:24 26:7</p> <p>fourth 13:19</p> <p>front 15:15 21:10</p> <p>full 4:21</p> <p>fully 19:18</p> <p>function 23:11,14,15</p> <p>funded 17:5</p> <p>funding 11:23,23</p> <p>further 29:13</p> <p>future 11:17 12:23 15:11 16:10,11 27:10 (6)</p> <p>garage 10:17 11:6 13:17 16:14 17:23,24 18:3 21:4,8 (9)</p> <p>gate 21:9,11</p>	<p>general 2:10 5:16 7:25</p> <p>geographical 8:10</p> <p>get 7:19 18:20 24:13 25:2 26:24 (5)</p> <p>getting 25:6</p> <p>give 13:10</p> <p>given 19:10</p> <p>glad 22:5</p> <p>glass 14:11,11,12</p> <p>go 5:17 6:3 27:21 28:4 (4)</p> <p>goals 4:3</p> <p>going 10:7 13:11 19:21 21:11 23:24 24:9 27:9 28:4 (8)</p> <p>good 3:1 5:19 6:9 10:1 22:19 23:13 25:18 (7)</p> <p>gotten 26:2</p> <p>grant 7:2</p> <p>grants 12:2</p> <p>gravity 4:25</p> <p>great 19:15 26:16 27:1</p> <p>green 3:15 4:3,10 12:8 16:20 17:4,13,13 (8)</p> <p>grid 22:2</p> <p>ground 13:5,17 17:23 21:4,12 (5)</p> <p>hack 15:25 16:2,9 19:5 (4)</p> <p>hand 29:18</p> <p>handle 21:19 22:3</p> <p>hands 6:2</p>	<p>happen 23:8</p> <p>happening 18:13</p> <p>happy 3:17</p> <p>harder 24:11</p> <p>has 8:14 12:12 13:17 18:14,16 20:5 24:1 25:17 (8)</p> <p>haven't 12:15 23:21 25:5</p> <p>having 12:20 14:10 23:6</p> <p>hear 5:10 24:24</p> <p>heating 17:2</p> <p>held 11</p> <p>here 15:24 16:13 28:13</p> <p>here's 16:1,8 17:12</p> <p>hereby 29:8</p> <p>hereunto 29:17</p> <p>hines 2:13 9:25 10:1,3 19:19 20:15,23 21:18 22:9,18 23:16 24:24 26:17,23 27:15,17 (16)</p> <p>history 4:14</p> <p>hope 20:7 22:16</p> <p>hoping 20:12</p> <p>hours 21:13 23:2</p> <p>how 8:20 18:21 21:10 27:10 (4)</p> <p>hub 4:25</p> <p>i'll 10:7 15:2</p> <p>i'm 3:4,6,17 6:11 10:2 22:5 (6)</p> <p>i've 5:5 25:22</p>
--	---	---

**In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission**

March 6, 2024

35

<p>idea 13:10</p> <p>image 12:17</p> <p>impact 13:1 26:21 27:11</p> <p>improvements 16:19</p> <p>include 11:18</p> <p>increase 14:15,17,23</p> <p>increasing 10:13</p> <p>incredibly 26:5</p> <p>individual 8:1</p> <p>individuals 3:18</p> <p>initiating 24:23</p> <p>initiative 3:15 12:13</p> <p>initiatives 12:5</p> <p>innovation 2:14 10:4</p> <p>innovations 9:24</p> <p>inside 14:9,12</p> <p>inspect 23:24 24:9</p> <p>inspected 10:23 24:7,14</p> <p>inspection 5:15 9:22 10:14 11:8,9 13:6,14 14:16,23 15:10 16:1 18:11 19:3 25:8 26:9,22 27:11 (17)</p> <p>inspections 15:6 19:8 26:1 27:8 (4)</p> <p>instance 8:14</p> <p>integrating 16:25</p> <p>intention 20:19</p> <p>interested 29:15</p> <p>interesting 20:17</p>	<p>into 11:16 23:1,1 27:21 28:4 (5)</p> <p>is 3:2 5:4 6:11,25 7:5 8:9,10,22 9:17 10:7,22,25 12:17,22,25 13:2,6,12,16 14:4,8 15:3,4,22 16:13,16 17:16 18:4,12,21 19:19,23 20:19 21:5,11 22:10,16,21 23:24 25:1,8 26:12,13,20 29:11 (45)</p> <p>island 6:13</p> <p>issue 25:5</p> <p>issues 10:11 12:21</p> <p>issuing 4:5</p> <p>item 5:20 9:20 27:19</p> <p>january 3:24</p> <p>joined 3:6 9:23</p> <p>just 4:24 7:12,13 13:6 16:8,12 17:12 22:25 25:21 26:18 (10)</p> <p>kaufman 2:5 3:9 20:16</p> <p>keep 4:11</p> <p>kenneth 2:7</p> <p>kept 22:1</p> <p>kind 18:18 24:15</p> <p>kinds 9:8</p> <p>know 8:20 9:1 19:20 21:7,8 22:10 24:22 25:6,11,15 (10)</p> <p>knowing 22:25</p> <p>knowledge 25:5</p> <p>landscape 16:18</p> <p>lane 10:20 11:9</p> <p>lanes 13:15 15:10,16 16:4</p>	<p>18:17 19:7 25:4 26:7 (8)</p> <p>largest 3:23</p> <p>last 3:11 4:24 7:12,14,15 16:9 25:24 (7)</p> <p>later 19:24 25:11,11</p> <p>law 17:4</p> <p>least 20:8</p> <p>lead 16:23</p> <p>lefthand 13:12</p> <p>less 27:4</p> <p>let 7:24 25:21</p> <p>level 5:1 11:21,22 13:18 14:7 17:19,25 18:6 21:16,22 (10)</p> <p>levels 13:17,18</p> <p>liberty 6:23</p> <p>license 3:13 4:4 6:7 8:2,3,6,10,13,16,18 9:4,5,5,7,14 (15)</p> <p>licensed 14:19,20</p> <p>licensees 10:20 15:24 17:17 18:22 (4)</p> <p>licenses 4:5 8:15 9:9</p> <p>licensing 6:12</p> <p>lift 11:5</p> <p>light 14:10</p> <p>lighting 14:14</p> <p>like 14:9 16:10 19:15 20:1 21:7,25 22:12,24,25 (9)</p> <p>limousine 3</p> <p>list 7:16,23</p>
---	---	---

**In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission**

March 6, 2024

36

listening 4:19	marina 5:2	month 19:24
literally 4:14	marriage 29:15	months 3:10,22 25:24
litigation 4:4	matter 17:7 26:19 29:10,16 (4)	more 3:25 4:5,16 5:4 8:2,2,6 10:18 11:15 13:5 15:17,19 17:1 23:5 24:10 (15)
litigations 27:23	matters 5:13	morning 3:1 5:19 6:9 10:2 (4)
little 23:5 26:13	maximum 21:21	most 20:4,18 25:1 26:8 (4)
livery 8:17	may 9:6 24:10 27:20	mostly 27:6
lobby 22:22	maybe 23:14 24:15	motion 9:17
located 10:18	mayoral 12:6	move 27:20
location 8:10	me 7:24 25:21	moved 19:1,4,6 21:11 (4)
locker 13:21 18:25	mean 23:17 26:12	moves 16:2,4
logged 3:25	meant 10:19	moving 4:12
logical 8:20	meet 5:7 10:13 14:21 20:8 23:10 25:14 (6)	ms 5:19 6:16 9:12 19:14 20:14,16 27:18 28:9 (8)
long 6:12 8:7	meeting 4 3:4,11 5:5,11,22 7:14 28:15 (8)	much 26:14 27:17 28:13
look 7:13 14:9 23:12 27:9,12 (5)	meeting's 7:16	multiple 7:1,2 12:5
looked 16:10	meetings 5:24	my 3:2 4:8,17 6:10 20:18 22:19 25:4 29:12,18 (9)
looks 19:15 22:24 23:13	mentioned 17:8	n 2:1
lot 5:4 10:18 13:13 17:15,21,25 21:5 (7)	meters 11:3	name 3:2 6:10 8:5,16,18 (5)
lunchrooms 18:25	might 20:11	names 7:15
luxury 8:17	miles 27:5	nassau 29:5
made 24:1,4	million 3:25 11:25	nation 3:24
make 7:1 20:20 23:8 24:11,15,19 27:13 (7)	minutes 5:21 6:1 7:13	natural 14:10
making 4:14,20	mitigate 10:10 18:17	nearly 14:19
management 11:25 13:25 14:1 19:23 (4)	model 22:10	need 26:9 27:12
many 3:17,20 8:1 27:2 (4)	modular 19:1,5,6	needed 25:9
march 7 29:18	moment 17:16	negative 13:1

**In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission**

March 6, 2024

37

<p>new 2,13,13 3:13 4:23 5:7,9 10:16,16,18,24 11:5,5,6,7,8,8,11 12:24 13:8,13,22 14:22 15:11,14 16:2 22:17 27:6,24 29:3,8 (31)</p> <p>next 15:2</p> <p>no 4:5 8:25 27:16 29:15 (4)</p> <p>noise 18:17 19:9</p> <p>noninspection 18:22</p> <p>north 15:8 16:13 17:22</p> <p>notary 29:7</p> <p>noted 28:17</p> <p>noticed 6:18 22:21</p> <p>notify 5:8</p> <p>now 3:21,23 5:11,16,23 6:5 9:19 13:16 14:19 20:6 22:24 27:19 (12)</p> <p>number 8:22 9:4 24:7</p> <p>numbers 9:7</p> <p>o 16</p> <p>obviously 20:9</p> <p>october 5:22 6:1</p> <p>odometer 27:5</p> <p>office 11:24 13:20,23 16:2,3,9 18:23 19:5,6 (9)</p> <p>offices 13:24 19:1</p> <p>oh 26:23</p> <p>old 13:4</p> <p>one 8:2,3,6,16 18:14,21 22:21 23:11 (8)</p> <p>ongoing 19:8</p>	<p>only 19:7</p> <p>onsite 16:6</p> <p>onto 5:11 15:21</p> <p>open 4:24 19:7 21:6 25:16 (4)</p> <p>opened 5:3</p> <p>opens 13:5</p> <p>operate 8:21</p> <p>operation 2:13</p> <p>operations 9:24 10:4,20 13:6,20 18:12,23 19:3 (8)</p> <p>opportunities 5:9</p> <p>options 4:22 25:21</p> <p>order 3:4 12:6 14:21 27:13 (4)</p> <p>ordered 23:21</p> <p>original 10:15 20:9 23:18 26:3 (4)</p> <p>originally 21:24</p> <p>other 5:7 13:24 16:5,24 20:15 21:14 22:11,20,20 26:17 27:15 (11)</p> <p>our 3:6,11 4:2,3,13 5:8,14 9:21 11:4 15:8 18:5 24:8 27:11 (13)</p> <p>out 15:21 16:3,4 18:10 21:21 22:2 23:19 (7)</p> <p>outcome 29:16</p> <p>outer 14:11</p> <p>over 8:6 10:7 14:18</p> <p>overflow 15:21</p> <p>owners 3:18</p>	<p>ownership 8:8 9:6</p> <p>owns 22:17</p> <p>p 2:1,1</p> <p>page 15:13</p> <p>panels 17:1</p> <p>parking 10:17,17 13:13,16 16:6,14 17:15,20 18:3,5 21:4,5,7 (13)</p> <p>part 10:25 16:24</p> <p>partial 12:1</p> <p>particular 21:15</p> <p>particularly 6:22</p> <p>parties 29:14</p> <p>passed 3:15</p> <p>passes 6:4 28:3</p> <p>pattern 11:12 14:22 15:5</p> <p>paul 2:8</p> <p>pavements 16:21</p> <p>pending 4:4</p> <p>people 2:14 9:24 10:4 15:17 21:1 23:6 24:6 25:6 (8)</p> <p>per 18:7</p> <p>percent 3:19 12:10 14:17</p> <p>perhaps 8:17</p> <p>period 24:5,13,17,21 27:22 (5)</p> <p>permeable 16:20</p> <p>phase 18:13,21</p> <p>phases 18:10</p>
---	--	--

**In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission**

March 6, 2024

38

photo 12:21 13:7 16:9	project 11:11 19:23	receive 11:23 16:23
physical 25:25	property 15:9 16:5 22:16	received 3:16
pink 15:4	protect 18:16	recently 11:15
plan 18:9 19:25	protection 20:19	recess 28:7
planned 18:10	proud 25:22	recommendations 9:15
planyc 12:12	provide 22:12	reconfigure 23:3
please 6:1	provided 20:11	reconstructing 10:9
plugs 5:1,2	providers 5:6	reconstruction 10:6
ports 17:20	provides 16:6	record 28:6,9 29:11
positive 26:20	public 4 4:23 17:17 20:21,24 22:6,7,13 29:7 (9)	reduce 14:13,24 16:21
possible 8:4 14:14 27:14	purchased 27:3	reduces 13:1
power 12:3 17:1	pushing 22:1	reducing 15:20 24:17
present 6:7	put 11:13 21:22 24:10	regard 19:3
presentation 5:14 9:21 19:15	quality 13:2	regarding 17:14
presented 7:8	queens 5:3	regularly 5:5
presenting 6:13	question 6:18 7:25 22:20 27:2 (4)	reimbursement 12:2
pressure 24:10 25:1	questions 19:13 20:15,18 22:20 26:17 27:15 (6)	related 29:13
presume 22:16	quite 3:12 20:25 21:20	relationships 6:24
pretty 11:18	r 16 2:1 29:1	relative 22:14 24:4,12
previous 7:23 10:12	racing 5:6	reliance 14:13
previously 6:22 7:8 16:3,7 (4)	raise 6:2	rendering 12:22 13:7 14:8 15:22 16:10 17:12 21:9 (7)
problems 13:4	raising 13:2	renderings 23:17
proceedings 29:9,11	ready 12:3	renew 7:9
processing 3:13	really 8:24 20:16 26:10	renewal 7:9
procurement 23:18	reason 21:2,15	renewals 7:6
program 11:19 12:3,4 27:4 (4)		renewed 7:7

**In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission**

March 6, 2024

39

replacement 10:25	sarah 2:5	showed 17:15
report 3:17	saturday 25:16	side 12:17 13:12 14:4 16:5 (4)
reported 29:9	saw 21:8	signage 11:7
represented 7:10	say 25:22	signature 29:21
requires 12:9 17:5	scenario 7:7	silver 16:23
response 27:16	schedule 4:2 20:8 23:23 25:7 (4)	since 3:10 8:24 11:15 14:17 24:2,5,17 (7)
restroom 19:4	scope 10:15 11:1,13,17 17:9 19:22 20:10 (7)	single 3:18
restrooms 10:19	seats 22:23	sit 23:1
review 4:4 6:14	second 13:18 15:12 18:4	site 15:25 16:2,9 18:20 19:2,5 21:18 (7)
ride 3:23 12:10	secondary 8:18	sites 4:19
rides 3:15 4:3,10 12:9 (4)	section 13:9,22	sitting 23:7
right 13:16 14:2 21:9 25:24 (4)	see 15:13 22:5	six 27:19
righthand 14:4	seek 12:1	slide 15:2
risk 14:25	seen 6:22 12:15	slightly 19:21
road 3:21 27:14	sense 24:19	small 17:24
robust 11:18	sent 23:19	so 7:4,16,24 8:14 9:5 10:5 11:13,19 12:15 13:20 14:20 15:3,9 17:14 18:9 19:19 20:7,23 21:5,6,12,13 23:3,5,7,19,20,25 24:5,8,15 26:5,10,14 27:1,7 28:4,12 (38)
roof 11:8 17:13	services 2:12 6:6 10:14 14:16 15:25 16:1 (6)	soil 13:2
room 14:5 18:25 28:5	session 27:21	solar 16:25
rooms 13:21 18:24,25	set 29:17	solutions 16:15,18,25
rules 24:12	several 3:10 5:12	some 6:18 7:14 14:2 17:12 21:20 24:15 (6)
runoff 16:22	share 3:23 12:10	something 21:25 22:15 24:22
s 2:1	shared 14:3	sometimes 7:5 20:10 23:9
s&e 25:10	sherryl 2:10 5:16,18	sorrentino 2:6 3:8
safe 27:13	short 7:4 27:22	
safety 25:1,23 26:21	show 15:2 16:8	
same 6:19,21 7:15 8:7 9:6 (5)		

**In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission**

March 6, 2024

40

<p>south 15:14,23 17:15 18:15 19:2 (5)</p> <p>space 13:5,21 17:13</p> <p>spaces 14:3 16:20</p> <p>specifically 27:23</p> <p>spectrum 4:21</p> <p>speed 11:5</p> <p>square 14:3</p> <p>squeeze 20:1</p> <p>ss 29:4</p> <p>staff 5:14 10:19 18:22 25:2,10,23 (6)</p> <p>state 29:3,8</p> <p>stations 4:23 22:8</p> <p>still 4:6 20:12 26:8</p> <p>storm 16:21</p> <p>straight 23:2</p> <p>street 12 4:25 14:24 15:7,21 (5)</p> <p>streetscape 16:19</p> <p>strictly 20:21</p> <p>structural 10:10 13:3</p> <p>structure 13:23 14:12</p> <p>successful 26:6</p> <p>such 11:1 12:2,5 13:25 16:18,19,25 29:11 (8)</p> <p>suggest 23:3</p> <p>supporting 4:9</p> <p>supports 12:4</p>	<p>supposed 7:22</p> <p>sure 4:20</p> <p>sustainable 4:16 16:17</p> <p>systems 17:2</p> <p>t 29:1,1</p> <p>take 27:9</p> <p>taken 28:8</p> <p>taking 5:12 23:12</p> <p>taxi 3 27:25</p> <p>taxis 12:14 27:23</p> <p>team 4:17</p> <p>tell 8:24</p> <p>telling 24:18</p> <p>temporary 18:15</p> <p>test 11:3</p> <p>tester 11:6</p> <p>than 3:25 8:2,3,6 25:12 27:4 (6)</p> <p>thank 4:8 6:4 9:11,17,18 10:1 19:12 20:14 25:19 26:16 27:17 28:4,12,16 (14)</p> <p>their 10:22 12:13 15:18 24:14,17 25:7,8 26:3 27:5 (9)</p> <p>them 3:19,20 5:10 11:21 22:23 24:11,18 27:7 (8)</p> <p>there's 8:25 14:16,19 15:9 17:24 19:8 24:3 (7)</p> <p>thereby 15:20</p> <p>therefore 24:8,20</p> <p>these 3:17 5:23 6:19</p>	<p>7:3,5,7,15 8:24 23:17 27:13 (10)</p> <p>they'll 20:25</p> <p>they're 4:21 5:6 19:9 20:6,23,24 27:6 (7)</p> <p>things 23:11</p> <p>think 21:23</p> <p>third 13:18 18:4</p> <p>thomas 2:6</p> <p>those 20:20 22:8 23:4,20 25:3,3,14,21 (8)</p> <p>though 9:5</p> <p>three 5:2 11:21 13:17 17:20 18:1 21:16 (6)</p> <p>threes 21:22</p> <p>through 5:17 26:3 27:3,7 (4)</p> <p>throughout 11:7 14:11</p> <p>tiffany 6:23</p> <p>time 3:11 4:1,6 7:9 21:20 24:5,13,16,21 25:7 26:22 27:22 28:7,14,14,17 (16)</p> <p>times 8:2 26:14 27:11</p> <p>tirelessly 4:11</p> <p>tlc 2:3 3:3,12 4:10 10:5 17:10 18:4 27:24 (8)</p> <p>today 3:6 5:12 10:8 28:13 (4)</p> <p>today's 5:11</p> <p>together 11:14</p> <p>took 11:15</p> <p>top 12:17,17 13:23 14:5 15:3 16:9 (6)</p>
--	---	--

In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission

March 6, 2024

41

<p>total 18:7 21:25</p> <p>tough 23:6</p> <p>traffic 11:12 15:1,5,11,15 (5)</p> <p>training 14:6</p> <p>transcript 29:11</p> <p>transforming 10:5</p> <p>transitioning 12:13</p> <p>transitions 26:20</p> <p>trips 3:25 12:10</p> <p>true 29:11</p> <p>try 18:17</p> <p>trying 20:1</p> <p>turn 9:19 15:8 27:19</p> <p>two 4:2,23 11:22 18:6 22:20 (5)</p> <p>type 8:14</p> <p>ultrafast 5:1</p> <p>unanimously 6:4 9:18 28:3</p> <p>under 3:22 23:22,22</p> <p>understand 7:11</p> <p>until 14:17</p> <p>up 22:4 25:16</p> <p>updated 19:25</p> <p>uptick 26:13</p> <p>us 8:23 11:2 14:23 15:17 18:10 24:20 27:20 (7)</p> <p>usb 13:21</p> <p>usbs 13:19</p>	<p>use 17:18 21:16</p> <p>used 20:25</p> <p>using 22:7</p> <p>vehicle 4:7 10:22 11:18 14:22 (4)</p> <p>vehicles 11:4 12:14 14:18,20 15:6,10,17,19 24:14 26:2 27:2,6,10,13 (14)</p> <p>velazquez 2:9 3:8 19:14 20:14 (4)</p> <p>versus 27:24,25</p> <p>very 8:4 25:18 26:6 27:17 (4)</p> <p>view 16:1</p> <p>visiting 4:18</p> <p>visitors 10:17 13:13 17:11 18:2 20:22 (5)</p> <p>visual 25:25 27:8</p> <p>vote 5:23 9:13 27:20 28:2,3 (5)</p> <p>wait 10:21 23:6 26:14</p> <p>waiting 6:14 10:21 15:18</p> <p>wall 18:16</p> <p>wasn't 16:7</p> <p>water 16:22</p> <p>waves 12:12</p> <p>way 8:22 9:1 29:15</p> <p>we'll 5:13 17:9,19,25 19:25 28:15 (6)</p> <p>we're 24:18</p> <p>we've 3:12</p>	<p>week 4:24</p> <p>well 7:16 13:21 14:12 18:18 19:5 25:15,16 28:12 (8)</p> <p>west 4:25 15:7</p> <p>what 6:24 10:7 12:24 13:3 14:8 16:8 19:9 21:21 22:10,25 24:18 27:12 (12)</p> <p>what's 7:17,17,17</p> <p>wheel 11:1,3</p> <p>wheelchair 4:7</p> <p>when 11:19 19:16 25:8</p> <p>where 14:14 15:23 17:17</p> <p>whereof 29:17</p> <p>whether 7:21 15:25</p> <p>which 11:2,4 12:6,9,12,18 13:2,17 15:1,14 16:7,21 17:5 18:4,7 24:13 (16)</p> <p>while 10:22 15:17 18:12 26:6 (4)</p> <p>who 26:8</p> <p>why 6:25 10:9 21:3,15 (4)</p> <p>will 5:8,15,23 6:5 9:19 11:2,20 12:1 13:10,19,24 14:9,21,23 15:23,24 16:21 17:3,10,17,22 18:1,6 22:5,6,9,11 25:14 27:11,19 28:5 (31)</p> <p>within 4:24 29:7,10</p> <p>withintitled 29:10</p> <p>witness 29:17</p> <p>wondering 23:25</p> <p>woodside 5:15 9:22 10:6</p>
---	---	---

**In Re Taxi and Limousine Commission Meeting NYC - Taxi &
Limousine Commission**

March 6, 2024

42

words 3:9	1111 28:15,17	
work 19:9 20:7	2014 14:17,18	
worked 21:20	2015 11:14 23:20	
workers 27:25	2023 5:22	
working 4:11	2024 7 14:18 29:18	
workload 26:4	2028 19:19 20:13	
workstations 18:24	2030 12:12	
world's 5:2	9756 3:16	
worry 21:7	10000 26:1	
would 7:19,20 8:19 9:4,6 11:9 18:19 23:3,8 24:19 26:23 (11)	81000 14:18	
wouldn't 21:15	116000 14:20	
x 1,5		
yard 15:19		
yeah 6:3,21 19:14 26:18 (4)		
years 4:2 11:14 24:8		
yes 8:5 9:10 21:18 22:9,18 (5)		
yet 22:10 23:21		
yk 2:7		
york 2,13,13 22:17 27:24 29:3,8 (7)		
you'll 15:13		
your 6:2,15 24:24 28:14 (4)		
zero 12:11		
zoomed 13:7 16:12		
401 4:25		
500 27:5		
1012 8 3:5		