

In Re NYC - Taxi & Limousine Commission Public Hearing
March 12, 2025

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NEW YORK CITY
TAXI & LIMOUSINE COMMISSION
PUBLIC HEARING
VISION ZERO AND LIVERY RECOVERY VEHICLE

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March 12, 2025
10:03 a.m.

Held Remotely
via Zoom

B E F O R E:
SHERRYL ELUTO, General Counsel

Board of Commissioners:
CHAIR DAVID DO
THOMAS SORRENTINO
SARAH KAUFMAN
KENNETH CHAN
ANDREA BIERSTEIN
ELISA VELAZQUEZ
KENNETH C. MITCHELL

Julia M. Speros
Court Reporter

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S P E A K E R S:

- Keith Kerman, DCAS
- Thomas Alps, Chief, NYPD
- Shama Tirukkala, FDNY
- AJ Gogia
- Kim Wiley-Schwartz, DOT
- Bhairavi Desai, NYTWA
- Zubin Soleimany, NYTWA
- Andrew Greenblatt, IDG
- Jean Ryan, Disabled In Action
- Joe Rappaport, Brooklyn Center for the Independence of the Disabled
- Jehiah Czebotar
- Adalgisa Payero Diarra, UTANY
- Eman Rimawi-Doster, Disability Justice Program
- Eric McClure, StreetsPAC
- Anwaar Malik, IDG
- Jacky Lin, IDG
- Sonam, IDG
- Larbi Aitaabou, IDG
- Michele Dottin, IDG
- Pedro Acosta, IDG
- Hector German
- Wilfredo Disla

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S P E A K E R S C O N T I N U E D:

Raza Gondal

Evan Yankey, Brooklyn Center for the
Independence of the Disabled

Soji Adu, BILS

Amr Elnaggar

Mamadou Diallo

Saif Aizah

Kuber Sancho-Persad

Ahmad Bilal

Dinara Zampasova

Fazal Saboor Ali

Christopher Garcia

Farrukh Jarav

Robert Mansa

Emmanuel

Kower Seregen

Avik Kabessa, Carmel

Jose Altamirano, Mirram Group

P R E S E N T E R S:

Rebecca Harshbarger, Special Project Manager,
Education Unit

Kathy Hafeez, Esq., Prosecution Unit

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PROCEEDINGS

MODERATOR: Good morning. Today's Public Hearing is about to begin.

This hearing is being conducted remotely via Zoom and the live-stream will be available on the TLC's website.

All persons wishing to testify were asked to sign-up in advance of the hearing. All registered speakers are joining the meeting via Zoom. If you are speaking today, your audio and video were automatically muted.

A few special notes for our registered speakers:

Please ensure that your display name in the Zoom meeting matches the name that you used when you signed-up to speak. This will enable the moderator to confirm you are present in the meeting.

If you are listed as "iPhone", or some other name that differs from your name that you used when you signed up, we will not know that you are present in the meeting. You must update your

1 screen-name to the name you provided
2 when you signed up.

3 When your turn to speak is
4 approaching, the host will send a prompt
5 inviting you to join the meeting as a
6 panelist. In order to provide testimony
7 on camera, you must accept the invite.

8 Please be aware that if you are
9 watching this meeting on a minimized
10 screen, you may not see this prompt.

11 If you have accepted the invite to
12 re-join as a panelist, when your name is
13 called you will have control of both
14 your camera and microphone.

15 When ready, please state your name
16 and affiliation, and then proceed with
17 your testimony.

18 Public testimony will be limited to
19 three minutes per speaker. When your
20 testimony is complete, your audio and
21 video will be muted by the moderator.

22 Closed-captioning is available for
23 today's meeting.

24 Thank you for your attention. I
25 will now yield the floor to our

1 Commissioner and Chair, David Do.

2 CHAIR DO: Well, good morning,
3 everyone. Welcome to today's Public
4 Hearing on two TLC rule proposals.

5 One is to amend the driver rules to
6 achieve our Vision Zero goals, and
7 number two, rules to implement the
8 COVID-19 Livery Vehicle Recovery Act; a
9 state law allowing holders of "H" -- FHV
10 vehicle license that are affiliated with
11 livery bases --

12 If you're not speaking, please put
13 yourself on mute.

14 -- that expired during the New York
15 pandemic emergency period to reapply, so
16 long as the licenses remain affiliated
17 with a non-high-volume for-hire vehicle
18 livery base.

19 I am Commissioner David Do and I'm
20 joined today by Commissioners Kaufman,
21 Mitchell, Chan, Bierstein, Velazquez.
22 Commissioner Sorrentino will join us
23 shortly and let me just make sure
24 there's any other Commissioners --
25 (perusing) -- okay. Great.

1 Thank you, Commissioners, for
2 joining us this morning.

3 Before we begin, I'd like to speak a
4 little bit about TLC and Vision Zero.

5 As the regulator of hundreds of
6 thousands of vehicles and drivers in our
7 City, TLC is a foundational Vision Zero
8 agency and a member of the Vision Zero
9 Task Force. Our commitment -- excuse
10 me -- our commitment to Vision Zero and
11 its goals of eliminating all deaths and
12 serious injuries due to crashes -- our
13 belief that serious crashes are
14 preventable is also total.

15 We will try not to call them
16 accidents at TLC because someone is
17 always at fault.

18 As Chair, I regularly review
19 incident reports about crashes involving
20 TLC drivers too often, frankly. I want
21 to stress that in a majority of cases,
22 the TLC driver is not at fault. We have
23 the best drivers in the country and
24 typically it's the TLC driver who is
25 obeying the rules safely and

1 professionally, doing their job when
2 non-TLC drivers behave poorly.

3 It is particularly distressing when
4 a TLC driver is killed on the job
5 through no fault of their own, while
6 simply trying to provide for their
7 family.

8 The Vision Zero rule proposal we'll
9 be discussing today is not intended to
10 target our safe drivers. It will be
11 mostly impactful for the small minority
12 of drivers -- less than three percent of
13 active drivers -- who persistently
14 violate our Vision Zero rules, which are
15 designed to deter unsafe driving
16 behavior.

17 We know that drivers who repeatedly
18 commit violations are more likely to
19 become involved in a serious crash or
20 fatality. TLC drivers spend more time
21 on the road than any other group and
22 that increases the odds of persistent
23 violators causing harm even more,
24 including harm to other TLC drivers.

25 Vision Zero violations have been

1 steadily and rapidly rising with 31
2 percent increase between 2023 and 2024.
3 Our rules, as they currently stand, are
4 not changing behavior of persistent
5 violators. They're becoming just
6 another cost of doing business.

7 So, to make our streets more safe
8 and continue moving towards the Vision
9 Zero goals, we are proposing to increase
10 not only the penalties, but also
11 knowledge and education.

12 We have a great Vision Zero
13 instruction in our schools and drivers
14 who violate Vision Zero rules would get
15 more, including a WAV refresher.

16 To tell us more about this, I would
17 like to introduce Kathy from -- our
18 managing -- our attorney from the
19 Prosecution Unit, and Rebecca, a Special
20 Project Manager for our Education Unit.

21 Both have worked hard on fulfilling
22 our Vision Zero goal and Rebecca is on
23 our City's Vision Zero Task Force.

24 I'll now hand it over to Kathy and
25 Rebecca to walk through a presentation

1 for our Commissioners and the public.

2 Kathy and Rebecca.

3 MS. HARSHBARGER: Good morning,
4 Commissioners. My name is Rebecca
5 Harshbarger. I work in education at
6 TLC's Licensing Division and serve as
7 the Vision Zero Task Force
8 representative from TLC.

9 I'm here today with my colleague,
10 Kathy Hafeez, the managing attorney from
11 our Prosecution Division, to present on
12 the New Vision Zero and accessibility
13 course that the TLC has created.

14 We have worked on the curriculum in
15 collaboration with different divisions
16 within TLC and other City agencies on
17 the Vision Zero Task Force, so we're
18 proud to be with many of them here
19 today.

20 So, I will begin this presentation
21 by providing the context for the history
22 of the work the TLC does to prevent
23 traffic crashes. Kathy will give an
24 overview of the current TLC rules, the
25 numbers and types of violations drivers

1 have, and then she'll detail our rule
2 proposal.

3 She will share the goals of the
4 proposal and their important safety
5 impact.

6 I will then go over the purpose of
7 the new Vision Zero and accessibility
8 course and go over the curriculum the
9 drivers will take. We'll then answer
10 questions from the Commission.

11 So, TLC has served on the Vision
12 Zero Task Force along with our sister
13 agencies since it launched more than 10
14 years ago in 2014. This life-saving
15 initiative has focused on ending traffic
16 deaths and preventing crashes through
17 education, street redesign and
18 enforcement throughout New York City.

19 As part of the initiative, TLC has
20 trained tens of thousands of TLC
21 licensed drivers on best driving
22 practices, how to avoid dangerous
23 driving behavior, and the goals of
24 Vision Zero.

25 And New York City is very unique

1 because that -- when you get into a
2 taxi -- an Uber, or Lyft, or livery
3 car -- every driver has completed an
4 in-person education course, and during
5 those courses, drivers learn about safe
6 driving practices, the rules of the
7 road, and sharing the road safely.

8 Drivers also have to pass an exam
9 that tests them on traffic safety in
10 order to have a TLC driver's license and
11 then every three years, when they renew
12 their license, all drivers must take a
13 renewal course that covers Vision Zero,
14 accessibility, and best driving
15 practices.

16 There are more than 180,000
17 professional drivers regulated by the
18 TLC. Professional drivers have a major
19 impact on traffic safety because they do
20 millions of trips every year serving the
21 public, and these efforts make a big
22 difference.

23 In 2015, the first full year Vision
24 Zero, there were 26 traffic fatalities
25 that involved a taxi or for-hire

1 vehicle. Last year, this decreased to
2 11 traffic fatalities. That's almost a
3 60 percent decrease.

4 TLC has made significant progress in
5 driver education and improving safety,
6 but we must keep pushing further to
7 realize the City's goal of Vision Zero.

8 As we look at TLC's work ahead in
9 the next 10 years, we must expand our
10 education efforts to prevent future
11 traffic crashes and protect public
12 safety.

13 And now my colleague, Kathy, is
14 going to present.

15 MS. HAFEEZ: Good morning.

16 This image on the side shows a
17 for-hire vehicle parked both on the
18 sidewalk and in a bike lane. These are
19 the kinds of violations that we're
20 talking about here.

21 These violations include stopping in
22 crosswalks, blocking bike lanes,
23 double-parking, parking at fire
24 hydrants, failing to stop at stop lines,
25 and double-parking in TLC Rules, Chapter

1 80-13(a)(1) and 80-13(a)(2) for these
2 types of violations, which are issued
3 for what are classified as stationary
4 and moving violations.

5 The current penalties for these
6 violations are solely monetary and do
7 not escalate with repeated violations.

8 While drivers can pick-up and
9 drop-off passengers in bus lanes, bus
10 stops, and in front of fire hydrants, as
11 long as they move the car if there's an
12 emergency, these are not considered
13 violations.

14 Vision Zero complaints have been on
15 the rise. They increased 37 percent
16 from 15,332 complaints in 2023 to 21,025
17 complaints in 2024. During the 15-month
18 period that the TLC analyzed, the TLC
19 issued over 28,000 traffic violations
20 for these two rules in Chapter 80.

21 For some drivers, traffic violations
22 are just the cost of doing business in
23 New York City. 4,746 licensees were
24 guilty of two or more of 80-13(a)(1) and
25 (a)(2) violations in 2023 and in 2024.

1 These traffic violations are dangerous
2 to everyone in our streets.

3 To improve public safety, TLC is
4 proposing that all drivers who are
5 guilty of these violations complete a
6 Vision Zero and accessibility course at
7 a TLC authorized education organization,
8 and on the first violation, we're not
9 proposing a change to the existing
10 monetary fines, but rather the drivers
11 would receive a point on their TLC
12 license, in addition to taking this
13 course.

14 On the second violation where
15 drivers are found guilty or plead
16 guilty, the existing monetary fines
17 would stay the same and the driver would
18 receive two points on their TLC license.

19 On the third violation for
20 stationary violations -- that's
21 80-13(a)(1) -- the monetary penalty
22 would increase from \$100 before hearing
23 to \$200 after a hearing, and from \$200
24 to \$300 if found guilty after a hearing.
25 Drivers would receive two points on

1 their TLC license for the third
2 violation.

3 On the third violation for moving
4 violations -- that's 80-13(a)(2) -- the
5 monetary penalty would increase from
6 \$200 before hearing to \$300 before
7 hearing, and \$300 guilty after a hearing
8 to \$400 after a hearing. So, \$100 in
9 each case it would go up for the third
10 violation.

11 Drivers would also receive two
12 points on their TLC license for that
13 third violation. This is all in
14 addition to the course.

15 These next images show more examples
16 of unsafe violations that were reported
17 to the TLC. The image on the left shows
18 a for-hire vehicle parked on a sidewalk
19 and obstructing a pedestrian ramp. The
20 image on the right shows a taxi
21 obstructing a painted pedestrian island
22 in the middle of a crosswalk. And you
23 can see here, you know, the pedestrians
24 are blocked.

25 In this next slide, this is an image

1 of a taxi blocking both a bike lane and
2 a crosswalk that was reported to the
3 TLC.

4 These proposed increased penalties
5 will deter unsafe behavior in several
6 ways. The increased monetary fine for
7 third violations will discourage drivers
8 from repeated unsafe behavior.
9 Licensees will have to pay for this
10 course, which will be offered by nine
11 TLC education organizations, at a cost
12 range between \$75 and \$125. Getting six
13 or more points will lead to persistent
14 violator summonses, which may result in
15 the suspension of their TLC license,
16 depending on how many points the
17 licensees receive within a 15-month
18 period.

19 The licensee may also need to take a
20 defensive driving course to avoid
21 suspension or revocation or to even be
22 eligible for a settlement.

23 MS. HARSHBARGER: So, the new course
24 will educate drivers and reinforce safe
25 driving practices. It covers both

1 Vision Zero and accessibility, two
2 topics that are central to TLC's core
3 mission of safe, accessible taxi and
4 for-hire vehicle service in New York
5 City.

6 The course will also retrain drivers
7 who have received complaints regarding
8 serving passengers with disabilities --
9 for instance, safely securing passengers
10 who will use wheelchairs before the ride
11 begins. These accessibility complaints
12 often have a safety component as well
13 since it's very dangerous for a
14 passenger to be unsecured in the car.

15 TLC has created one comprehensive
16 education course that covers both
17 traffic safety and accessibility for
18 drivers to complete and we've trained
19 all TLC authorized schools to teach the
20 course.

21 Remedial courses deter dangerous
22 driving behavior. Of the 1,201 drivers
23 who have taken our remedial course at a
24 TLC authorized school for using an
25 electronic device while driving, less

1 than two percent have had to take that
2 class again since 2019. The course
3 discourages drivers from teaching --
4 from treating distracted driving like
5 the cost of doing business.

6 The curriculum for the new Vision
7 Zero and accessibility course spans six
8 topics with the goal of drivers learning
9 this information and driving safely
10 after the course so that they will not
11 receive any violations going forward.

12 We teach in the curriculum that
13 drivers can pick-up and drop-off in bus
14 lanes, but not wait or park there. We
15 really want them to know that they can
16 pick-up or drop-off passengers in front
17 of fire hydrants, but they have to be
18 ready to move the vehicle in case of an
19 emergency.

20 Drivers learn the ins and outs of
21 parking regulations, which are so
22 important, such as learning that they
23 can legally pick-up and drop-off in no
24 standing and no parking, but not no
25 stopping, and we really want drivers to

1 begin using this info as soon as they
2 finish the course.

3 Other topics that are covered are,
4 like, the ins and outs of New York City
5 street design, sharing the roads safely
6 with buses, bicyclists, and pedestrians,
7 and we also go over other bus driving
8 practices, such as making safe left
9 turns, driving carefully at dusk, and
10 picking up safely at the airports -- for
11 instance, avoiding parking on the
12 shoulders approaching JFK and LaGuardia
13 Airport.

14 And since another important topic in
15 the course is accessibility, it goes
16 over how to safely secure passengers who
17 use wheelchairs, driver responsibilities
18 under the Americans with Disabilities
19 Act, and safely picking and dropping off
20 since Vision Zero and accessibility go
21 together.

22 And after taking the course, TLC
23 wants drivers to feel empowered and
24 confident that they know how to legally
25 and safely pick-up and drop-off

1 passengers during trips, as well as
2 provide a safe ride.

3 With that, we really look forward to
4 hearing from the public and I'm happy to
5 address any questions from the
6 Commission.

7 CHAIR DO: Commissioners, are there
8 any questions?

9 (No response.)

10 CHAIR DO: Okay. I have a question.
11 Over the last couple of weeks, I've
12 received a lot of comments around people
13 with disabilities and pick-up and
14 drop-offs.

15 But Do these roles change any
16 pick-up and drop-off roles for people
17 with disabilities at, let's say, a
18 bus -- a bus lane or a bus stop?

19 MS. HARSHBARGER: No, they don't --
20 they don't change them at all and these
21 rules are just assigned to -- designed
22 to protect passengers with disabilities
23 -- that drivers know what the existing
24 rules are and are prepared to follow
25 them.

1 CHAIR DO: I want to take that a
2 little bit further -- and maybe Kathy
3 can jump in.

4 Is -- so, currently, drivers can
5 pick-up and drop-off in a bus stop, bus
6 lane, and it is not illegal.

7 Is that correct?

8 MS. HARSHBARGER: Yes.

9 MS. HAFEEZ: That is correct.

10 CHAIR DO: Okay. Commissioners, are
11 there any other questions?

12 And I'll ask Kathy and Rebecca to
13 stand by just in case we have follow-ups
14 later as we hear more public comments.

15 (No response.)

16 CHAIR DO: Okay. Seeing none, let's
17 go to our public for their testimony.

18 As a reminder to all of our
19 attendees, if you have joined as
20 "iPhone" -- and I see a few of you still
21 -- "iPhone", "iPhone372", "iPhone6" --
22 we will not know if you have signed up,
23 and, therefore, you will not be able to
24 testify.

25 Others who have nicknames or other

1 names that you did not use to sign-up,
2 please rename yourself so that we know
3 that you have signed up to speak and we
4 can put you as a panelist when your time
5 comes up.

6 I will now hand it over to our
7 General Counsel, Sherryl Eluto, to take
8 us through the public hearing.

9 Sherryl.

10 MS. ELUTO: Good morning.

11 When I call your name, you can
12 un-mute your microphone and begin your
13 testimony.

14 Each speaker will be allotted three
15 minutes to speak. The time limit will
16 be strictly enforced. A 30-second
17 warning will be provided and then you
18 will need to conclude your testimony
19 when your time is up.

20 Today's two rule proposals were
21 published in The City Record and posted
22 on our website on February 7, 2025. The
23 public comment period ends today.

24 The video of this hearing and copies
25 of all written comments received through

1 today will be provided to the
2 Commissioners prior to the vote on these
3 rules.

4 With that, we will begin our public
5 hearing and I will call on our first
6 speaker.

7 We have Keith Kerman from DCAS.

8 MR. KERMAN: Good morning,
9 Commissioners. Good to be with you.

10 My name is Keith Kerman. I'm a
11 Deputy Commissioner of the Department of
12 Citywide Administrative Services, DCAS,
13 and New York City's Chief Fleet Officer.

14 New York City operates the largest
15 municipal fleet in the country with
16 nearly 29,000 vehicles and 80,000 staff
17 who are authorized to operate our
18 vehicles, either full-time or as-needed.

19 I'm here to express support for the
20 Taxi and Limousine Commission's proposal
21 to strengthen enforcement of traffic
22 violations that impact public safety,
23 including blocking access to fire
24 hydrants, bike lanes, crosswalks,
25 intersections, and double-parking.

1 These are not victimless violations.
2 Blocking fire hydrants places public
3 safety at direct risk, as the Fire
4 Commissioner publicly highlighted --
5 highlighted involving a fire emergency
6 on February 12th in the Bronx.

7 Every time a pedestrian, a child, a
8 senior citizen, or a bicyclist must move
9 out of the protection of a bike lane or
10 crosswalk because a car isn't properly
11 there, the safety of that pedestrian,
12 that child, that senior citizen, that
13 bicyclist, is put at risk by the driver.

14 Every time a driver double-parks,
15 traffic is slowed for countless other
16 drivers who must also then change lanes
17 adding the risk of a collision.

18 As a manager of a large fleet -- the
19 largest in the City -- we work daily to
20 address these same concerns. The City
21 fleet has placed live tracking in all
22 vehicles to help monitor and respond to
23 violations, increased enforcement of
24 traffic violations -- which each fleet
25 driver must pay personally -- and as we

1 announced in a public report in October
2 2024, DCAS has also begun an initiative
3 to place intelligent speed assistance --
4 speed control -- on vehicles that have a
5 history of traffic violations. DCAS is
6 adding more vehicles into that
7 initiative now.

8 Like TLC, DCAS employs safe driver
9 training. DCAS has increased safe
10 driver training for all drivers and for
11 those involved in multiple violations or
12 crashes. In the last fiscal year,
13 11,552 fleet operators completed this
14 training, which is an all-day course.
15 This was a huge increase from our
16 previous year.

17 Over 130,000 fleet operators have
18 now completed the course, and following
19 Mayor Adams Executive Order 39 of 2024,
20 DCAS is now expanding the safety
21 training to drivers for City contractors
22 and school bus operators, as training
23 reminds operators of the rules of the
24 road, discusses best practices for
25 staying safe, and most importantly we

1 candidly discuss real incidents and the
2 consequences, often tragic, to innocent
3 New Yorkers and at times, the drivers
4 themselves when drivers fail to follow
5 the rules and fail --

6 TIMEKEEPER: 30 seconds remaining.

7 MR. KERMAN: It's up to all of us to
8 stay focused on traffic safety, which is
9 public safety, and increasing the
10 consequences and training tied to
11 violations is a good step.

12 We encourage you on this path and
13 thank you for listening to us today.
14 Thank you.

15 CHAIR DO: Well, thank you so much,
16 Deputy Commissioner Kerman, for your
17 testimony.

18 I have a quick question on
19 telemetrics and also -- I know that
20 across the entire fleet -- the New York
21 City fleet -- there are not dash-cams --
22 but what are your thoughts on -- and the
23 data and what it shows on telemetrics
24 and dash-cams for your fleet?

25 MR. KERMAN: Sure. So, on

1 telematics, we're tracking live 29,000
2 vehicles. You're getting the location;
3 you're getting the speed. You're
4 getting whether it is speeding, so we
5 are overlaying the maps of the speed
6 limits wherever you are.

7 You're getting seat belt use,
8 including for the driver and the
9 passenger; you're getting hard braking,
10 hard accelerating, hard cornering.

11 So, you know, speed and seat belts
12 are a matter of law, but hard braking,
13 hard cornering, hard accelerating are
14 pretty good -- they're not matters of
15 law. There could be a time when it's --
16 you slam the brakes because somebody
17 jumped in front of your car and you're
18 doing a good thing.

19 But, generally, if you're driving
20 and you're constantly slamming the
21 brakes, constantly flooring the
22 accelerator, you're an unsafe driver and
23 you're also getting crash alerts. When
24 a vehicle is in a crash, we get an
25 immediate alert and actually a PDF -- a

1 report -- instantaneously so we can
2 begin that investigation.

3 We're doing an initiative to start
4 looking at the role of outward facing
5 car cameras, including with your
6 agency -- with TLC -- and so we think
7 that could also be very important
8 additional data.

9 We have about 400 vehicles now as
10 part of that program and so that's
11 something we're looking for, for the
12 future.

13 CHAIR DO: Thank you so much, Deputy
14 Commissioner.

15 I want to recognize Commissioner
16 Kaufman for a question.

17 COMMISSIONER KAUFMAN: Thank you and
18 thank you, Deputy Commissioner. I just
19 have a couple of questions. This is
20 very interesting.

21 First, I'm wondering if the fines or
22 penalties for violation are comparable
23 to the ones shown here at this meeting.

24 MR. KERMAN: Well, we're paying the
25 direct fines and violations that are

1 assessed to the general public for our
2 employees.

3 So, you're getting whatever the
4 public violation is -- whether it's a
5 red light violation, a speeding
6 violation, a bus lane violation -- the
7 City employee is paying that exact fine
8 personally.

9 COMMISSIONER KAUFMAN: Okay.
10 Great -- great.

11 And then of the reports of
12 violations that you're receiving, what
13 proportion is coming from the new
14 telemetrics versus NYPD ticketing?

15 MR. KERMAN: Well, red light -- you
16 know, so there are two different aspects
17 of the program. We're getting the red
18 light cameras, the speed cameras, the
19 automated camera alerts -- just like
20 everybody else who operates a fleet or
21 personal car would get. We, of course,
22 will have -- employees are required to
23 inform us if they have a direct police
24 intervention where they're getting --

25 Then, in addition, we are doing

1 alerts all day long. We have what we
2 call the fleet office of real-time
3 tracking -- essentially, a command
4 center for the City fleet.

5 You're getting pinged -- including
6 the Taxi and Limousine Commission -- for
7 your City vehicles. You're getting
8 pinged whenever there's excessive --
9 speeding, whenever there's a person
10 without a seat belt, whenever there is a
11 crash. That's instantaneous and
12 happening all day long.

13 So, if a Taxi and Limousine
14 Commission City-owned vehicle is going
15 80 on 1st Avenue, you're getting an
16 alert and our office is getting alert as
17 the 80 is happening.

18 COMMISSIONER KAUFMAN: And are you
19 able to respond in real-time?

20 MR. KERMAN: Yeah, absolutely --
21 especially on things like excessive
22 speeding. We have dropped excessive
23 speeding across the whole City fleet
24 over 75 percent because you can really
25 get to that very, very quickly.

1 So, yeah, we've seen a lot of
2 progress on safety. We have a risk
3 monitoring so every vehicle gets a risk
4 score and we -- and that's tied across
5 six things; excessive speeding,
6 speeding, seat belts, and then the heart
7 -- the ABCs -- cornering, accelerating
8 and braking -- And we've made a goal to
9 be at -- Vision Zero -- no high or
10 moderate risk.

11 We've knocked it down about 45
12 percent. We've made a lot of progress
13 with more progress to go.

14 COMMISSIONER KAUFMAN: Thank you.

15 CHAIR DO: Thank you, Deputy
16 Commissioner.

17 I'll turn it back to Sherryl.

18 MR. KERMAN: Thank you.

19 MS. ELUTO: Thank you.

20 Our next speaker is NYPD Chief
21 Thomas Alps.

22 MR. ALPS: Good morning, Sherryl,
23 Commissioners. My name is Deputy Chief
24 Thomas Alps, Chief of Transportation
25 with the New York City Police

1 Department.

2 I'm here to testify in support of
3 changing TLC's rules to improve public
4 safety, prevent traffic crashes, and
5 improve traffic movement in New York
6 City.

7 The Police Department has served
8 alongside City agencies like the TLC and
9 the Department of Transportation on the
10 Vision Zero Task Force since its
11 inception in 2014 to end traffic deaths
12 in New York City and prevent future
13 crashes.

14 Two of the most common traffic
15 violations received by TLC licensed
16 drivers include certain categories of
17 unsafe moving and stationary violations.
18 These unsafe violations include blocking
19 bike lanes, failing to stop at stop
20 lines, stopping in crosswalks and
21 intersections, and double-parking.
22 While drivers pay a penalty and then
23 continue to engage in this behavior, the
24 public is put at risk and our City
25 streets become more difficult to

1 navigate.

2 Increasing the penalty to a
3 two-and-a-half hour educational course
4 and license points may deter drivers
5 from receiving the same violations over
6 and over.

7 The Vision Zero and accessibility
8 course curriculum has life-saving
9 information, such as sharing the road
10 safety -- safely, making safe left
11 turns, being extra cautious during
12 dusk -- especially during daylight
13 savings time -- and never driving while
14 impaired from drugs like cannabis or
15 alcohol.

16 The course also prepares drivers
17 with the information they need to go out
18 on the road and successfully work,
19 including how to legally and safely
20 pick-up and drop-off passengers on
21 streets with bike lanes and bus lanes,
22 obey fire hydrant rules, and navigate
23 streets with different types of parking
24 regulations.

25 As professional drivers, TLC

1 licensed drivers are on the road more
2 than anyone.

3 We support this rule change in
4 education courses because it will
5 improve public safety and the flow of
6 traffic on our shared streets and ask
7 you -- ask that you vote to pass it.
8 Thank you.

9 CHAIR DO: Thank you, Chief.

10 Are there any questions from the
11 Commission?

12 (No response.)

13 CHAIR DO: All right. No questions.
14 Thank you so much, Chief. I
15 appreciate it.

16 MR, ALPS: Thank you.

17 MS. ELUTO: Thank you.

18 Our next speaker is from FDNY, Shama
19 Tirukkala.

20 MS. TIRUKKALA: Hello. Good
21 morning. I'm grateful to have the
22 opportunity to speak with you today
23 about the pressing matter of preventing
24 parking in front of fire hydrants.

25 The FDNY supports the proposed TLC

1 rule changes as they would increase
2 penalties for parking in front of a fire
3 hydrant. Access to fire hydrants can
4 help save precious seconds that are key
5 to keeping New Yorkers safe and stopping
6 the spread of a fire during an
7 emergency.

8 On February 12th, there was a fire
9 in the Bronx that resulted in the death
10 of two people. Another fire on February
11 9th resulted in the death of another
12 person. These fires had one thing in
13 common; a vehicle was blocking access to
14 a fire hydrant.

15 In an emergency every second counts.
16 The time firefighters lose trying to get
17 access to hydrants is time that directly
18 obstructs their ability to save lives.

19 This is not a matter of mere
20 conscience. It is a matter of life and
21 death.

22 Currently, if a driver licensed by
23 TLC pleads guilty to parking and
24 blocking a fire hydrant, he or she would
25 receive a penalty of \$100. If found

1 guilty during a hearing, the penalty
2 increases to \$200. These violations are
3 clearly not enough. As we have seen
4 time and time again, some drivers
5 consider the cost of these tickets as a
6 necessary price to pay for driving in
7 New York City.

8 The proposed rules would increase
9 the penalty to adding one point on the
10 driver's TLC license for their first
11 violation or two points for their second
12 or third violation.

13 According to New York State law, if
14 they accrue more than 11 points in 18
15 months, the driver's license may be
16 suspended.

17 Additionally, the new rules require
18 drivers to take a course at a TLC
19 licensed provider within 60 days of
20 receiving the violation to avoid
21 suspension. This three-hour long
22 curriculum would make sure that drivers
23 learn essential traffic rules and laws,
24 including the proper distance to park
25 from a fire hydrant.

1 These measures would be important to
2 ensuring that TLC licensed drivers are
3 not only aware of the fact that they
4 should not park in front of fire
5 hydrants, but also learn that -- the
6 real danger associated with doing so.

7 Parking in front of a fire hydrant
8 can have serious, and as these past few
9 weeks have demonstrated, fatal
10 consequences. These new rules will
11 increase the incentive to park at a safe
12 distance from a fire hydrant, helping
13 the FDNY accomplish its mission to
14 protect New Yorkers and their property.

15 We urge you to approve the new
16 rules. Thank you for your time and we
17 appreciate your support of the FDNY.

18 MS. ELUTO: Thank you.

19 CHAIR DO: Thank you, Shama.

20 Any questions for the FDNY?

21 (No response.)

22 CHAIR DO: All right. Thank you. I
23 appreciate your time.

24 MS. ELUTO: All right. Our next
25 speaker is AJ Gogia, a licensee.

1 MS. HARSHBARGER: I think DOT is
2 also.

3 MS. ELUTO: I'm going in the way we
4 have our list lined up here.

5 CHAIR DO: We'll get to DOT,
6 Rebecca. Thank you.

7 MS. ELUTO: AJ, go ahead.

8 MR. GOGIA: Yes, hi. Good morning.

9 I'm a licensed TLC driver. I've
10 been driving since 1990, so I've been a
11 long-time TLC driver, and I'm calling in
12 to support the new rule and there are
13 multiple reasons for this.

14 First of them, I'm a pretty avid
15 bicycle rider in the City with my
16 10-year-old son and not a day has passed
17 by when I drive a bicycle in the City
18 with my son that I almost get killed or
19 hurt by some TLC driver where the
20 passenger has opened the door into the
21 bike lane. So, I think the onus is on
22 us as TLC drivers to keep everybody in
23 the City safe.

24 I'm a TLC driver myself and when I
25 drive, I make sure I'm not parking in

1 the bike lane. There's plenty of space
2 to drop and pick-up a passenger without
3 being in a bike lane. So, I don't see a
4 reason why a few bad apples are giving
5 everybody a bad name and I think with
6 this new rule, it will hopefully
7 discourage a lot of people from doing
8 this bad behavior.

9 Also, my grandmother uses a
10 wheelchair and 9 out of 10 times she has
11 no access to the cut in the sidewalk to
12 the street because either a taxi driver
13 is picking up a passenger blocking that
14 area or dropping a passenger.

15 So, I strongly support this new
16 rule. We, as drivers, our
17 responsibility is to keep everybody safe
18 and that's what I would like to say.

19 MS. ELUTO: Thank you.

20 Our next speaker is from DOT, Kim
21 Wiley-Schwartz.

22 MS. WILEY-SCHWARTZ: Hi. Good
23 morning, Chairperson and Commissioners.

24 My name is Kim Wiley-Schwartz and
25 I'm the Assistant Commissioner for

1 Education and Outreach at the New York
2 City Department of Transportation and I
3 appreciate the opportunity to testify
4 today on behalf of Commissioner
5 Rodriguez in support of the Taxi and
6 Limousine Commission's proposed rule
7 amendments to strengthen Vision Zero
8 enforcement, increase fines, remedial
9 driver education, and the expansion of
10 considered convictions and fitness
11 revocation hearings.

12 I believe that together these
13 proposed amendments will assist in
14 addressing the most dangerous driving
15 behaviors we're seeing here in New York
16 City.

17 So, of course, safety is a top
18 priority for the New York City
19 Department of Transportation, which is
20 why we fully submit (sic) TLC's proposed
21 amendments to increase penalties for
22 stationary and moving violations.

23 These rules reinforce the City's
24 commitment to Vision Zero by addressing
25 unsafe behaviors that threaten the

1 safety of pedestrians, cyclists, and all
2 road users.

3 Enhancing penalties for infractions
4 -- such as blocking crosswalks,
5 double-parking, obstructing bike
6 lanes -- will encourage professional
7 drivers to operate with heightened
8 awareness and responsibility, setting
9 the tone for all who drive in the
10 streets of New York City. Ensuring that
11 these violations carry meaningful
12 consequences is essential to maintaining
13 safe and efficient streets for all New
14 Yorkers.

15 This is also why we support TLC's
16 proposed rules to require the completion
17 of a remedial driver education course
18 with Vision Zero curriculum for all
19 drivers convicted of a violation. We
20 believe that adding this measure will
21 serve as a deterrent to repeat offenders
22 and will promote the safety of all road
23 users.

24 Over the last 11 years, agencies who
25 work as part of the Vision Zero Task

1 Force have used education that goes
2 beyond public service announcements and
3 general reminders to train their
4 for-hire and fleet drivers with
5 actionable skills that navigate the
6 urban environment. The results have
7 been successful, as you heard earlier,
8 with a 60 percent decrease in annual
9 fatality numbers when comparing 2015 to
10 2024. We believe that utilizing this
11 approach for professional drivers will
12 also be successful.

13 New York City works closely with TLC
14 to develop their unique curriculum and
15 driver behavior change approaches, and
16 since 2015 when New York City Department
17 of Transportation and TLC jointly
18 created and produced Drive Like Your
19 Family Lives Here, a video featuring
20 members of families for safe streets
21 telling their stories. The proposed
22 course would build on this past
23 partnership.

24 New York City also strongly supports
25 TLC's proposal to consider certain

1 out-of-state convictions when
2 determining driver fitness. The safety
3 of New York City streets depends on
4 holding professional drivers to the
5 highest standards regardless of where
6 prior violations occurred, expanding the
7 review process --

8 TIMEKEEPER: 30 seconds remaining.

9 MS. WILEY-SCHWARTZ: -- infractions
10 includes a driver's full safety record
11 and this measure will help identify and
12 address potential risks ensuring that
13 only qualified responsible for-hire
14 vehicle drivers remain licensed.

15 In short, we commend the Taxi and
16 Limousine Commission for advancing these
17 critical safety measures, strengthening
18 enforcement of Vision Zero principles,
19 and creating meaningful driver education
20 experiences will only assure that we
21 will continue our efforts and Vision
22 Zero.

23 Thank you for the opportunity to
24 testify today. I'm happy to answer any
25 questions you may have.

1 CHAIR DO: Thank you so much,
2 Assistant Commissioner Wiley-Swartz.

3 A quick question that I have:

4 While going through comments and a
5 lot of feedback on these rules from
6 drivers, oftentimes they say that
7 there's not enough taxi relief stands or
8 areas where they can go and take a quick
9 break.

10 How can the TLC work with the DOT to
11 get more taxi relief stands for our
12 drivers so that they don't have to park
13 or block illegally different areas?

14 MS. WILEY-SCHWARTZ: Well, as you
15 know, the curb is our most difficult
16 piece of property on any New York City
17 street and I think the process, as we
18 create more spaces -- day lit spaces,
19 spaces for offloading, spaces for, you
20 know, anyone who needs to use the curb
21 differently -- will require, you know,
22 all of us in New York to make some
23 compromises as we rethink the way that
24 we use all parking spaces.

25 But I do think that this New York

1 City Department of Transportation is up
2 to that task and we have already started
3 working closely with members of your
4 staff to also look at places -- streets
5 where we've created unintended
6 consequences for your drivers by not
7 making enough loading and unloading
8 zones. I think extending this to a
9 waiting and respite zones will need to
10 be something that we explore together.

11 CHAIR DO: Great. Looking forward
12 to working with you.

13 Commissioners, are there any
14 questions for DOT?

15 (No response.)

16 CHAIR DO: Okay. Thank you so much,
17 Assistant Commissioner.

18 MS. WILEY-SCHWARTZ: Thank you very
19 much.

20 MS. ELUTO: Thank you.

21 Our next speaker is Bhairavi Desai
22 from NYTWA.

23 MS. DESAI: Good morning,
24 Commissioner Do and members of the
25 Commission. My name is Bhairavi Desai

1 and I'm the Executive Director of the
2 New York Taxi Workers Alliance.

3 I think your discussion this morning
4 is lacking a lot of context. It should
5 really be understood that TLC drivers
6 are held to the strictest of standards
7 of any motorist across the State of New
8 York -- I mean, I would dare say,
9 probably even across this country -- and
10 as the Commissioner said earlier, time
11 after time reports show that TLC
12 drivers, per mile driven, are among the
13 safest motorists across the State of New
14 York, and certainly, you know, the City
15 of New York.

16 They work long hours. This is a
17 difficult job. You're at the whim of
18 the person behind you. You're reaching
19 a destination that they control and for
20 the largest workforce in this industry,
21 you're also answering to -- you know, to
22 companies that will deactivate you,
23 which means take your job away at an
24 instant.

25 The TLC, for years, has separated

1 stationary violations from non-hazardous
2 violations from hazardous moving
3 violations and I don't understand -- you
4 don't seem to have any real data as to
5 why you are making this change all of a
6 sudden and there seems to be no
7 connection between, you know, parking
8 violations and requiring a driver to
9 take a course.

10 When they take this course, which
11 doesn't even seem to be related to the
12 violation in question, they're not only
13 going to have to pay for that class, but
14 they also are -- you know, they're not
15 able to work that day and they still
16 have to pay their expenses
17 out-of-pocket. This is -- I mean, the
18 punishment here is not as simple as just
19 a class. These expenses add up for
20 professional drivers and all of this
21 seems incredibly excessive, you know --

22 You know, DCAS's presentation was
23 interesting. I'm pretty sure those
24 drivers are workers -- are employed, and
25 have benefits, and all sorts of, you

1 know, perks on the job. Drivers -- TLC
2 drivers, meanwhile, don't have that and
3 they themselves --

4 TIMEKEEPER: 30 seconds remaining.

5 MS. DESAI: -- have been responsible
6 for their safe driving, and without any
7 of those perks, drivers have lived up to
8 these standards. They should not be
9 punished randomly at this point and
10 excessively.

11 There is no doubt that there needs
12 to be more space to park and drop-off.
13 There needs to be education of the
14 companies that dispatch to the location,
15 like Uber and Lyft, or even bases, and
16 for street-hailing passenger, there
17 needs to be education that the driver
18 has a right to decide where they can
19 safely discharge you --

20 TIMEKEEPER: Time has expired.

21 MS. DESAI: -- at the end of a trip.
22 Drivers should not be punished.

23 CHAIR DO: Thank you, Bhairavi.
24 Look forward to your written comments as
25 well.

1 MS. DESAI: Thank you.

2 MS. ELUTO: Thank you.

3 Our next speaker is Zubin Soleimany
4 from NYTWA.

5 MR. SOLEIMANY: Hi. Good morning.

6 Just a couple of housekeeping things
7 first.

8 I noticed you've been mentioning the
9 users who -- who their name is "iPhone".
10 So, if I could just pause my time for a
11 minute cause I think this is an issue
12 for everybody.

13 CHAIR DO: Sure.

14 MR. SOLEIMANY: When I was in the
15 waiting room, I was not able to change
16 my name. So if you're saying, "Hey,
17 we're not going to let you in. We won't
18 select you until you show a name", you
19 can't change the name in the position in
20 Zoom that you're in.

21 Now, when you promote me to a
22 panelist, I could. But those people are
23 going to be locked out of the hearing
24 the way that you set up the Zoom.

25 So, I just want to bring that to

1 your attention.

2 CHAIR DO: Thank you, Zubin. I'll
3 have my team reach out to those
4 particular folks and make sure that we
5 work with them. I think we can change
6 the name on our end once we chat with
7 them directly.

8 MR. SOLEIMANY: Okay. Great. Thank
9 you.

10 So, I'm going to identify myself.
11 My name is Zubin Soleimany. I'm a staff
12 attorney and I'm with the New York Taxi
13 Workers Alliance.

14 I want to note that you guys
15 requested that we identify ourselves and
16 I believe the gentleman before who spoke
17 did not identify himself. He is a
18 well-known educator with a TLC education
19 business. I think that's relevant to
20 the -- to anybody who has a financial
21 interest here.

22 I think this course is going to
23 generate a lot of revenue if we assume
24 the cost of \$150 a class -- the same as
25 the renewal course -- that's 4.2 million

1 dollars a year. So, I hope that
2 everybody who testifies today will
3 identify themselves and any interest
4 they have in these rules.

5 Guys, I got to tell you, what you're
6 doing here is shockingly
7 disproportionate to the kind of
8 violations we're talking about. I do
9 not understand what you're doing and I
10 do not understand if the Commissioners
11 here know what an 80-13(a)(1) violation
12 is.

13 You guys keep putting pictures of
14 crosswalk violations up and I understand
15 that as a safety-related violation. The
16 crosswalk violation is one of the only,
17 if not the only, violation that under
18 the RCNY gets points. The rest of them
19 don't. The rest of them are not safety
20 related and I don't know if you guys
21 realize what you're going to do here.

22 Every single parking ticket,
23 somebody has to pay a fine -- like they
24 already do -- accrue points and go to a
25 class. The class -- the current -- like

1 I said, is \$150 for the renewal course.
2 If you're talking \$150, plus \$200, plus
3 a day lost of work -- your stats show
4 \$384 a day in fare box, plus expenses --
5 you're turning -- the gentleman from
6 DCAS said, "Oh, they just pay the
7 regular fine".

8 The regular fine for a no standing
9 is \$65. You're turning a \$65 ticket
10 into \$800 of economic loss for a
11 workforce that has half the median
12 hourly wage of the -- of the regular
13 worker of New York City. That is
14 insane. It is cruel and completely
15 disproportionate.

16 You know, I go on to the City law
17 database right now -- I go onto the City
18 law database right now and look at the
19 most -- I would appreciate comments not
20 being made while I'm speaking.

21 If you go on the City law
22 database -- I'm not cherry-picking
23 these -- the two most recent decisions
24 showing an 80-13(a)(1) violation is a
25 driver parking in a hotel loading zone

1 -- okay -- with the permission of a
2 dormant cause he has to use the
3 bathroom.

4 That person has to lose a day of
5 work and an \$800 economic loss because
6 they went to the bathroom? That person
7 parking a hotel loading zone is causing
8 a fatal crash? This is -- I'm sorry,
9 but your presentation was misleading.

10 TIMEKEEPER: 30 seconds remaining.

11 MR. SOLEIMANY: -- violations these
12 years. You are not breaking down which
13 ones are the crosswalk violations, and
14 which are the hotel loading zone, and
15 all of the other categories. Every
16 single RCNY parking violation is an
17 80-13(a)(1) violation.

18 What you presented today is
19 disingenuous. It's misleading, and,
20 frankly, it's going to -- you know, in
21 the context of economic loss in which
22 you guys are trying to fix the TLC
23 rules, which haven't been working, in
24 which taxi drivers are still coming out
25 of the pandemic and dealing with

1 medallion debt --

2 TIMEKEEPER: Time has expired.

3 MR. SOLEIMANY: -- to somebody.

4 Please reconsider. Do not pass
5 these rules.

6 CHAIR DO: Thanks, Zubin.

7 MS. ELUTO: Next to speak is Andrew
8 Greenblatt from IDG.

9 (No response.)

10 MS. ELUTO: Mr. Greenblatt, can you
11 un-mute your mic and begin?

12 MR. GREENBLATT: I'm sorry. I was
13 -- at the last second, you put me back
14 to attendee and now I'm back as a
15 panelist. So, here I am.

16 MS. ELUTO: Okay.

17 MR. GREENBLATT: You want to put me
18 up? Let me know when you're ready.

19 MS. ELUTO: We're ready.

20 MR. GREENBLATT: Oh, Okay.

21 Good morning, Commissioner Do and
22 the Taxi and Limousine Commission. My
23 name is Andrew Greenblatt and I'm the
24 Policy Director for the Independent
25 Drivers Guild, otherwise known as IDG.

1 Thank you for this opportunity to
2 testify regarding the proposed increased
3 penalties for drivers in bike and bus
4 lanes -- and by the way, I want to point
5 out there's a difference between bus
6 lanes where it is legal to be picked up
7 and bike lanes where, I believe, it
8 isn't -- right -- and so the proposed
9 rule change is unlikely to alter driver
10 behavior beyond stranding passengers,
11 particularly those with disabilities.

12 We urge the TLC to reconsider its
13 approach of penalizing drivers for
14 situations that are beyond their control
15 and instead adopt proven methods used in
16 other cities to address these issues.

17 The TLC has noted that in -- in the
18 recent 15-month period 20,000 tickets
19 were issued for drivers for these kinds
20 of violations. This raises the
21 question, why do drivers continue to
22 pull over in bus and bike lanes when
23 they already face expensive tickets.

24 Drivers talk about one reason; the
25 TLC another. Neither warrants this

1 change. Drivers point out that they are
2 sent onto trips with illegal pick-up and
3 drop-off sites. Making this change will
4 only make it so that drivers rush
5 through those pick-ups, stranding people
6 who have increased needs -- such as
7 people in wheelchairs or with other
8 disabilities.

9 A more effective approach is what
10 they do in New Orleans, where they get
11 the app companies to not dispatch to
12 places where it's illegal to pick-up and
13 instead to have the passengers meet the
14 driver at some place where it is legal.

15 The second problem that the TLC is
16 talking about is people who pull over,
17 get out of their cars. Ask a driver why
18 they're doing that, they'll tell you
19 it's because they need food and to use
20 the bathroom. Raising the penalties for
21 these events won't reduce the need to
22 eat or use a bathroom.

23 Imagine if the TLC suddenly said to
24 employees that they couldn't use
25 bathrooms or get food below 96th Street.

1 This would cause chaos in the TLC. The
2 solution to that problem wouldn't be to
3 raise penalties on those -- on those
4 employees when they needed to use the
5 bathroom or get food. It would be to
6 make food and bathrooms accessible to
7 those employees. That is true here as
8 well.

9 The TLC should stop spending
10 countless hours punishing drivers and
11 instead use some of those hours to find
12 places where drivers can pull over
13 legally and safely to take care of basic
14 bodily functions.

15 TIMEKEEPER: 30 seconds remaining.

16 MR. GREENBLATT: You can't punish
17 drivers enough that they are no longer
18 human. You should stop trying. Let's
19 stop punishing drivers for actions they
20 can't control and start making it
21 possible for them to do their jobs.

22 Bank robbers rob because they need
23 -- because they want money. You can
24 punish them to stop doing that. You
25 can't punish people to stop needing to

1 go to the bathroom. You're barking up
2 the wrong tree.

3 MS. ELUTO: Thank you.

4 The next --

5 CHAIR DO: Thank you. I have a
6 quick question.

7 Do you think leaving a vehicle in a
8 bike lane is dangerous or not?

9 MR. GREENBLATT: Yes -- yes, I think
10 we need to -- I need -- I think we need
11 to --

12 (Cross-Talk.)

13 MR. GREENBLATT: Commissioner, you
14 can't ask me a question then not let me
15 answer.

16 CHAIR DO: Here's my question and
17 I'll give you your time.

18 And -- that -- so that is
19 dangerous -- right -- and so, you know,
20 they're not picking up. They're just
21 leaving their vehicle and park there for
22 -- for -- sometimes I have observed this
23 for a long period of time.

24 And so how can we mitigate that if
25 it's not these rules -- and I'll give

1 you your time. Go ahead.

2 MR. GREENBLATT: Yeah, so -- so what
3 these rules are doing is they're saying,
4 look, we have a problem with bank
5 robberies. So, what we're going to do
6 is we're going to -- we're going to
7 punish tellers when they have a gun to
8 their face who hand over the money --
9 right.

10 You're -- you're not punishing the
11 person who's making the decisions here,
12 right. So, there's two groups of people
13 whose behavior you need to change.
14 Neither one is the driver.

15 The first is the companies that send
16 people to pick people up and drop people
17 off in bike lanes and bus lanes,
18 etcetera. The second is the Department
19 of Transportation that does not give
20 enough places where people can pull
21 over.

22 Nobody would risk a \$100 ticket if
23 there was a convenient place to park
24 within a few blocks where they could go
25 to the bathroom and get food to eat.

1 You're -- if you want to punish anyone,
2 put fines in the -- on the Department of
3 Transportation for not providing the
4 appropriate places for people to park.
5 They're the ones causing this trouble.

6 Instead, you're punishing the person
7 who has no choice of the matter and
8 making it hard -- and making it more
9 expensive for them to do the things they
10 can't choose not to do. It doesn't
11 change their behavior. It's just
12 smacking them without actually solving
13 the problems.

14 We all want safe streets. We all
15 live in this City. We're all
16 pedestrians. We're all bike riders.
17 Make it so we can do our job safely, not
18 so we get punished because someone else
19 won't let us.

20 CHAIR DO: Thank -- Thank you,
21 Andrew.

22 MS. ELUTO: All right. Our next
23 speaker is Jean Ryan from Disabled In
24 Action.

25 (No response.)

1 MS. ELUTO: Ms. Ryan, can you
2 un-mute your mic?

3 MS. RYAN: Yes -- okay. Thank you.

4 I'm Jean Ryan, President of Disabled
5 In Action of Metropolitan New York. We
6 submitted long testimony with other
7 disability rights groups.

8 The needs and rights of people with
9 disabilities are not being considered in
10 this proposed rule to increase fines and
11 points. We ride buses and we don't want
12 them to be slow, but how are we supposed
13 to get into and out of taxis,
14 Access-A-Ride, and for-hire vehicles if
15 we cannot get close to the curb. Of all
16 people, we would think the TLC
17 understands that.

18 Blind people cannot be picked up or
19 let out on the next block or around the
20 corner and know where they are. People
21 who walk with great difficulty also
22 cannot be dropped off further away from
23 where they are going and may have to be
24 helped to the door of where they are
25 going to -- so, the driver would have to

1 temporarily leave the vehicle -- and
2 wheelchair users and walker users cannot
3 get into or out of their MTA vehicles or
4 for-hire vehicles without being able to
5 get up onto the sidewalk or down from
6 the sidewalk. For us, being near the
7 corner is best or we have to go in the
8 street with traffic.

9 Six years ago and more, we fought
10 for the ability to be dropped off and
11 picked up in bus lanes and bus stops and
12 DOT gave it to us. But now we find out
13 that it seems to only apply to the big
14 AAR vans, even though now most AAR
15 riders are in broker for-hire vehicles.
16 There should not be any penalties for
17 Access-A-Ride or for-hire vehicles
18 picking up or dropping off people with
19 disabilities in bus stops or by
20 double-parking or in intersections.

21 There are whole blocks with a bike
22 lane on one side and a bus lane on the
23 other. Where are we supposed to be let
24 off or gotten on to? By having heavy
25 penalties for picking us up in these

1 places, drivers will refuse to pick us
2 up or drop us off like they are already
3 doing at 375 Pearl Street. By my block,
4 on a narrow, quiet street, the only safe
5 place to pick me up or drop me off is a
6 seldom used bus stop or the
7 intersection.

8 Drivers are getting tickets for
9 picking us up or dropping us off -- now
10 they are -- even though it's valid.

11 TIMEKEEPER: 30 seconds remaining.

12 MS. RYAN: Times change, but we
13 still need access. We're not going to
14 be stuck in our homes. Thank you.

15 CHAIR DO: Thank you.

16 MS. ELUTO: Thank you.

17 CHAIR DO: And like my team said --
18 right -- picking up and dropping off at
19 a bus lane is not -- it's not illegal.
20 So, it's legal -- right.

21 MS. RYAN: But they're getting
22 tickets and then that makes the drivers
23 not want to pick us up.

24 CHAIR DO: And there is due process
25 for that and oftentimes -- and I'll have

1 Kathy speak on it -- oftentimes, when we
2 do see these pick-up and drop-offs, we
3 drop those cases always -- always, with
4 the evidence.

5 My question though is -- and I think
6 I've asked you this previously --
7 right -- is when -- my biggest
8 frustration is when private vehicles --
9 other types of vehicles -- park on the
10 curb at a bus lane and eliminates the
11 ability for others to drop off people
12 with disabilities, passengers, or even
13 buses on the curb --and that is
14 something that we want to address with
15 this.

16 What are your thoughts on that
17 portion of the rule?

18 MS. RYAN: You mean personal
19 vehicles -- are you talking about --

20 CHAIR DO: Personal vehicles parked
21 and they park and leave it there -- and
22 also, in some cases, TLC vehicles,
23 they're parked -- they're not dropping
24 off or picking up anyone and so that
25 valuable curb space -- right, Jean -- is

1 no longer being able to you -- be
2 utilized for pick-up and drop-offs of a
3 variety of different passengers and
4 that's something that we're trying to
5 cure here as well.

6 MS. RYAN: Yes, I've had that
7 problem when I was trying to get the bus
8 and people would just routinely park in
9 front of the bagel place, which was in
10 front of the bus stop, and I would
11 have -- literally have to go to the
12 drivers and say, "Please, the bus is
13 coming. I need to get on it" -- cause I
14 can't get on a bus that's parked out in
15 the street. I call it leapfrogging, you
16 know, because I can't get out there into
17 traffic and I can't get off the curb
18 right there at the bus stop. I have to
19 go to the -- to the corner where the
20 curb cut is.

21 So, yes, that is a problem. But in
22 this effort to change things, people who
23 are innocently picking up and dropping
24 off people are being snagged, and
25 caught, and fined -- and some people

1 don't know how to fight it.

2 You know, you're allowing people who
3 don't speak English to drive, and get a
4 license, and everything -- and then they
5 really don't have the skills or the time
6 to fight their ticket and it's very --
7 and even then, sometimes the
8 administrative judges still fine them
9 and that's not right.

10 So, there's this play of an
11 intersection of, you know, trying to
12 make things safe and then punishing
13 drivers for doing the right thing.

14 CHAIR DO: I take that and I'll
15 definitely take your feedback and try to
16 strike a better balance -- and thank you
17 so much, Jean, for your testimony.

18 Before I let you leave though, Jean,
19 Kathy, do you have anything to add?

20 MS. HAFEEZ: Yes.

21 So, first of all, I just want to
22 reiterate that it is legal to drop-off
23 and pick-up -- bus lanes, bus stops,
24 fire lanes -- I mean, in front of a fire
25 hydrant as long as, you know, you're --

1 you can move your car in the -- in case
2 of an emergency.

3 Our officers will not issue a ticket
4 if they can see that this is something
5 that you're doing, and then our drivers
6 should also have some records of these
7 trip records that they can present at a
8 hearing.

9 I do hear that, you know, some
10 drivers do have language barriers. We
11 provide free interpretation services to
12 all of our drivers. They can come into
13 our offices. We will tell them what
14 their options are and they can present
15 that evidence with the help of an
16 interpreter and they can make their case
17 to the administrative lawyer.

18 MS. RYAN: But to do that they have
19 to take time off from work, and they
20 have to know that that is available, and
21 they're probably getting the first, you
22 know, ticket notice -- things like that
23 -- in English.

24 So, not everyone is equipped to
25 fight for themselves effectively.

1 CHAIR DO: Jean -- before I give it
2 back to Kathy, these 80-13(a)(1) --
3 (1)(a) and (b) are already illegal right
4 now and so these drivers are already
5 getting issued summonses.

6 So, let me, I think, be very clear
7 on that -- and so there -- so many
8 drivers still come in and work with
9 Kathy's office to settle these -- these
10 summonses already.

11 Oftentimes, right now, I believe --
12 and Kathy will correct me if I'm
13 wrong -- is the summonses are about \$100
14 and then you settle for \$50 -- right --
15 and so I'll throw it back to Kathy to
16 explain that process.

17 MS. RYAN: Well, I just heard
18 yesterday about a driver who got a
19 ticket for either picking up or dropping
20 off a person with a disability
21 yesterday.

22 CHAIR DO: And in those cases --
23 right -- Kathy's office will work with
24 that driver to ensure that they're not
25 violating any of the rules, especially

1 when they're picking up or dropping off
2 a passenger.

3 Kathy.

4 MS. HAFEEZ: Also, I would like to
5 say that you're supposed to do this
6 quickly. You can't go and wait 5 or 10
7 minutes for a passenger in these areas
8 to get in because you are causing a
9 serious public safety concern. So, we
10 are thinking about the general public,
11 but especially our disabled passengers,
12 and we try to, you know, increase these
13 penalties.

14 As far as taking time off, our
15 hearings are actually by phone. Most of
16 our licensees actually do these hearings
17 while they're driving. So, I really do
18 think that it is not -- they can come
19 in. They can call us. We have
20 interpreters over the phone. We have
21 notices in different languages.

22 We really do try to make this as
23 easy as possible and accommodate all of
24 our licensees.

25 MS. RYAN: So, to secure a person in

1 a wheelchair, especially if -- it only
2 takes four or five minutes if you know
3 what you're doing, but a lot of drivers
4 don't know what they're doing or don't
5 have the proper straps and it takes more
6 than that.

7 MS. HAFEEZ: And that's why the
8 course is so important. That's what we
9 want to target here. We want these
10 drivers to know how to do those things.
11 It is for the safety of the passenger.

12 MS. RYAN: Well, we want that too --
13 you know, and we don't it to be they do
14 it fast and don't secure us at all,
15 which happens a lot.

16 MS. HAFEEZ: As long as they're
17 loading or unloading, helping you get in
18 the car, securing you, it is not a
19 violation. They will not be ticketed
20 for that.

21 MS. RYAN: Sometimes where they pull
22 up, we can't -- a wheelchair user can't
23 get off the curb there. We can't jump
24 curbs. So, we have to go to the corner,
25 come back in traffic, and then, you

1 know, get to the cargo section of the
2 vehicle.

3 So, that can take time and it might
4 look like the driver is not doing
5 anything but stopping, but we're
6 actually actively going to the vehicle.

7 CHAIR DO: We'll continue to work
8 with you, look at your written testimony
9 from a variety of different
10 accessibility and disability advocates,
11 and go from there.

12 But I really appreciate your time
13 today.

14 MS. RYAN: Thank you.

15 CHAIR DO: I'm going to -- Sherryl,
16 I'm going to use the Chair's prerogative
17 and recognize Joe Rappaport as our next
18 person to testify.

19 MR. RAPPAPORT: Thanks so much.

20 I'm Joe Rappaport of the Brooklyn
21 Center for Independence of the Disabled.

22 I'm here to testify, as you heard
23 from Jean, with other colleagues from
24 the disability community about the
25 proposal to drastically increase fines

1 and penalties for drivers who pick-up
2 and drop-off passengers and bike and bus
3 lanes, etcetera.

4 Our groups also have submitted a
5 letter outlining our views.

6 In spite of the TLC's reassurance
7 about the impact on disabled passengers,
8 this proposal, we believe, needs a great
9 deal more thought, and research, and we
10 urge the TLC to hold off on moving
11 forward with it or any other version of
12 this rule until you've fully examined --
13 more fully examined the concerns of the
14 disability community and engage more
15 fully with drivers, as Bhairavi, Zubin,
16 and Andrew have testified.

17 The TLC also must engage more
18 extensively with the MTA, whose
19 Access-A-Ride broker-drivers also are
20 targeted for increased penalties.

21 Let's look more -- let's look more
22 closely at that aspect of your proposal.

23 Access-A-Ride brokers now carry
24 about 70 percent of riders, a major
25 shift in the last few years -- and a

1 majority of Access-A-Ride users have
2 mobility disabilities, including riders
3 who are blind. They can't use the
4 subways or buses or get to them.

5 While we consider paratransit
6 service part of the mass transit system,
7 it is different in that it requires that
8 the passenger be picked up precisely
9 where they need to leave from -- not
10 down the block, around the corner, or
11 across the street.

12 In addition, some Access-A-Ride
13 passengers must be escorted to the
14 entrance of the building -- to the --
15 must be escorted to the entrance of the
16 building, not just dropped off at the
17 curb, and they must be dropped off at
18 the address they are going to -- again,
19 not someplace vaguely nearby.

20 If I didn't, my name is Joe Rapoport
21 and I'm from the Brooklyn Center for
22 Independence of the Disabled. I just
23 received a message that I needed to
24 identify myself.

25 In any case, this kind of thing

1 where people are dropped in the wrong
2 location happens all the time,
3 unfortunately. But in simply meeting
4 Access-A-Ride's mandate, drivers now
5 would be even more heavily fined and
6 possibly lose their licenses if they
7 just do their job. That doesn't make
8 sense.

9 No matter what you do,
10 broker-drivers should be exempt from
11 these increased fines. Not everyone who
12 has a disability uses Access-A-Ride of
13 course, and the TLC must take into
14 account those passengers --

15 TIMEKEEPER: 30 seconds remaining.

16 MR. RAPPAPORT: -- it's unreasonable
17 to expect them to go far out of their
18 way, down a long block or across the
19 street, to get a taxi, Uber, or Lyft
20 ride.

21 We're certain there are ways to
22 reduce the intrusion of TLC regulated
23 vehicles into bike and bus lanes. This
24 proposal isn't it.

25 We look forward to working with you

1 to come up with better approaches, while
2 taking into account the rights of
3 disabled people, a protected class.

4 Thank you very much.

5 CHAIR DO: Thank you.

6 MS. ELUTO: Thank you.

7 Our next speaker Jehiah Czebotar, an
8 advocate for safe streets.

9 MR. CZEBOTAR: Thank you for the
10 time to testify -- testify today.

11 My name is Jehiah Czebotar, no
12 affiliation to state, as someone that
13 cares and advocates for street safety.

14 Thank you for undertaking these rule
15 changes and I'd like to testify in
16 support of the Vision Zero rule changes.

17 Over the past 10 years, I have
18 reported over 400 serious moving
19 violations by licensed TLC drivers to
20 the TLC and I appreciate the TLC's
21 professionalism in handling those
22 reports thoroughly and its long-standing
23 commitment to Vision Zero.

24 New York City is the densest city in
25 North America and following the New York

1 City traffic rules and New York State
2 Vehicle and Traffic Law is not optional
3 and plays a key role in ensuring our
4 streets are safe for all individuals.

5 It's clear, however, that when you
6 go outside and you regularly see
7 vehicles blocking crosswalks, driving
8 bike lanes, running red lights, making
9 illegal u-turns, turning from the center
10 lane, failing to yield to pedestrians,
11 that culturally, there's just a low
12 compliance rate with these critical
13 safety rules.

14 Against that backdrop, I believe
15 this rule change is appropriately
16 structured to reinforce that these rules
17 are not optional and that repeat
18 violations have consequences, while
19 simultaneously ensuring there's targeted
20 education.

21 TLC data shows that while the vast
22 majority of drivers get zero or one
23 violations for these rules, for a
24 minority, the existing fine structure is
25 not a deterrent.

1 I would also like to note that the
2 use of escalating violations or
3 escalating fines now applies for all
4 drivers who get camera violations issued
5 by the MTA for parking in a bus stop,
6 parking in a bus lane, or
7 double-parking, and in the first five
8 months that those cameras were online in
9 2024, the MTA issued over 500,000 such
10 violations. These rule changes match
11 that approach and I think it's
12 appropriate.

13 I would encourage the TLC to make
14 two modifications to these rules; one,
15 to increase the look-back period or
16 repeat violations from 15 months to 24
17 months to account for the variable, but
18 sometimes lengthy delay and adjudication
19 of some violations -- and please refer
20 to my written comments for details about
21 possible reclassification of one
22 particular moving violation.

23 And, also, I would just like to say,
24 like, in relation to many of the
25 comments today --

1 TIMEKEEPER: 30 seconds remaining.

2 MR. CZEBOTAR: -- there is very
3 widespread misunderstanding of which
4 curb regulations allow drop-off and
5 which ones do not, and so I think --

6 (Disruption in transmission.)

7 MR. CZEBOTAR: -- about this is very
8 important and thank you for the TLC for
9 including that.

10 Thank you for your time.

11 MS. ELUTO: Thank you.

12 Our next speaker is Adalgisa Payero
13 Diarra from UTANY.

14 (No response.)

15 MS. ELUTO: Adalgisa -- yes, go
16 ahead.

17 MS. DIARRA: All right. Hello,
18 everyone. Good morning, Commissioner --
19 good morning to Commissioner and
20 everyone attending today.

21 My name is Adalgisa Payero Diarra.
22 I'm the president of UTANY. Today, we
23 are here once more to oppose another
24 unfair and abusive rule that only
25 affects our industry as usual.

1 It doesn't matter which sector of
2 the industry you work, this regulation
3 is abusive, unfair, and it only creates
4 hardship to us and our families. How
5 can we provide a safe and effective
6 service if every time we have to pick-up
7 or drop-off a passenger we might
8 encounter a penalty. We already have
9 such a difficult time doing this job,
10 because every agency in the City looks
11 for a way to make money from us.

12 Taxi and Limousine Commission should
13 protect drivers and the job we do to
14 move this City 24/7. But instead, we
15 are always giving -- we are always
16 giving the hard-earned money to the City
17 without any consideration for us and our
18 family.

19 We urge the Commissioner and those
20 involved to review this decision to put
21 a stop to the abuse and constant attack
22 on our drivers. We are citizens trying
23 to earn a decent living for our family
24 and we are a very important part of the
25 economy and the constant movement of

1 this City.

2 We've worked 24/7 to provide our
3 service and without regard to the
4 weather or any situation. We were at
5 the front line during COVID where we
6 have hundreds of drivers that passed
7 away doing this job.

8 We are not against rules and
9 regulations, but it has to be fair. We
10 cannot provide the service door-to-door
11 to an estate manner if we are going to
12 be penalized every time we do. We need
13 to get involved, everybody, when we make
14 a rule affecting the job in the
15 industry.

16 Sit down with everyone involved --
17 organizers, advocate for the industry,
18 and those that want to create this rule.
19 We are not a piggy -- we're not a bank
20 account -- bank -- ATM for the City --
21 I'm sorry. The City is always looking
22 for the way to make money.

23 (Cross-Talk.)

24 MS. DIARRA: We want to be
25 successful -- how can we be successful

1 in this job and provide for our
2 family --

3 TIMEKEEPER: 30 seconds remaining.

4 MS. DIARRA: -- when our money keeps
5 going back to the City? There's no way
6 we can provide the safe service, as is
7 requested by TLC, where we need to drop
8 from point "A" to point "B" in a safe
9 manner.

10 Please rethink these rules and do
11 what's best for everyone, including the
12 drivers. Please think about the
13 drivers.

14 CHAIR DO: I have a question for
15 you.

16 So, if the fine structure fines part
17 remains the same, what would your
18 thoughts be?

19 If we're saying, hey, you know, that
20 -- you're saying, you know, the fines
21 are excessive, that we're using you as a
22 bank account -- which is not the
23 intention -- what about, you know --
24 what about just the class or what about
25 just something else as a penalty and not

1 -- not the -- not the fee?

2 MS. DIARRA: Well, we are -- we
3 already -- sorry.

4 We already talk about these classes
5 during our renewal training. We talk
6 about Vision Zero, how to make the
7 proper left turn, how to be safe. I
8 always talk about driving safe -- safe
9 driving -- making sure you let the
10 passenger know to look for the cyclist,
11 to look for the pedestrian -- you know.
12 Make sure you allow the pedestrian to
13 cross the street.

14 We have to be -- we have to look for
15 the buses -- MTA buses, school buses,
16 for other vehicles, the pedestrian --
17 you know, all the drivers, the cyclists,
18 the scooter -- and also we have to try
19 to provide a safe service and keep our
20 eyes on the road.

21 When we are dropping off or picking
22 up a passenger, we don't decide where
23 that bus stop is -- right. Let's say,
24 for instance, my mom's building has two
25 stops -- one in the right side, one in

1 the front -- where can she be picked up?
2 She's an elderly person that uses a
3 cane. She will take more than five
4 minutes to be picked up by a
5 passenger -- by a driver.

6 So, we have to be able to understand
7 that there are other issues and -- and
8 we don't do it because we want to. We
9 don't want that 50, \$100 fine. Drivers
10 know that they have to do what is
11 requested because then the passenger
12 will report them for not picking them up
13 in a safe area.

14 So, classes, 125, \$150 -- it's just
15 too much money for the driver. That's
16 the truth. Drivers, right now --

17 CHAIR DO: My thoughts are --
18 right -- and I want your opinion on this
19 -- is maybe we keep it the same for the
20 first violation, but where I'm trying to
21 target are the drivers -- right -- the
22 three percent of drivers -- who
23 completely do this time after time again
24 without regard to street safety that I'm
25 most concerned by -- right.

1 So, there are some drivers who have
2 10 plus points and then we, you know --
3 like, that's -- that's insane to me and
4 so -- and they do this because there are
5 so many ways to get out of this.

6 And so, you know, maybe the first
7 time for these types of violations would
8 be the same -- maybe even the second
9 time -- and then after that, if you get
10 a third, fourth, fifth violation of the
11 same thing, that's where I have more
12 concerns about.

13 So, what are your thoughts on that?
14 Like, if we for the first violation,
15 let's say, you know, keep it the same --
16 and I'm not -- and I'm not committing to
17 this. I'm just asking you --

18 MS. DIARRA: No, I understand but --
19 yes, I understand that there's still a
20 few drivers that are creating this
21 issue, but we also have to look at the
22 bigger picture.

23 We have buses lanes and bicycle
24 lanes on areas like in front of
25 hospitals. If you go into the Bronx

1 area, you're going to find a lot of bus
2 lanes in front of hospitals. How can
3 they pick-up those passengers,
4 especially the disabled and elderly
5 people? They need more time -- right.

6 So, yes, after a certain amount of
7 points, we don't disagree. After
8 certain amount of points, a driver
9 should be issued some penalty or a class
10 to reinforce the rules and regulations
11 of the City.

12 But making it for everyone -- first
13 violation going into points -- that is
14 unfair, you know. Then it should be
15 looked into, what are the best ways for
16 everyone and be able to pull out those
17 bad, you know, violators -- consistent
18 violators -- and re-teach them --
19 right -- re-educate them about, you
20 know, you doing this the wrong way.
21 Let's -- let's work on that and move
22 forward.

23 So, I think that there is a way to
24 work, not just go ahead and implement in
25 this rule for everyone and then just for

1 a few drivers.

2 CHAIR DO: Thank you for your
3 comments.

4 (Cross-Talk.)

5 MS. ELUTO: Thank you.

6 Our next speaker is Eman
7 Rimawi-Doster from the Disability
8 Justice Program.

9 MS. RIMAWI-DOSTER: Hi. Good
10 morning. My name is Eman Rimawi-Doster
11 and I'm Senior Community Organizer with
12 the Disability Justice Program at New
13 York Lawyers for the Public Interest.

14 Yesterday, NYLPI and 11 other
15 disability advocacy groups submitted a
16 letter to your office urging you to
17 delay the implementation of these
18 increased penalties to TLC regulated
19 vehicles for parking in crosswalks, bus
20 stop areas, and buses and bike lanes
21 until TLC engages with discussion with
22 the disability community about the
23 potential negative impacts of the -- of
24 these changes on people with
25 disabilities.

1 We would like to discuss potential
2 solutions which are less likely to
3 negatively impact passengers with
4 disabilities. As a double amputee who
5 uses a rollator walker, it's vitally
6 important for me to be able to be
7 dropped off at a location that is both
8 convenient and safe.

9 NYLPI supports regulations that keep
10 crosswalks, bus lanes, bus stop areas,
11 and bicycle lanes free of obstruction,
12 and in turn make traveling in New York
13 City easier and safer for people with
14 disabilities. However, NYLPI does not
15 support the proposed rule change in this
16 current format.

17 As detailed in the letter that our
18 group sent to you yesterday, we
19 recommend a designated discharge and
20 pick-up area with a pedestrian ramp on
21 every block that can only be used to
22 pick-up and drop-off passengers with
23 disabilities. Although, notably, this
24 would not only be -- solve the problem
25 for blind and visually impaired riders

1 as well, but other folks with mobility
2 disabilities and we would thus like to
3 discuss this issue with you.

4 Additionally, we'd like to discuss a
5 way to distinguish the broker service
6 cars used as part of the MTA's
7 Access-A-Ride service to ensure their
8 drivers do not receive a penalty in
9 picking up or dropping off passengers
10 with disabilities.

11 Thank you for your consideration.

12 MS. ELUTO: Thank you.

13 Our next speaker is Eric McClure
14 from StreetsPAC.

15 MR. McCLURE: Thank you. Good
16 morning, Commissioners.

17 My name is Eric McClure. I am the
18 Executive Director of StreetsPAC. We
19 are a public -- political active
20 committee and advocacy organization.

21 StreetsPAC strongly supports the
22 Taxi and Limousine Commission's proposed
23 changes to rule 80-13 which would
24 increase penalties for stationary and
25 non-hazardous moving violations

1 committed by for-hire drivers.

2 Violations such as parking in
3 crosswalks, double-parking, parking in
4 no standing zones or next to fire
5 hydrants, and driving or parking in bike
6 lanes may seem like no big deal to some
7 drivers, but they can be dangerous or
8 even deadly to someone on foot or on a
9 bicycle or trapped in a burning
10 building.

11 For example, Madison Lyden, a young
12 Australian tourist, was struck and
13 killed by the driver of a garbage truck
14 in Central Park West in 2018 after she
15 had to navigate around a taxi cab whose
16 driver had stopped in the bike lane.

17 Countless door'ing incidents have
18 been precipitated by double-parked
19 vehicles and cars stopped and parked in
20 crosswalks create dangerous blind spots
21 where pedestrians assume they are safe.

22 Establishing graduated fines and
23 assigning points for these violations
24 will send a strong message to taxi and
25 other for-hire drivers that those

1 potentially dangerous actions are not
2 okay and they will only truly impact a
3 relatively small group of repeat
4 offenders. The vast majority of taxi
5 and delivery drivers have never received
6 summonses for these violations, but TLC
7 data shows that the agency adjudicated
8 about 28,000 of these violations over a
9 15-month period ending in 2023, of which
10 2,000 were issued to repeat offenders
11 and the Vision Zero complaints have
12 increased by more than a third from 2023
13 to 2024.

14 Of course, even one such incident
15 can prove dangerous or even deadly,
16 which is more than enough justification
17 to assign a license point for the first
18 violation.

19 Drivers would be able to take a
20 remedial TLC approved safety course to
21 avoid license suspension, a smart use of
22 education, to modify behavior and New
23 Yorkers have the right to expect that
24 the City's professional drivers be held
25 to a high standard. We know most of

1 these drivers operate safely and
2 responsibly and they won't be affected
3 by any changes to the rules.

4 We also do support creating more
5 release stations for drivers,
6 underscoring the need for many more
7 public restroom facilities across the
8 City, as well as ensuring that
9 accommodations are made for the picking
10 up and dropping off of disabled persons.

11 We also strongly support amending
12 rule 68-14 which would allow
13 consideration of certain criminal
14 offenses committed in other
15 jurisdictions and assessing a driver's
16 fitness for a TLC license. It's highly
17 likely that someone who drives unsafely
18 in another city or town will do the same
19 in New York City. Giving the Taxi and
20 Limousine Commission the power to
21 consider all the drivers' convictions,
22 regardless of where they were incurred,
23 is a common sense step that will keep
24 New Yorkers safer.

25 We're grateful that the TLC takes

1 Vision Zero and safety as seriously as
2 it does and we urge the adoption of the
3 proposed amended rules. Thank you.

4 MS. ELUTO: Thank you.

5 Our next speaker is Anwaar Malik
6 from IDG.

7 (No response.)

8 MS. ELUTO: Mr. Malik?

9 MR. MALIK: Yes -- allow me a
10 second.

11 MS. ELUTO: Excuse me? You're on.

12 MR. MALIK: Alright.

13 MS. ELUTO: Okay.

14 MR. MALIK: All right. Good
15 morning, Commissioners. My name is
16 Anwaar Malik. I've been a TLC licensed
17 driver for over nine years now. I'm
18 also an advocate for drivers on the IDG
19 platform.

20 Today, sadly, I'm here to say that
21 these proposed rules are completely
22 unfair and should be thrown out. Let's
23 be honest, this hearing proves that TLC
24 does not care about drivers. TLC only
25 cares about the money coming in.

1 IDG has been telling you for years,
2 since before COVID, that we need
3 designated pick-up and drop-off zones.
4 TLC ignored us, but now that you see an
5 opportunity to take money from our
6 pockets, suddenly you want a hearing.
7 That's very shameful.

8 We, the TLC drivers, do not choose
9 where to stop. The apps send us to a
10 location and we cannot know if it's a
11 bike lane or a bus lane until we arrive.

12 What are we supposed to do -- cancel
13 the ride and risk deactivation and have
14 riders assume that we are discriminating
15 against them? Make passengers walk
16 blocks away to get hit -- and get hit
17 with a bad rating and/or complaints?
18 You're putting us in a -- in an
19 impossible position.

20 And let's talk about reality --
21 passengers don't always want to meet us
22 somewhere else. What happens when we
23 have -- when they have luggage? What
24 about disabled passengers who need extra
25 help?

1 Commissioner Do, I'm talking to you
2 now. You've picked up passengers
3 before. You know exactly what it's like
4 out there. How many of your pick-ups
5 were in fire hydrant zones? How many
6 people needed help with their bags or
7 wheelchairs? You know how much space
8 and caution that takes, yet here we are
9 talking about punishing drivers instead
10 of fixing the real problem.

11 Why are TLC plated vehicles being
12 lumped in with regular cars? If the
13 City wants to crack down on bike lane
14 and bus lane violations, fine. Do it
15 for personal vehicles, but not TLC
16 drivers. They should be exempt unless,
17 of course, they're parked. I get what
18 you're saying.

19 We don't park in these spots for
20 fun. We stop there because the system
21 forces us to. These fines are
22 outrageous -- \$200 per ticket, a
23 mandatory \$100 class every time. That's
24 a whole day or two of work to pay off a
25 fine. Meanwhile, the companies

1 controlling where we stop face no
2 consequences.

3 TIMEKEEPER: 30 seconds remaining.

4 MR. MALIK: If you cared, you
5 wouldn't be putting -- punishing
6 drivers. You'd be forcing Uber and Lyft
7 to create legal designated pick-up and
8 drop-off areas like they have in other
9 cities.

10 I urge you, throw these rules in the
11 garbage and let's restart, or if you're
12 serious about safety, go after the app
13 companies and make them part of the
14 solution. But don't sit up there and
15 pretend this is about safety when we all
16 know it's just another way to take money
17 from hard-working drivers. We deserve a
18 lot better.

19 But I do want to --

20 TIMEKEEPER: Time has expired.

21 MR. MALIK: -- I want to compliment
22 the Commissioners on something if that's
23 allowed.

24 MS. ELUTO: Compliments always.

25 MR. MALIK: Perfect.

1 So, he did say we have due process.
2 I love how he said that because at IDG,
3 that's how we started. That's why we
4 started. It was for due processes --
5 right.

6 Now -- but I -- what I want to add
7 to that is, instead of having the
8 drivers go into a hearing where they
9 don't know -- they don't know how to
10 talk -- sometimes they get scared or
11 something -- I think it's better if TLC
12 creates a dispute app where the drivers
13 can dispute tickets.

14 They can come to our union office
15 and we dispute those tickets. We help
16 them. We help them -- right. We
17 provide the proof of --

18 MS. ELUTO: Okay.

19 MR. MALIK: -- you get what I'm
20 saying?

21 MS. ELUTO: Yes -- all right. Thank
22 you.

23 Our next speaker up is Jacky Lin
24 from IDG.

25 MR. LIN: Hey, everybody. My name

1 is Jacky. I'm with IDG.

2 You know, I've been a driver there
3 as well, but the thing is, it's like a
4 lot of things that we have to face on
5 the road. It's not fair for us.

6 There's a lot of things that we have to
7 look out for and now, you know, with the
8 fact that we barely have time to use the
9 bathroom -- to stop somewhere to take a
10 break -- we go pick up a passenger. We
11 get ticketed. That cuts into our
12 earnings. That's a whole day loss, you
13 know, after expenses and everything. We
14 make nothing on the road already.

15 We -- what we need is -- if you see
16 these repeated offenses -- what we need
17 is we need parking spaces that's
18 available for drivers for temporary
19 pick-up and drop-off -- right. We need
20 parking places to pick-up and load --
21 load off passengers. We need a place
22 that's safe to wait for passengers
23 without getting ticketed.

24 We are not the ones that decide
25 where to go pick-up. We are the ones

1 that's being told, "Hey, you have to be
2 here specifically in order to pick up at
3 that specific place".

4 So, this whole ticketing about
5 double-parking, about parking in those
6 standing zones, we don't have a safe
7 place and we get penalized for that and
8 then, what we do, we decline those trips
9 and next thing you know, they say, "Oh,
10 destination -- destination
11 discrimination". They say, "Oh, you're
12 discriminating against a federally
13 protected trade". That's what the
14 riders would use to complain as and that
15 would kick us off the app permanently.

16 So, you know, all this stuff, it
17 hurts us all the time and this is not
18 just from today. We've been saying this
19 from before the -- pre-pandemic times of
20 saying, "Hey, we need designated pick-up
21 and drop-off".

22 And, also, you're saying the
23 repeated offense -- offenders. Why are
24 they having -- why are they being
25 repeated offenders? Because they don't

1 have a place to park; they don't have a
2 place to quickly go in there and leave.
3 What if we have a 10-minute parking
4 space in those delineated areas, or
5 maybe one more block from the delineated
6 area -- like one more parking space from
7 the delineated area. That would help
8 us. A lot of people do not get these
9 kind of tickets.

10 The other thing I want to talk about
11 is, for this class that you guys are
12 proposing -- it's the Vision Zero and
13 wheelchair accessibility -- those are
14 two different completely matters -- two
15 different complete matters.

16 Why does someone that drives a
17 Toyota Camry or SUV get a Vision Zero
18 violation ticket? Why do they have to
19 also learn about the wheelchair
20 portion -- you know? I get it if they
21 are a wheelchair driver -- a wheelchair
22 accessibility --

23 TIMEKEEPER: 30 seconds remaining.

24 MR. LIN: -- driver getting these
25 kind of tickets. Fine. They only do a

1 wheelchair portion. If they're only
2 there for moving violation portion, then
3 only take the class for the moving
4 violation portion. These two matters
5 should be separated. It shouldn't be as
6 all in one class.

7 You know, a driver, as you all know,
8 they take the renewal class and it
9 already has a wheelchair portion in
10 their training -- securement training
11 already in it. That should be -- that
12 should be enough. Thank you.

13 CHAIR DO: Thank you, Jacky.

14 After Sonam -- after Sonam, We'll
15 take a five-minute break.

16 Go ahead, Sonam.

17 MR. SONAM: Hi. Just give me a
18 second.

19 MR. AITAABOU: Hello -- oh, can you
20 hear us -- oh, it's Larbi or Sonam? I
21 don't get it.

22 CHAIR DO: Sonam first and then
23 we're going to take a five-minute break.

24 Go ahead, Sonam.

25 MR. SONAM: Okay. It's Sonam.

1 Good morning, everyone. Thank you,
2 Commissioner and -- Commissioner Do and
3 all the Commissioners.

4 And with due respect, I want to
5 highlight that we see here today a lot
6 of agencies talking about the Vision
7 Zero. We never said we never support
8 Vision Zero. Indeed, we support Vision
9 Zero and whatever the renewal classes
10 give education about the Vision Zero is
11 awesome.

12 But how the agencies portray --
13 especially, I want to refer to the FDNY
14 representative -- she demonstrates so
15 nicely that the car, which was parked,
16 you know, she demonstrated, like, it was
17 a TLC vehicle. I just want to correct
18 all the people, all the audiences, all
19 the public, that that was not a TLC
20 vehicle. It was a private vehicle.

21 That -- that lead -- you know, the
22 issue with the fire hydrant -- just want
23 to correct that.

24 And we TLC drivers are professional
25 driver. We did not buy our license in

1 Jackson Heights or original buy the
2 license in Manhattan or Chinatown. We
3 went through class. We know the rules;
4 we know the regulations and we respect
5 the laws.

6 But all the agencies here coming
7 with all the testimony, what we
8 learned -- or what I feel is like they
9 are going after the TLC driver is not
10 acceptable and it's something that -- it
11 should be something that, you know,
12 blaming to the TLC drivers.

13 As you know, we just celebrate the
14 (indiscernible) -- and it's in the
15 process still -- we're also looking for
16 ways to save money.

17 The other thing that they are not
18 spending is also a form of savings.
19 Currently, the MTA is taking our money
20 through unfair bus fines --
21 double-parking -- which diminishes the
22 joy of (indiscernible). It's not just
23 the MTA traffic. It will contribute the
24 issues to not letting drop-off in the
25 hot spot area in Manhattan, especially

1 in Penn Station and the area. It's not
2 to issue ticket \$115.

3 In addition, it costs \$115 just to
4 use a bathroom too because there's
5 nowhere to park. The City is filled
6 with commercial vehicles making even
7 harder for us. And on top of it, now
8 TLC wants to fine \$200 for stopping on
9 bike and bus lanes. These rules ruin
10 the livelihood of drivers.

11 Ride-share passengers often order on
12 the -- on the one-way and you know how
13 the streets are in NYC -- very narrow,
14 like a room size or a toilet size.
15 Where we wait our passenger -- either
16 both are both right or left? Both are
17 occupied by either bus lane or bike
18 lanes. Where we wait?

19 TIMEKEEPER: 30 seconds remaining.

20 MR. SONAM: This is the question to
21 TLC Chairs and DOT as well. Instead of
22 TLC working hard for the drivers, TLC is
23 creating more (indiscernible) for
24 drivers. We cannot take this anymore.
25 There are already many law enforcement

1 agencies to ticket drivers and we
2 support that, and we strongly condemn
3 this proposed, and it has to come with a
4 better solution -- and the better
5 solution is to stand with advocating
6 organizers like Independent Drivers
7 Guild and drivers like us to make a
8 proper change.

9 Thank you so much everyone for
10 giving this opportunity. Thank you.

11 CHAIR DO: Thank you.

12 We'll now call for a five-minute
13 recess and then we'll start again at
14 11:40.

15 Thank you.

16 (Recess Taken.)

17 CHAIR DO: The time is now 11:41 and
18 we will resume the public testimony.

19 MS. ELUTO: Okay. Someone has to
20 put my camera back on -- "disabled by
21 host". Turn on the camera.

22 UNKNOWN SPEAKER: Working on it.

23 MS. ELUTO: Okay -- all right. So,
24 we're ready and our next speaker is
25 Larbi Aitaabou -- I know I'm

1 mispronouncing that, so please correct
2 me -- from IDG.

3 MR. AITAABOU: Can you hear me?

4 MS. ELUTO: Yes, go ahead.

5 MR. AITAABOU: Thank you. Oh, my
6 God.

7 MS. ELUTO: Can we begin?

8 CHAIR DO: Larbi, go ahead.

9 MR. AITAABOU: So, anyway,
10 Commissioner, thank you for this type of
11 hearing. Last time I was waiting
12 eagerly to get to the meeting and I was
13 really upset, but thank you for doing a
14 follow-up with us and allowing others --
15 allowing us to actually submit the
16 testimony of the drivers.

17 But, look, all the drivers that
18 were -- that they're still here, they
19 were very concerned about these new
20 rules and we have to explain it to them
21 in a way that -- aligned with the vision
22 of the TLC, and, of course, the vision
23 of the, you know, entire departments.

24 Now, we have a handful of problems
25 as drivers, and on top of that, it is

1 more common. It's, like -- I'm sorry to
2 put it this way, but there's a lot of
3 garbage that has been dumped on
4 drivers -- right. You got the NYPD
5 ticketing drivers left and right. You
6 got the -- I was surprised some -- you
7 know, to see, actually the Fire
8 Department ticketing drivers as well --
9 right. That's the thing -- and then, of
10 course, the TLC and other agencies as
11 well.

12 We understand the parking sucks big
13 time in New York. You know, I suffer a
14 lot. I pay so many parking tickets in
15 New York City that I had to move out of
16 New York City because it was too much.
17 Now, it's not a problem of a driver
18 who's trying to earn his living. It's,
19 like, I'm going to work, but every time
20 I'm trying to get to the office, there
21 is someone that actually wants to take
22 money from it. I think that's really
23 unfair.

24 Now, the City recognized us as
25 essential workers. Nice and sweet.

1 That's awesome. We want to be
2 recognized because we make the goddamn
3 City move 24 hours and you guys know
4 that. You, Commissioner, when you came
5 in, we believed in you. We believed in
6 the mission. You got to change the
7 dynamics, make the lives of all drivers
8 easier.

9 But then when I hear rules like
10 this, I'm like, wait a minute. What's
11 going on? So, I have to go and read,
12 and research, and find out what's really
13 going on.

14 Yes, there is bad apples out there.
15 I understand that. Everybody understand
16 that. But look, those bad apples
17 previously, they get a ticket, so they
18 get a slap on the wrist.

19 TIMEKEEPER: 30 seconds remaining.

20 MR. AITAABOU: They're not going to
21 do it again. Nobody wants to lose \$100,
22 \$200, \$300 a day. That is the bare --
23 the bare -- what do you call it --
24 minimum -- that they can make -- right.
25 So, if they make \$200 and they pay it,

1 they go home with zero, so they can't
2 feed their family.

3 I know there is -- I think you owe
4 me, like, 30 more seconds, but I just
5 want to say this, city -- cities like
6 Paris -- I was in Paris. When I got
7 into the car, the driver went in the
8 bus --

9 TIMEKEEPER: Time has expired.

10 MR. AITAABOU: -- He can go on the
11 bus lane. You say, yes, as long as you
12 have a passenger, you're allowed. So,
13 that is a very progressive approach and
14 I think the TLC should adopt some -- the
15 City should adopt something like that.

16 Are you going to stop me? I'm still
17 speaking.

18 MS. ELUTO: Yes, thank you.

19 MR. AITAABOU: All right. So,
20 yeah --

21 CHAIR DO: Thank you.

22 MS. ELUTO: All right. Our next
23 speaker is Michele Dottin from IDG.

24 (No response.)

25 MS. ELUTO: Ms. Dottin, you can

1 un-mute your microphone.

2 (No response.)

3 MS. ELUTO: Ms. Dottin, you need to
4 un-mute.

5 MS. DOTTIN: Good afternoon. I'm
6 going to walk to move because I'm in the
7 back.

8 Hello, Commissioner and
9 Commissioners. Thank you for having me
10 today.

11 I just want to say that what we've
12 been fighting for years is the safety,
13 right. Our drivers fight for safety.
14 When I listen to the advocates for
15 riders with disability, I 100 percent
16 agree with the fact that over the years,
17 no one has actually sat with the
18 drivers, with DOT, and the organization
19 that represents drivers in order to make
20 it correct.

21 The system is that you have never
22 took into consideration curbside
23 drop-off anymore. Curbside drop-off is
24 non-existent -- non-existent because you
25 have put a bike lane, a bus lane. You

1 have riders that we are allowed to
2 pick-up and drop-off, but cannot do that
3 job because that job is impossible
4 because now we have half a block with a
5 bike -- bike stands that takes up -- I
6 mean, issues and spacing that could be a
7 space that could have been allocated for
8 a driver to pick-up.

9 Why hasn't a space been created in
10 each block for a legal pick-up for the
11 driver or the -- the two to three
12 minutes that you give a driver to
13 drop-off and pick-up does not account
14 for someone with a total disability;
15 does not account for a grandmother
16 trying to get up with a walker; does not
17 take into consider a mother with
18 children. How about we look to work
19 together with DOT and start finding a
20 true solution for this pick-up and
21 drop-off area.

22 We pay MTA. They get a tax from the
23 drivers. Then why can't they go into
24 the lane to drop-off. When you're
25 considering and when DOT is considering

1 the lane --

2 UNKNOWN SPEAKER: I need to talk.

3 MS. DOTIN: -- you need to do
4 something that makes sense. Let's do
5 something that makes sense for the
6 drivers.

7 And as far as the Vision Zero and
8 accessibility, that's great. But how
9 about just expanding --

10 TIMEKEEPER: 30 seconds remaining.

11 MS. DOTIN: -- the course -- the
12 course to add more Vision Zero into it.
13 If you feel that is something that is
14 needed, it should be implemented in the
15 course they already take.

16 And the other thing too is the stuff
17 for -- when you say accessibility, I
18 agree with them also. They need to be
19 able to safely secure the passengers and
20 worrying about a time limit of two
21 minutes is not a way to be able to do it
22 securely.

23 We're asking you to really sit down
24 with us --

25 TIMEKEEPER: Time has expired.

1 MS. DOTTIN: -- and put this
2 together properly so we can represent
3 the riders and the drivers in equal
4 consideration for everyone.

5 CHAIR DO: Thank you.

6 MS. DOTTIN: You know, a ticket is a
7 ticket --

8 CHAIR DO: I have a quick question.
9 So, would you agree that most of
10 your members are stellar drivers, safe
11 drivers -- right; you would agree with
12 that?

13 MS. DOTTIN: Okay. Go ahead. Let's
14 see if I can hear you.

15 CHAIR DO: You would agree that a
16 vast majority of your drivers are --
17 (Cross-Talk.)

18 MS. DOTTIN: Okay -- okay.

19 UNKNOWN SPEAKER: He's right there.

20 MS. DOTTIN: All right,
21 Commissioner. Sorry -- no, I'm not
22 hearing you.

23 Okay. It's muted. Commissioner --

24 CHAIR DO: Can you hear me now?

25 MS. DOTTIN: Yes.

1 CHAIR DO: All right. Michele, you
2 would agree that a vast majority of IDG
3 members of your drivers are safe
4 drivers.

5 MS. DOTTIN: Correct.

6 CHAIR DO: So in my statistics --
7 right -- there are three percent of
8 drivers who are recidivists. They keep
9 on making the same illegal behaviors.

10 So, knowing what you told me today,
11 how should I better address those
12 drivers -- right? I want to target
13 those drivers who have six plus points
14 and are not changing in an 18-month
15 period.

16 How do we address those drivers?

17 MS. DOTTIN: Now, I don't think that
18 a fine would be correct. I believe
19 that -- I believe that if you put those
20 drivers -- yes, I understand, maybe just
21 the Vision Zero portion of it -- have
22 them come in and be a warning to them.
23 You can give a warning and say, "Hey,
24 you need this class. Let's see how we
25 can make it better. We are working to

1 get proper spacing for you to drop-off
2 and pick-up to change the habits".

3 But, Commissioner, you know that in
4 this City, in almost every borough,
5 parking is very, very limited --
6 right -- and then when we added half a
7 block for bicycles to be parked, we also
8 take away vital spacing for these.

9 I understand when Jean was saying
10 today, she's absolutely correct. The
11 ability for her to be picked up properly
12 is -- is really hard because when they
13 go down to the end of the block, you're
14 at time. You come around, you're at
15 time and that driver and that block may
16 only have one lane.

17 So, if we can find a way to allocate
18 a space just for drivers, taxi,
19 ride-share -- everyone that's doing a
20 job, that they can just pull in because
21 a fire hydrant is not a solution. It's
22 not -- right -- because if something
23 happens, they cannot. But when DOT is
24 making these rules and putting in these
25 lanes, they are not taking the safety of

1 passengers getting out of a car.

2 Our drivers right now, when they get
3 -- when a passenger opens the car door
4 -- let's be honest -- a rider's mind is
5 already out the car two blocks away from
6 their drop-off -- right. They don't
7 take the time to look and see there's
8 something coming, even if the driver
9 gets a quick chance to tell them,
10 they're already out of the car.

11 So, the driver is the one who's
12 punished for that action with their
13 insurance -- right. They may lose it.
14 We have drivers that have lost it and
15 it's the riders. We've got to come up
16 with a solution that makes sense for
17 everyone.

18 And I believe, Commissioner, you are
19 very fair -- very fair and have been
20 working to help the drivers. But if we
21 sit down together with the advocates,
22 with the agencies that represent the
23 drivers, with your agency, we could come
24 up with a real solution that doesn't
25 just punish the drivers, but shows that

1 you're actually trying to find a
2 solution for them by not the ticketing,
3 but the persistent violators, we can
4 take the money out, but --

5 CHAIR DO: Okay. Thank you,
6 Michele. I appreciate it.

7 Yes, we're going to try to find a
8 solution. I have talked to our
9 advocates -- all of our driver advocates
10 so that we get on the road to a rule
11 package that, you know, we are more
12 content with, but not -- and I can't --
13 I will never say that everyone will be
14 happy with.

15 So -- well, we'll start there, but
16 we have work to do, and we'll continue
17 to work with you, and, of course, our
18 other advocates to make sure that the
19 rule proposal is there.

20 All right. Thank you. Next.

21 MS. ELUTO: Thank you.

22 Our next speaker is Pedro Acosta
23 from IDG.

24 MR. ACOSTA: Hi -- hello. Good
25 afternoon, everybody -- I mean, good

1 morning. I'm sorry.

2 Thank you, Commissioner. Thank you,
3 everyone, for joining this -- this
4 meeting, for giving me the opportunity
5 also to talk.

6 Listen, I'm a driver for over 24
7 years and I'm also a driver for a
8 wheelchair vehicle and, you know, I
9 disagree with you when you say that you
10 advocate for people with disabilities
11 when you -- when you don't allow that we
12 do the pick-up/drop-off properly as you
13 are not helping people with
14 disabilities.

15 Before somebody was talking about
16 the time that we take to do a proper
17 pick-up and drop-off. Remember that we
18 have to wait for the person to come
19 outside, and then we have to ask
20 permission of everything we're going to
21 do to the passenger before we start
22 doing it. Especially when we have to
23 put the seat belt on the passenger, we
24 have to be very careful because for any
25 touch improperly to the person might

1 come to an accusation of sexual
2 harassment, or sexual misconduct, or
3 sexual abuse.

4 So, if there is any complaint
5 against us to the company, does the
6 company, right away they get deactivated
7 and there is no way that somebody can
8 get reactivated again after they accused
9 of sexual harassment. Okay. There are
10 some exceptions for guys who have been
11 deactivated, but not for people who is
12 accused of sexual harassment.

13 So, it takes time for a person who
14 is picking up a person with disability
15 to do properly this job.

16 Okay. So, one more thing:

17 I think we should -- we are we are
18 not disagree with the regulation, but we
19 don't -- we should be exempted of this
20 charge -- okay -- because we have to go
21 to pick-up anybody, either disabled or
22 non-disabled person, we have to do it
23 properly and we have to go through a
24 through a bus lane or maybe the bike
25 lane.

1 Okay. So, yeah, I understand that
2 if you stay there for a long time, we
3 get a ticket. But we just -- we're
4 doing our job, picking up and dropping
5 off. So, drivers -- TLC drivers should
6 be exempt of these violations.

7 Okay. Let me see -- all right. So,
8 yes, we should be exempted of this -- of
9 this ticket, please. Okay. Thank you
10 very much.

11 UNKNOWN SPEAKER: I'm sorry.
12 There's other drivers here that they
13 sign-up. They want to know if they're
14 going to be speaking.

15 MS. ELUTO: They have to sign-up and
16 follow the procedure --

17 UNKNOWN SPEAKER: They did --

18 MS. ELUTO: -- we outlined. So,
19 that was covered before.

20 Our next speaker is Hector German.

21 (No response.)

22 MS. ELUTO: Mr. German -- yes, there
23 you are.

24 MR. GERMAN: (Indiscernible.)

25 MS. ELUTO: Yes, there you go.

1 MR. GERMAN: Good morning -- good
2 morning, Commissioners -- David Do.
3 Good morning, everybody.

4 I speak in Spanish because I have --
5 thank you for giving me three minutes.
6 I'm talking about three points.

7 (Testimony given in Spanish.)

8 TIMEKEEPER: 30 seconds remaining.

9 (Testimony given in Spanish.)

10 TIMEKEEPER: Time has expired.

11 (Testimony given in Spanish.)

12 CHAIR DO: Thank you.

13 MS. ELUTO: Did we have an
14 interpreter? I think --

15 CHAIR DO: No, because we didn't
16 request it in time, so --

17 MS. ELUTO: Right. Took us by
18 surprise, yes.

19 CHAIR DO: -- we can translate it
20 and then send it to the Commissioners.

21 MS. ELUTO: Okay. After we get the
22 transcript -- okay.

23 CHAIR DO: Thank you. We'll request
24 an interpreter and -- so that we can
25 have it at our hearing.

1 MS. ELUTO: All right. Our next
2 speaker is Ramon Rivera.

3 (No response.)

4 MS. ELUTO: Mr. Rivera, can you
5 un-mute your mic and begin?

6 (No response.)

7 MS. ELUTO: Okay. We'll go on to
8 the next speaker and come back to you.

9 Wilfredo Disla -- I hope I'm saying
10 that correctly -- Wilfredo Disla --
11 yes -- okay.

12 MR. DISLA: Hi -- hi. Good morning.
13 Thank you, Commissioner. Thank you,
14 David Do, for getting us and letting us
15 at this opportunity.

16 In the beginning you present
17 examples of the -- what is the -- what
18 is going to be the -- what I have to do
19 to get a ticket or forget the fee for
20 the TLC and they are going to show
21 you some explain -- some samples.

22 I'm on the street. I'm a real
23 driver from UTANY and from IDG. I'm on
24 the street. The coalition know every
25 driver needs to be represent for TLC,

1 but I got a question for the TLC
2 Commissioner counsel.

3 When the TLC -- when the driver
4 disappear, what are you going to do?
5 What is going to be your job because TLC
6 works for the drivers, but it's not
7 foolish drivers. You have to represent
8 the drivers and then let me -- let me
9 show you some examples.

10 This is a street, one for the 5th
11 Street here in Bronx in the real life.
12 You see the two lines got bus -- bus
13 lines. I can stop over there because I
14 got a wheelchair vehicle -- wheelchair
15 vehicle. I am showing on the phone.
16 This is a wheelchair vehicle for service
17 for people. We deserve it.

18 But in this lane, I got a CityMD.
19 City MD is like a hospital -- like,
20 people with sickness go over there --
21 both of them -- people with disabilities
22 in a wheelchair. Well, in this City,
23 you got this business.

24 You see the Citi Bike. Citi Bike is
25 a business for the City. Almost the

1 whole block is using the CityMD, for the
2 Citi Bike, and then what I have to stop.
3 My vehicle is here -- my vehicle for a
4 service -- a vehicle for the people who
5 deserve it. I give the service for the
6 people but what I have to do there in
7 the cross-line and the CityMD from --
8 and the Citi Bike over there.

9 We need to be represented for the
10 TLC. DOT, they are -- the boss on these
11 two lines, if I just stop over there to
12 deliver right over there, my customer --
13 or my patient in my case -- I have to be
14 ticketing.

15 I got a ticket for the stop over
16 here, for the City -- for the MTA camera
17 on the bus. This is the real life.

18 TIMEKEEPER: 30 seconds remaining.

19 MR. DISLA: We provide the service.
20 We just move that City every day for
21 every, every citizen resident -- people
22 with disabilities. People need a taxi
23 in the morning. People to go to the
24 school. People to go to the hospital.
25 People to go to the work. We -- we made

1 this job. It's not easy.

2 When it's 20 degrees freezing, we
3 are there in the street. When it is
4 summer, we are in the street. Every
5 day, every night taxi drivers --

6 TIMEKEEPER: Time has expired.

7 MR. DISLA: -- for you. Thank you
8 so much.

9 Please, Commissioner, you got the
10 thing to change this. Thank you.

11 CHAIR DO: Thank you.

12 MS. ELUTO: All right. Thank you.

13 Our next speaker, Raza Gondal.

14 MR. GONDAL: Hi. Good afternoon,
15 everyone. My name is Raza Gondal and I
16 am working as a TLC driver for the last
17 11 years in the New York City.

18 My concern is not the double-parking
19 or other thing. My issue is passenger
20 pick-up or drop-off.

21 For the safety of passenger, we need
22 to pick-up or drop-off the passenger at
23 the curbside so that they can safely go
24 to their destination or sidewalk. But
25 in City, there are so many streets, like

1 34th Street in Manhattan, or like 21st
2 Street in Astoria -- Long Island City --
3 where bus lanes are on both sides. So,
4 we have no option.

5 Either -- we need for passenger
6 safety, we need to go into the bus lane
7 to access the curb. Otherwise we
8 would -- we have to block the main
9 active traffic lane and that is like a
10 very, very dangerous for the passenger
11 safety and also other traffic. So, this
12 should be considered.

13 And also what -- I have, the
14 experience. I have -- and also there
15 are so many streets in the Brooklyn and
16 New York City where our bike lanes are
17 on both sides -- like Bedford Avenue in
18 Brooklyn or Vanderbilt Avenue. There
19 are bike lanes on -- on both sides, so
20 we don't have any space to pick-up or
21 drop-off and there are many passengers.

22 They are like elderly persons, or
23 disabled person with the wheelchair, or
24 with the walker or rollator, or also
25 some with the kids or with the luggage.

1 They can't walk like a one block or two
2 block. They need the service at the --
3 safe service at the curbside.

4 So, if we have to go for a quick --
5 even if we do the quick pick-up, it may
6 take only, like, one minute. But if
7 there is a some elderly person or
8 wheelchair, then it may take sometime 5
9 to 10 minutes even. So, we have no
10 choice.

11 Once I was picking up passenger from
12 Vanderbilt Avenue, I got a ticket at --
13 off the bike lane and if somebody drives
14 in a bus lane or drives in a bike lane,
15 that is a different thing. That is --

16 TIMEKEEPER: 30 seconds remaining.

17 MR. GONDAL: -- consider this -- our
18 pick-up or discharge because we don't
19 have any other choice.

20 So, this is the main thing -- or we
21 should give some spots -- like bus stops
22 in every block -- that we can -- then we
23 can do over there except there is a
24 wheelchair person.

25 Thank you very much. Appreciate it

1 for your time.

2 MS. ELUTO: Thank you.

3 Our next speaker is Evan Yankey from
4 the Brooklyn Center of Disabled --
5 sorry?

6 (Cross-Talk.)

7 MS. ELUTO: Okay. I'm sorry.

8 Evan, go ahead.

9 MR. YANKEY: My name is Evan Yankey
10 and I'm the Advocacy Director for the
11 Brooklyn Center for Independence of the
12 Disabled.

13 We speak today to ask you to pull
14 the proposed rule on increasing
15 penalties for driver violations so it
16 can be discussed more with the
17 disability community.

18 As it stands, the proposed rule to
19 increase penalties for violations will
20 make it more difficult for people with
21 disabilities to get the door-to-door
22 service they are entitled to in New York
23 City's complicated street-scape. BCID
24 already receives constant complaints
25 from riders with disabilities whose

1 drivers are unable to drop them off and
2 pick them up in safe locations on the
3 street because of a fear of violations.

4 On many streets in New York City,
5 there's no space on the curb to drop-off
6 people with disabilities who are unable
7 to get to their destination in other
8 ways. A person with a disability may
9 not be able to travel lengthy distance
10 to or from whatever legal space is
11 available.

12 We know people with disabilities are
13 constantly pressured by drivers to be
14 dropped off at locations that avoid
15 violations but make it impossible for
16 someone to reach their destination
17 safely. Until these street-scape
18 problems are solved, increasing
19 penalties on drivers puts them in the
20 impossible position of risking their
21 livelihood or giving a rider with a
22 disability a safe drop-off.

23 Vehicles transporting riders with
24 disabilities are different than other
25 categories of vehicles that receive

1 violations. Vehicles transporting
2 riders with disabilities have an
3 obligation to provide door-to-door
4 service that allows a person to travel
5 in their community, just like everyone
6 else.

7 We urge you to rethink this proposal
8 in a manner that gives drivers an
9 opportunity to fulfill their obligations
10 to people with disabilities without
11 punishment.

12 I'll also add, just based on some of
13 what we've heard today, that the TLC has
14 referred to the intent to target
15 recidivist drivers who are imagined to
16 be a group of intentionally unsafe bad
17 actures (sic) and the TLC has asked many
18 speakers today how to deal with these
19 drivers.

20 Speakers have offered many options;
21 designated spots, changing the
22 street-scape, providing driver relief
23 resources, but they all boil down to the
24 same thing:

25 Give drivers better options to keep

1 people safe and serve riders with
2 disabilities. Even if you imagine that
3 there's a pool of intentionally bad
4 actures out there, whatever safety
5 impacts they have pale in comparison to
6 the safety concerns of navigating the
7 current street-scape with no designated
8 pick-up/drop-off spots, no relief areas,
9 and a different street-scape on every
10 block.

11 Improve safety. That's our answer.
12 Everyone agrees, but few people here
13 believe the biggest threat to safety is
14 a small group of recidivist drivers who
15 have safe options they are intentionally
16 choosing not to take and are going to be
17 effectively punished into figuring out
18 answers to the problems that people with
19 disabilities and drivers both are asking
20 you for help with today.

21 TIMEKEEPER: 30 seconds remaining.

22 MR. YANKEY: Thank you.

23 MS. ELUTO: Thank you.

24 Our next speaker is Soji Adu.

25 MR. ADU: Can you all hear me?

1 MS. ELUTO: Yes.

2 MR. ADU: Okay. Great.

3 I'm a biker and a disability rights
4 advocate at the Bronx Independent Living
5 Services.

6 Dear TLC officials, I've biked New
7 York City for many years, even prior to
8 our now fantastic bike lanes. I cannot
9 remember ever having any issue with
10 Access-A-Ride or any for-hire vehicle
11 picking up or dropping off a person with
12 a disability.

13 To Commissioner Do's earlier point,
14 I may have had to briefly pause in a
15 bike lane for a for-hire vehicle at some
16 point. However, I probably was more
17 thankful for having a moment to catch my
18 breath, as opposed to feeling
19 inconvenienced, no matter how briefly.

20 My greatest fear in these bike lanes
21 are the motorcycles, e-bikes, and
22 vigilante bikers.

23 Moreover, I've been a disability
24 rights advocate for many years, working
25 at the Bronx Independent Living

1 Services, which is an independent living
2 center. I often ride my bike to work,
3 but my dual perspective -- my overall
4 suggestion would be that for any vehicle
5 dealing with a person with a disability,
6 exceptions should be made for that
7 for-hire vehicle.

8 As a matter of fact, in May of 2019,
9 DOT announced a rule that allows
10 wheelchair accessible AAR vehicles with
11 four or more passengers to operate in
12 bus lanes. This type of exemption
13 should pave the way for further
14 innovation, which will be tantamount to
15 an equal opportunity for an already
16 disadvantaged group.

17 That 2019 rule is a shining example
18 of the public shaping public policy and
19 a City agency being intelligent enough
20 to recognize innovation.

21 In conclusion, multiple City
22 agencies have to be in step with
23 assisting persons with disabilities
24 including DOT, TLC, NYPD, MTA, etcetera.

25 Any solution regarding this matter

1 should keep in mind feasibility and
2 safety combined with a passion that is
3 hell bent on assisting people with
4 disabilities achieve the same rights as
5 all other New Yorkers and placing more
6 fines on vehicles when -- would
7 invariably hurt people with disabilities
8 and decrease their options.

9 I urge TLC to suspend consideration
10 of this rule until it has extensive
11 discussions with the disability
12 community, taxi for-hire drivers, and
13 other government agencies like the ones
14 I mentioned above. Thank you.

15 Also, I just want to add since I
16 might have a couple more seconds left,
17 that this is -- this is not -- this is
18 not an easy task. We're running out of
19 room in the City and I don't think any
20 of us should be villainized -- any group
21 in particular. It's just, we only have
22 so much space on the streets.

23 So, thank you -- thank you very
24 much.

25 MS. ELUTO: Thank you.

1 Our next speaker, Amr Elnaggar.

2 (No response.)

3 MS. ELUTO: You can un-mute your
4 microphone now.

5 (No response.)

6 MS. ELUTO: Amr?

7 (No response.)

8 MS. ELUTO: All right. We'll come
9 back to you.

10 MR. ELNAGGAR: Yes -- yes.

11 MS. ELUTO: There you go.

12 MR. ELNAGGAR: Okay. I'm sorry.
13 This -- okay. Commission, I appreciate.
14 I see you are very concerned about the
15 problem and I respect myself as a TLC
16 driver for, like, 15 years in the City.
17 I concern me and all driver.

18 They are TLC partners. So, we
19 consider the TLC to be with us -- you
20 know, to be with us like when they
21 provide with the education, with the --
22 with the -- with the Vision Zero. How
23 we can participate with the Vision Zero
24 and the problem, it's the Vision Zero.
25 They forgot about us.

1 The duty they have to -- we have to
2 look back to the Vision Zero rule and we
3 have to involve the TLC, involve the TLC
4 driver in the bike -- if it's bus lane,
5 bike lane -- where is the TLC? Where is
6 the ride-share? Where is that -- you
7 know, where is -- where is our point
8 here -- you know.

9 So, this is the point -- and if you
10 didn't see, you know, they must help us
11 educate more. They can -- if there is
12 any repeat from driver about any
13 violation like this. We already -- we
14 already get the violation by the NYPD --
15 you know, parking ticket and all kind of
16 ticket.

17 So, the TLC is not -- it's not
18 involved in this to give us a ticket.
19 This must be -- you know, help us to
20 pass this, you know, if it is a serious
21 problem so we can -- we can consider
22 some kind of online class if there is
23 repeating in the same violation, you
24 know.

25 So, we are -- we are a partner. We

1 are not enemy to the TLC. I am a TLC
2 driver. I'm proud for that.

3 So, please -- please stand with us.
4 Help us to -- if there's any problem --
5 to be behaved, to be good and we all
6 love our City. We all respect the TLC,
7 and we follow the TLC rule -- and we
8 follow the TLC rule.

9 Allow the ride-share app to -- to
10 the driver to pick-up from certain
11 location by the GPS. We'll not follow
12 our spots or whenever we want to stop to
13 pick-up --

14 TIMEKEEPER: 30 seconds remaining.

15 MR. ELNAGGAR: -- we won't. We
16 follow the TLC rule for the ride-share
17 app, you know, so -- and the tickets or
18 violation, we already get it by the
19 parking ticket from NYPD, you know.

20 So, we need to fix the problem. We
21 need to get more online classes. If we
22 consider any TLC banishment, get online
23 classes. Why not -- you know. But
24 please stand with us and respect us as a
25 veteran. Thank you.

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MS. ELUTO: Thank you.

Our next speaker is John Himalakis.

(No response.)

MS. ELUTO: John, go ahead.

(No response.)

MS. ELUTO: You're un-muted but we
can't hear you.

(No response.)

MS. ELUTO: Okay -- all right.
We'll come back to you.

Next up is Mamadou Alu Diallo.

(No response.)

MS. ELUTO: Mr. Diallo, please
un-mute your microphone and begin.

MR. DIALLO: Okay. Good afternoon,
everyone. Can you hear me?

MS. ELUTO: Yes.

MR. DIALLO: All right. Good
afternoon, Commissioner and everyone.
Thank you for giving me the opportunity
to talk a little bit.

I'm a TLC driver for nine years now.
First, I just wanted to highlight the
points that everyone has made,
especially the wheelchair advocates.

1 They made very good points.

2 It's very difficult for drivers to
3 pick-up or drop-off all type of
4 passengers, but especially the
5 wheelchair passengers. So, I would like
6 to ask you, please, to reconsider the
7 rules.

8 I'm in support of the Vision Zero
9 because it's very safe. It helps the
10 City become a lot safer since it has
11 been inducted, but please also consider
12 the drivers and everything we have to go
13 through.

14 For the last nine years, since I've
15 been driving for TLC, it's just been
16 getting harder and harder. Every year
17 is more fines and more classes we have
18 to take, which takes away from the
19 opportunity for us to work. Like,
20 everyone said here, it takes us a whole
21 day just to make probably \$100 or \$150
22 and you have to kill yourself maybe to
23 make the \$200.

24 So, if these fines continue, you
25 might not have any more drivers because

1 you got to remember, we got to pay every
2 year to renew our license -- every two
3 years, renew the vehicle license,
4 insurances. Every three months we have
5 to do inspection fees. The vehicle is
6 not cheap to maintain -- if tires are
7 finished, brakes are finished,
8 transmission -- and so many expenses. I
9 cannot list enough.

10 So, I just wanted to remind everyone
11 of what we have to go through. Please
12 consider trying to make our lives easier
13 because we are really, definitely the
14 ones who makes the City go around, even
15 maybe the Commission -- Commissioner. A
16 few drivers have probably picked you up
17 and dropped you off at work a few times.
18 So, you know how important our jobs are.

19 Airport runs -- you know -- hospital
20 runs, schools every morning -- everyone
21 needs to go to school or pick-up or
22 drop-off their kids. We are always
23 there for everyone. So, please think
24 about us.

25 And I would like to also answer the

1 few questions that the Commission has
2 asked about the repeated offenders who
3 has accumulated a lot of points.

4 TIMEKEEPER: 30 seconds remaining.

5 MR. DIALLO: I think my suggestion
6 for those people is that you should put
7 them in a separate, I guess, corner, and
8 call them into the TLC office, and try
9 to speak to them or penalize them even
10 harder because they've been repeated
11 offenders -- and just try to not put us
12 in the same category as those people --
13 the people that have been driving safely
14 for all these years.

15 Thank you so much. I'm sorry for
16 putting too much in it, but thank you.
17 I hope you understand what I'm trying to
18 say. Thank you, Commission and
19 everyone.

20 MS. ELUTO: Yes, thank you.

21 The next speaker, Baruch Juros.

22 (No response.)

23 MS. ELUTO: Baruch, can you please
24 un-mute your mic and begin?

25 (No response.)

1 MS. ELUTO: Okay. We'll come back
2 to you then.

3 Next up is Saif -- I'm sorry -- Saif
4 Aizah.

5 MS. ZHAN: Hi. I'm here. Can you
6 guys hear me?

7 MS. ELUTO: There's a lot of
8 feedback.

9 CHAIR DO: Try to mute the other --

10 MS. ELUTO: Now you're --

11 CHAIR DO: Now you're on mute, but
12 try to mute the other sounds in the
13 room.

14 MODERATOR: Di Zhan is not next.

15 CHAIR DO: Oh, okay.

16 MODERATOR: We're looking for Saif.

17 MR. AIZAH: Yes -- yes. I hope you
18 can hear me.

19 MS. ELUTO: Yes.

20 CHAIR DO: Go ahead.

21 MR. AIZAH: All right. Good
22 afternoon, Commissioners. My name is
23 Saif Aizah. I'm a TLC driver, and I'm
24 also a member of the New York Taxi
25 Workers Alliance, and I'm here to

1 testify today so you can reconsider
2 these rules.

3 These rules will only make it hard
4 for us drivers to work, while there is
5 already so many rules and regulations
6 that is more than enough for drivers to
7 work, which already a burden. We
8 already have difficulty to where and how
9 will -- we will pick-up or drop-off
10 passengers.

11 To go further, to pick-up or
12 drop-off a passenger to a different
13 location may not be suitable. Would it
14 be safe or convenient to pick-up, or
15 drop-off, or both the driver and the
16 passengers, like those -- the elderly,
17 or a mother with a baby with a stroller,
18 or a passenger who was on a
19 wheelchair -- especially passengers with
20 limited mobile -- mobility.

21 Some pick-up and drop-off locations
22 have no choice but to pick-up there in
23 these places. Now it is even more
24 inconvenience for the drivers with these
25 rules when will become in effect. The

1 driver will get a fine for non -- for
2 non-dangerous driving to pick-up in a
3 spot that only takes minutes.

4 Some places are very hard for us
5 drivers to pick-up or drop-off as is,
6 like bus lanes when a passenger would
7 not comply to cross the street, or they
8 have many things they are carrying, or a
9 passenger with a disability. We must
10 get as close as possible to them.

11 Other places like shopping centers
12 where there is double-parked car or
13 deliveries, or in some cases late night
14 pick-ups or drop-offs, or inclement
15 weather -- now, it's these points that
16 will be added to a TLC driver license.
17 That will even make it worse for
18 drivers. That will cause more problems
19 with some passengers that do not
20 understand and we are the ones out there
21 who are facing these passengers who are
22 stubborn.

23 If the City or the DOT provide a
24 pick-up or drop-off designated spot, it
25 will mean a lot to us. But who will

1 guarantee that these spots are on
2 designated on pick-up or drop-offs will
3 not be occupied or blocked.

4 These rules are nothing but insult
5 to us as drivers who are hard-working
6 and we are risking ourselves out there.
7 So is this new course. It is on the
8 expense of the driver.

9 TIMEKEEPER: 30 seconds remaining.

10 MR. AIZAH: As humans, we are the
11 one who risk our lives to transport
12 people safely to wherever they want to
13 get and we are the ones who have to
14 suffer while we're struggling out there
15 to be as safe as possible.

16 To do collective punishments on some
17 a few drivers that are breaking the
18 rules is not fair. I would ask you to
19 reconsider those rules and thank you.

20 MS. ELUTO: Thank you.

21 Our next speaker is Kuber
22 Sancho-Persad.

23 MR. SANCHO-PERSAD: Hello?

24 MS. ELUTO: Yes, go ahead.

25 MR. SANCHO-PERSAD: Hi. Good

1 afternoon, Commissioner and everybody.

2 I've been a taxi driver for the last
3 10 years and I've been -- I pick up a
4 lot of disabled passengers, blind
5 passengers, and sometimes you have to go
6 and meet the customer because they are
7 not well enough to come in the car, and
8 by putting these rules that if you're
9 blocking the crosswalk or that -- given
10 a double jeopardy for something that we
11 know we shouldn't do, but we have to do
12 it because the customer, we have to get
13 them in the car safely. We don't want
14 to risk their safety.

15 Sometimes we need to help them
16 inside the building. Sometimes to hand
17 them off to somebody else if they're
18 blind or if they're elderly. So, as you
19 can see with the disabled passengers,
20 this rule doesn't really make sense.
21 It's actually penalizing and it's making
22 the disabled communities lose more
23 service because we will -- we will have
24 to be refused to pick them up because
25 they can't walk to the edge of where a

1 curb is to pick up passengers -- you
2 know.

3 Also, these rules will be a double
4 jeopardy for existing driver -- for
5 drivers who are -- we do this -- all
6 these rules and it will encourage TLC to
7 ticket drivers more for rules that they
8 don't really -- they enforce by our
9 traffic agents and everything else.

10 We -- we do not need TLC to come
11 down on us and give us more points on
12 our license, risking us losing or
13 getting suspended because our license
14 gets suspended earlier than a regular
15 New York State license. New York State
16 licenses are suspended nine points,
17 while TLC licenses get suspended at six
18 points, putting the driver's livelihood
19 and everything in jeopardy -- and then
20 there's a revocation at 10 points -- or
21 9 points.

22 Now, these, we -- we know -- we've
23 been driving for so many years. We've
24 -- we drive 200 miles a day. Sometimes
25 we need to pull over. We need to use

1 the bathroom. We need to pull by the
2 pump because we -- we can't drive
3 anymore and we don't know where we can.
4 We're in the car. We're not in -- we're
5 not leaving the car. We're standing.
6 We're waiting for --

7 TIMEKEEPER: 30 seconds remaining.

8 MR. SANCHO-PERSAD: -- so sometimes
9 we need a break, but there is no
10 designated taxi stand.

11 This is a failure by the DOT that
12 they haven't designated spots for
13 wheelchair vehicles to pick-up
14 customers. They haven't designated more
15 taxi stands for availability to help
16 drivers relief or get breaks.

17 So, thank you, Commissioner. I hope
18 you do not pass these rules. These are
19 going to affect more passengers,
20 especially with disabilities, and more
21 drivers are going to --

22 TIMEKEEPER: Time has expired.

23 MS. ELUTO: All right. Thank you.
24 Our next speaker, Ahmad Bilal.

25 (No response.)

1 MS. ELUTO: Ahmad -- yes, go ahead.

2 MR. BILAL: Greetings, everyone. My
3 name is Ahmad and I'm a TLC driver.

4 For the past nine years, I've been
5 driving for a company -- ride-share
6 companies and I remember since 2015 we
7 are seeing that most of these avenue and
8 streets are turning to be bus lane and a
9 bike lane, which is make us very
10 difficult to pick-up and to drop-off,
11 especially those passenger that
12 they're -- they're -- -- their age issue
13 or people with the disability have
14 mobile equipment, or luggage, or with
15 the kids -- that they need to be picked
16 up on the curb.

17 But, unfortunately, most of the curb
18 is in the bus lane or the bike lane, and
19 to be safety pick-up the passenger, we
20 have to be -- you know, cross these
21 lanes and to save up -- to pick-up them
22 on the curb for their safety.

23 I think these rules and the
24 regulation about the time and enforcing
25 a TLC driver to not pick-up passengers,

1 that's going to discourage the drivers
2 to pick-up these passengers.

3 And, also, these companies -- like
4 ride-share company -- they're forcing us
5 to pick-up passenger on these --
6 unfortunately, on these pick-up
7 location, and if we -- if we cannot
8 obey, they can permanently deactivate us
9 -- and that's the thing. We -- we're
10 working for this company and -- to make
11 money and to support our family.

12 I believe that the -- you know, we
13 should be treated equally because, as
14 you see, that the TLC drivers -- I mean,
15 almost completely -- like a million
16 rides a day. That's actually 45 percent
17 of the passenger compared to the MTA bus
18 driver that they carry passenger almost
19 two million per day and we can see that
20 everywhere the bus lanes are being built
21 up for these buses, and also the bike
22 lanes, and nothing's happened to TLC
23 drivers.

24 And, also, we have a very --
25 difficulty when we need the relief

1 because in the car we don't know where
2 we are, and, unfortunately, there is not
3 a lot of spot that we can park our car
4 and do, like, personal leave.

5 I personally have a bladder problem
6 because, you know, I'm in the car and
7 I'm looking where to park and relieve
8 myself. And, you know, TLC have to
9 reconsider and see what's the issue and
10 solve the problem, but that's not going
11 to be the solve to penalize --

12 TIMEKEEPER: 30 seconds remaining.

13 MR. BILAL: -- put more penalty on
14 the drivers when actually there's a
15 problem.

16 The problem is that the TLC have to
17 work with the drivers, how to solve the
18 problem, and also the TLC have to put
19 pressure on these giant companies that
20 they are pushing driver to pick-up on
21 those spot. If it's not, they will
22 deactivate us and we're going to lose
23 our jobs.

24 Thank you so much.

25 MS. ELUTO: Thank you.

1 Our next speaker is Dinara
2 Zanpasova.

3 (No response.)

4 MS. ELUTO: Dinara, go ahead.

5 MS. ZANPASOVA: So, good morning --
6 well, it's good afternoon,
7 Commissioners. My name is Dinara and
8 I've been TLC licensed driver for years
9 and today I represent Russian speaking
10 community -- drivers from past Soviet
11 Union countries -- and we are against
12 this rule.

13 Let's be clear, the New York City
14 streets are not designated for this
15 reality. Most avenues have one side as
16 a parking and the other side is the bike
17 lane, or bus lane or the rental Citi
18 bikes. Where do you expect us exactly
19 to stop?

20 If we pull into traffic, then we
21 block a lane. If we drive around the
22 block, we create a traffic and we lose
23 the ride. And we stop -- if we stop
24 where the application tells us, then we
25 get fined. You actually set us up.

1 And let's talk about waiting. Uber
2 gives passengers seven minutes to come
3 outside. If we don't wait, the rider
4 reports us for canceling or for delaying
5 and we get deactivated. If we do wait,
6 TLC gives us fine. What kind -- what
7 kind of choice is that? We're literally
8 being punished for whatever we do.

9 And what about passengers? We
10 already spoke about the people with the
11 luggage, elderly, disabled, kids. They
12 need to be picked -- picked up exactly
13 where the ride is requested. We are
14 providing service here, not playing a
15 hide-and-seek. TLC is pretending it's
16 about safety.

17 If that really were true, then you'd
18 be working with Uber and Lyft to create
19 a designated pick-up zones like other
20 cities have. Instead, you're putting
21 all the blame on TLC drivers -- on us --
22 while we ignoring the fact that we have
23 a zero control over where we pick-up,
24 and yet, you keep repeating that
25 violations -- or you're saying that this

1 repeating violation is increasing. Of
2 course, because you keep licensing more
3 and more drivers every year. That's an
4 increase of 10,000 drivers every year.

5 The rules haven't adapted. Instead,
6 you punish us for the exact conditions
7 that you are the ones created. More
8 drivers means, naturally, more pick-ups
9 and yet -- yes, more so called
10 violations. But rather than fix the
11 problem, you just keep writing more
12 tickets.

13 TIMEKEEPER: 30 seconds remaining.

14 MS. ZANPASOVA: So, my question for
15 you guys, do you really want a safe
16 street or do you want to just fine
17 drivers into the ground? Because right
18 now, it feels like you're trying to push
19 us out of the City entirely.

20 We demand fair solution, not more
21 punishment. Fix the system if --
22 instead of making us drivers to suffer.
23 The City creates a whole bus lane. The
24 City creates a space where the Citi
25 Bikes rental, for the bike lanes, but

1 not for us.

2 TIMEKEEPER: Time has expired.

3 MS. ZANPASOVA: Thank you.

4 MS. ELUTO: Thank you.

5 Our next speaker, Fazal Saboor Ali.

6 MR. ALI: Hello?

7 MS. ELUTO: Hello. Are you ready to
8 begin?

9 MR. ALI: Yes -- can you guys hear
10 me?

11 MS. ELUTO: Yes.

12 MR. ALI: Good afternoon. This is
13 Fazal Saboor Ali. I have been driving
14 with Uber for seven years now and just
15 like the previous lady, Ms. Di Zhan
16 spoke, I have the same questions.

17 I am all for these rules, if you can
18 enforce, but the question is, everyone
19 is pointing out for the disabled people,
20 and for the elderly people, and for the
21 mothers with toddlers, and people who
22 have a lot of grocery.

23 So, the question becomes that when
24 we are supposed to pick them up, where
25 should we be picking them up? There is

1 even a leeway for the truckers, that
2 they get a 20-minutes pass for
3 double-parking. A single street, if it
4 is double-parked already by a truck,
5 where are we supposed to go and pick
6 them up?

7 And as the previous lady, Ms. Di
8 Zhan mentioned -- but Uber already gives
9 them seven minutes, and in those seven
10 minutes, if we are more than, like, 250
11 -- 250 feet away, Uber stopped the time
12 and tells us to circle around.

13 Now, if we go circling around, and
14 the next street is blocked for some
15 reason -- there is another car waiting
16 in the middle of the road -- where are
17 we supposed to go and how are we
18 supposed to come back? And the time
19 that we wasted from going from point "A"
20 to pick-up this person -- and now,
21 because we have moved -- because there
22 is a bike lane or there is a bus lane
23 and we were stopped in the middle of the
24 road --

25 Because of this we were forced to

1 move and now we are removed from the
2 Uber because Uber -- or the passenger
3 cancels the ride and we have wasted
4 another 15 minutes, and now Uber think
5 that because this was driver's fault,
6 did not add us back to the queue and
7 does not give us the ride immediately
8 after.

9 So, it seems like for Uber drivers
10 and for -- - like, for TLC drivers --
11 for taxi drivers, there is not a single
12 option where to stop and where to
13 pick-up the guys.

14 And if you designate spots --

15 TIMEKEEPER: 30 seconds remaining.

16 MR. ALI: -- in the bike lanes and
17 in the bus zones, how can you make sure
18 that -- let's say there are three spots,
19 but it's a Friday night. How can you
20 make sure that when there are 10 peoples
21 requesting, what should the rest of the
22 seven cars do and where should they be
23 stopping?

24 So, if you can answer those and make
25 sure that the rules are enforced, then

1 go ahead. Pass all the rules you want.
2 But if you -- if that cannot be ensured,
3 then --

4 TIMEKEEPER: Time has expired.

5 MR. ALI: -- give us some more
6 leeway. Thank you.

7 MS. ELUTO: Thank you.

8 Our next speaker is Chris Garcia.

9 (No response.)

10 MS. ELUTO: I don't see him -- Mr.
11 Garcia?

12 MR. GARCIA: Can you hear me --
13 okay.

14 MS. ELUTO: Yes, go ahead.

15 MR. GARCIA: Thank you. I am ready.

16 Good afternoon. My name is
17 Christopher Garcia. I've been a
18 professional driver in New York City for
19 six to seven years. I'm here the same
20 reason as my other fellow drivers are
21 here. I feel like the new rules are --
22 they're very criminal and parasitic.

23 They don't make the streets safer.
24 They just set up -- set us up to fail
25 and they're just -- I just feel like

1 they're, like, traps that are ensnared
2 to sort of extract more money from us to
3 unfair tickets.

4 As drivers, we don't decide where
5 pick-ups and drop-offs happen. The app
6 and the passenger do. I just feel like
7 the MTA is just trying to monopolize the
8 entire road now. It's just every little
9 spot. There's some spots I can't even
10 pick-up. I -- we should have more
11 leeway because we are essential drivers.

12 I pay, like, 8,000 to \$12,000 to the
13 MTA. They can't let me park or --
14 sorry -- set-up to pick someone up
15 quickly? But I just feel like it's very
16 -- just predatorial and I just don't
17 have to worry about some bus camera. I
18 have to worry about some passengers.
19 They're a bit entitled and they could
20 get aggressive if they don't get things
21 down to a "T". The rules are just
22 unfair, and they're a bit dangerous as
23 well.

24 Some -- sometimes these passengers
25 carry luggage, groceries. They're

1 pushing strollers. For them to go
2 running in the street, it just causes a
3 lot of -- a lot of headaches.

4 Instead of helping, I would like TLC
5 to instead help drivers and passengers
6 by setting up a better way. Like, there
7 are cities in New Orleans where the apps
8 don't let you pick-up in illegal spots.
9 New York City should adopt something --
10 should adopt the same system of that
11 caliber if that's possible.

12 And that's it. Thank you -- thank
13 you for everyone that came by to
14 testify. You guys are real big help.
15 Thank you. I'm done.

16 MS. ELUTO: Okay. Thank you.

17 Okay. Circling back to Ramon
18 Rivera.

19 (No response.)

20 MS. ELUTO: Mr. Rivera, can you
21 un-mute your mic and begin?

22 (No response.)

23 MS. ELUTO: Nope -- all right.
24 Farrukh Jarav.

25 MR. JARAV: Can you hear me?

1 MS. ELUTO: Yes.

2 MR. JARAV: Yeah, good afternoon.
3 So, thank you for the opportunity to
4 speak.

5 So, my name is Farrukh Jarav. I've
6 been doing TLC for like six years now.
7 I work for ride-sharing apps like Uber
8 and Lyft, so I join with my -- with the
9 previous speakers on this matter.

10 I think these new rules needs to be
11 abolished because we work hard. We try
12 to pick-up customers at bus lane, bike
13 lane, and sometimes they have strollers
14 with baby, shopping bags, or senior
15 people, and, you know, it takes time to
16 pick them up and drop them off.

17 And you know, if we cancel, then
18 it's going to affect our ratings and
19 we're going to get email from Uber/Lyft
20 that we do a bad job, so we're at the
21 risk of deactivation. And then God
22 forbid we get the ticket that costs, I
23 think, \$100 and they try to make it
24 \$200.

25 So, here's the thing, if we make one

1 trip, we make right now minimum \$4 --
2 Uber and Lyft. If I get ticket for
3 \$100, I have to make 25 trips to cover
4 this ticket. If it's 200, I'm gonna
5 have to make 50 trips. That is just
6 insane. So, should I enrich City or I
7 have to take care of my kids or my
8 family.

9 So, I truly believe these things
10 needs to be reconsidered and make it
11 more friendly for drivers cause we're
12 trying to make a living here -- or like
13 I have heard some opinions before me,
14 there should be designated places where
15 we have to pick-up and drop-off
16 customers, so we could feel, you know,
17 at peace cause we're not being watched.

18 We're not being photographed by
19 cameras. It's going to be good for us,
20 good for people -- the riders -- so they
21 don't have to walk, you know, to the
22 corner, or one block, or cross the
23 street -- because, you know, crossing
24 the street may be dangerous.

25 So, yeah, that's how I feel. I

1 think -- I believe a lot of drivers
2 agree with me on this matter because in
3 the City there are thousands of drivers
4 who do Uber/Lyft or maybe different type
5 of -- like, maybe apps ride. So, I hope
6 they will reconsider and, you know, make
7 the best solution for all of us.

8 Thank you.

9 MS. ELUTO: Thank you.

10 So, that concludes the hearing on
11 our first rule proposal and we're now
12 moving to the second rule --

13 MODERATOR: Excuse me -- I'm sorry.
14 Moderator speaking.

15 We are going to try to get the
16 people who are listed as iPhones. So, I
17 just allowed the person with the name
18 "iPhone" to speak. So, if they would go
19 ahead with their testimony.

20 MS. ELUTO: Do we have a name?

21 MODERATOR: We do not.

22 CHAIR DO: When you are un-muted and
23 speak, iPhone, please let us know your
24 name and affiliation.

25 iPhone, you may now speak.

1 (No response.)

2 CHAIR DO: Hearing none, we will go
3 to our next speaker.

4 Moderator, can you un-mute
5 iPhone372.

6 MODERATOR: (Complying.)

7 CHAIR DO: iPhone372, you're
8 un-muted. Can you please identify
9 yourself and your affiliation?

10 (No response.)

11 CHAIR DO: iPhone372, you may
12 un-mute and speak.

13 (No response.)

14 CHAIR DO: Hearing none, iPhone6,
15 you may un-mute, identify yourself, and
16 speak.

17 You're un-muted iPhone6. Go ahead.

18 MR. MANSA: Hello?

19 CHAIR DO: Hello. We can hear you.

20 MR. MANSA: Hello -- hello.

21 CHAIR DO: Go ahead.

22 MR. MANSA: Hello -- is it me --
23 iPhone6?

24 CHAIR DO: Yes, it's you. Identify
25 yourself and your affiliation, please.

1 MR. MANSA: Yeah, my name is Robert
2 Mansa. Can you hear me?

3 CHAIR DO: Yes, we can hear you.

4 MR. MANSA: Oh, okay. Yes, my name
5 is Robert.

6 Yes, I want to talk about what is
7 going on if I should go ahead.

8 CHAIR DO: Yes, go ahead.

9 MR. MANSA: Okay. Concerning the
10 previous passenger -- I mean, what you
11 guys are saying now is, how can we be
12 driving if, for instance, as I'm talking
13 to you, I'm looking for a place to park
14 now just to use the bathroom. I want to
15 go and do -- I don't have -- I'm going
16 around and round. It's so difficult.

17 When you are -- I don't park well.
18 By the time I park, I get a ticket. How
19 can this happen? Please, if there's any
20 way to help Uber drivers to pull over
21 somewhere and use the bathroom. It's so
22 difficult for us and that is why you see
23 most of the drivers, because they
24 cannot -- they will do number one in
25 their car and pour it on the street

1 because there's nowhere to park.

2 This is very, very critical -- very,
3 very, very important subject by you
4 guys. Commissioner, if you could help
5 to deal -- to help the drivers because
6 we drive, drive, drive. We don't make
7 that much money. Now, the minimum
8 payment is \$4. I go and park. They
9 give me ticket. How much am I going to
10 make?

11 I'm buying gas. I'm doing this --
12 TLC license. I do this -- all this
13 thing is included. So, how can you guys
14 help us to move forward? Help us,
15 please. Where one of us maybe we can
16 use -- if we want to use the bathroom,
17 like I said, we will get a place to park
18 so when we come we are not able to get a
19 ticket.

20 And once again, you saying we
21 parking by bus -- bus or lane -- or when
22 we are picking somebody, where should we
23 pick them? You should give us a minute,
24 or maybe 10 minutes, or 5 minutes not to
25 park there so that we could pick the

1 particular passenger. Otherwise, how
2 can we -- what can we -- I mean, you
3 guys are trying to stop us from working
4 or what. I really don't understand.

5 So, please help us to move forward
6 in terms of getting us a place so that
7 we can park and --

8 TIMEKEEPER: 30 seconds remaining.

9 MR. MANSA: -- yes. So, that is
10 what I have to say. Thank you very
11 much, Commissioner. I hope you listen
12 to what we are saying and make provision
13 for us, please.

14 CHAIR DO: Thank you, Robert.

15 MR. MANSA: Thank you very much --
16 thank you. Thank you.

17 CHAIR DO: All right. Sherryl, do
18 you want to call "Zoom User" and --

19 MS. ELUTO: Sure. "Zoom User", if
20 you can un-mute your microphone, and
21 identify yourself please, and your
22 affiliation.

23 (No response.)

24 MS. ELUTO: Moderator, is there a
25 way to un-mute the person?

1 MODERATOR: I can ask them, but I
2 can't un-mute them.

3 MS. ELUTO: All right.

4 Then, Commissioner, if it's okay
5 with you, I'd like to go to the second
6 rule proposal.

7 CHAIR DO: One second.

8 MODERATOR: We have one more.

9 CHAIR DO: Yeah, Moderator, try it
10 again and try to request an un-mute, and
11 then they can decide.

12 Let me know when you've done it.

13 MODERATOR: That has already been
14 done.

15 CHAIR DO: All right. "Zoom User",
16 I see you. You're still muted. If you
17 would like to speak, you would need to
18 un-mute.

19 MR. EMMANUEL: Hello. Can you hear
20 me?

21 MODERATOR: This is Anglican Church
22 who's up next and they're speaking now,
23 so they can go ahead.

24 CHAIR DO: Okay. Go ahead.

25 MR. EMMANUEL: Hello. Actually, my

1 name is Emmanuel. I've been doing
2 livery work for the past six years or
3 seven and I'm happy and grateful to the
4 Commissioner and your team for
5 organizing this hearing.

6 I want to ask, does the City want to
7 phase out livery work or for-hire
8 vehicles from operating in the City? If
9 the answer is no, then why all this
10 pressure? Why is it becoming
11 unbearable? I have to give a personal
12 experience I had yesterday.

13 I was to pick-up a ride-share
14 passenger. I accepted that ride and I
15 know where the passenger is, but there
16 is no space. I was in between the
17 temptation to cancel the ride, and
18 abandon the passenger, and move on, or
19 my conscience wouldn't let me.

20 So, I had to go there and I have to
21 double-park. It's inconveniencing --
22 and wait until the passenger comes in.
23 It takes more time to load a passenger,
24 secure the passenger, and move on, and
25 the payment is not even something to

1 write them about.

2 But we do this out of passion. It's
3 a humanitarian work. So, if the TLC is
4 adding undue pressure -- excessive
5 ticketing and restrictions -- how on
6 earth are we to do this? I thought that
7 drivers and the TLC are supposed to be
8 partners in progress, helping the City
9 and those who are in need.

10 With all due respect, it appears as
11 if TLC is more interested in the
12 money -- the income out of all the
13 tickets and all the summons -- rather
14 than helping the passengers and helping
15 the drivers. Please, I'm appealing that
16 you have to relax some of these things
17 so that you help both the passengers and
18 also those of us who are putting
19 ourselves on the line to give a helping
20 hand.

21 At the end of the day, after 10
22 hours, I'm going home with \$200 and then
23 I'll get a ticket of 250. What -- what
24 is the use? It's discouraging.

25 Please, I appeal to you,

1 Commissioner, reconsider this. Make
2 things more flexible and help drivers to
3 help the City. Thank you.

4 CHAIR DO: Thank you, Emmanuel.

5 All right. I'm going to go back to
6 the "Zoom User" one more time. I saw
7 you un-muted and so I want to give you
8 another chance.

9 Put "Zoom User" back into the
10 speaker list, please.

11 MR. SEREGEN: Yes.

12 CHAIR DO: All right. Go ahead.
13 Please identify yourself and your
14 affiliation, and you can --

15 MR. SEREGEN: Did you hear me?

16 MS. ELUTO: Yes.

17 MR. SEREGEN: Yeah, my name is Kower
18 Seregen. I'm a driver for more than 10
19 years. I'm full-time for the
20 Access-A-Ride.

21 So, very easy, simple. I have a lot
22 of ticket, especially like last two
23 weeks. The tickets come from the bus
24 that I just show you the picture that
25 I'm helping my customer -- that I don't

1 want them to lost the balance -- came to
2 my car and the bus camera is taking
3 picture. It was in the Water Street --
4 50 Water Street -- and I'm working for
5 the City. They don't care about the
6 ticket and I still have to pay \$75 for
7 that ticket -- and immediately I still
8 have a ticket -- for that one.

9 And the second one, this is maybe my
10 advice:

11 Why we don't put it at the customer
12 the same drop-off in the bus stop?

13 Thank you so much.

14 MS. ELUTO: Thank you --

15 CHAIR DO: For your comments.

16 All right. Sherryl, you can go on
17 to the next.

18 MS. ELUTO: All right. So, we're
19 closing the first hearing.

20 The second hearing is on our rule
21 proposal implementing the State's
22 COVID-19 Livery Recovery Act.

23 Our first speaker is Bhairavi Desai
24 from NYTWA.

25 MS. DESAI: Good afternoon. My name

1 is Bhairavi Desai. I'm the Executive
2 Director of the New York Taxi Workers
3 Alliance.

4 You didn't do a presentation before
5 the rule, but I think it's fair to say
6 that you are enacting this because
7 there's state legislation which, I
8 believe, is requiring you to do so.

9 So, I understand that there's, you
10 know, kind of limited opportunity here
11 for us to intervene and I -- you know,
12 I'm curious to hear definitely from the
13 folks in the livery industry.

14 I just want to give it some context
15 overall.

16 As of December 2024, there were
17 178,917 drivers that were working across
18 this industry. There were -- 82,675 of
19 those drivers work for Uber and Lyft
20 alone. 116,795 vehicles. We know that
21 last January Uber's utilization rate was
22 50 percent. Everybody across this
23 industry knows drivers have been
24 struggling.

25 Lock-outs happen because of the

1 greed of the companies -- they didn't
2 want to pay drivers according to the
3 rules -- but the material change was the
4 oversaturation. It is really difficult.

5 I mean, listen to the testimonies
6 you just heard; the level of desperation
7 of people saying the impact that a \$250
8 ticket would have on them; having to
9 take a course -- you know, to take off a
10 day -- even a couple hours to take a
11 class -- would have on them.

12 Drivers continue to be on the edge
13 of economic recovery. While the
14 corporations -- particularly Uber and
15 Lyft -- may have, you know, bounced back
16 post COVID, we know that drivers
17 themselves have not the. Yellow cab
18 industry as a whole has not, but --
19 including, you know, for FHV drivers
20 outside of Manhattan, there is still
21 limited work.

22 You have cross-class dispatching, so
23 it's hard to imagine that these vehicles
24 are only going to be working for
25 neighborhood liveries. You know,

1 they're going to be working for Uber and
2 Lyft, which also have livery bases that
3 they operate.

4 And so we're really concerned that
5 the State, the City -- now all these
6 different agencies at the City level --
7 have these competing interests --

8 TIMEKEEPER: 30 seconds remaining.

9 MS. DESAI: -- you know, have these
10 competing policy goals and interests and
11 And the people that are being squeezed
12 in the middle, again, are the drivers.

13 The TLC needs to take a deeper dive
14 looking at the economic conditions of
15 all the drivers across this industry --
16 not only the high-volume FHV, but also
17 livery, green cab, yellow cab drivers --
18 and really see the impact that
19 oversaturation has had on everybody,
20 along with, you know, Uber and Lyft
21 drivers.

22 Thank you.

23 MS. ELUTO: Thank you.

24 Our next speaker is Avik Kabessa
25 from Carmel.

1 (No response.)

2 MS. ELUTO: Avik, can you un-mute
3 your microphone?

4 MR. KABESSA: Yes -- can you hear
5 me?

6 MS. ELUTO: Yes.

7 MR. KABESSA: Hi. Good morning --
8 good afternoon, Commissioners. My name
9 is Avik Kabessa. I'm the CEO of Carmel,
10 Board member of the Livery Round Table,
11 and the Chairman of the New York State
12 Livery Workers Compensation Fund.

13 Carmel supports the proposed rule
14 with an important amendment request.

15 But, first, how did we get here?

16 Prior to the arrival of Commissioner
17 Do back in 2022 we pleaded with the City
18 to allow livery that lost their FHV
19 license during COVID to renew their
20 license once their market recovery
21 started. We didn't ask for a penny,
22 however, we were not able to get help
23 from the City.

24 On the other hand, in the past three
25 years since 2022, the City helped the

1 yellow taxis to the tune of half a
2 billion dollars of financial help, which
3 we applauded. But maybe we shouldn't
4 because of Ms. Desai constantly fighting
5 any recovery to the livery. I had
6 enough of that.

7 I would like to remind the
8 Commissioners that the livery sector
9 started because the yellow didn't serve
10 Upper Manhattan and the outer boroughs.
11 It was the livery who did this. Not --
12 no taxi was willing to do.

13 So, for the future -- for you,
14 Commissioners -- I would like you to
15 recognize us for what we have been done
16 -- in doing for the last 45 years. It
17 took going to Albany so we can get the
18 help that was needed. This is very sad.

19 Having said that, it's better late
20 than never, and for that, I would like
21 to thank Commissioner Do for not
22 fighting us in Albany, and second, for
23 everything you've been doing since the
24 ball started finally rolling.

25 But if you really want to do the

1 right thing by the livery, we
2 respectfully ask that you amend the
3 proposed rules to prohibit transferring
4 the affiliation to any non-livery
5 base -- not only to the high-volume.
6 Albany passed the Livery -- Livery
7 Recovery Act because the livery sector
8 suffered more than any other sector.

9 Higher livery insurance by about
10 \$2,000 when compared to black car caused
11 larger percentage of livery vehicle
12 owners to forfeit their vehicle license
13 during COVID. The livery sector is the
14 smallest sector today.

15 TIMEKEEPER: 30 seconds remaining.

16 MR. KABESSA: -- of the for-hire
17 sector.

18 Albany passed the livery law --
19 passed the law for the livery and we
20 believe that the proposal should reflect
21 it. Therefore, we urge you to please
22 accept the amendment we requested, which
23 is what the State Law asked of you to
24 do, and vote in favor of the proposed
25 rules.

1 Thank you very much for listening to
2 me and I can answer any question you
3 have.

4 MS. ELUTO: Okay. Thank you.

5 Our next and final speaker, Jose
6 Altamirano from the Mirram (phonetic)
7 Group.

8 MR. ALTAMIRANO: Good morning, Chair
9 Do and Commissioners. Jose Altamirano,
10 President of the Livery Base Owners.
11 Mirram Group is our lobbyist.

12 I'm here representing over 250
13 livery bases that serve tens of
14 thousands of New Yorkers every day, many
15 in transportation deserts where no other
16 options exist.

17 We strongly support the proposed
18 rule to implement the COVID-19 Livery
19 Vehicle Recovery Act. We were
20 instrumental in advocating for its
21 passage to provide long overdue relief
22 for the hardest hit sector in the
23 for-hire industry.

24 Let's be clear. No other sector
25 suffered more than livery during

1 COVID-19 and no other sector has been
2 more devastated by the 2018 license cap,
3 which significantly reduced our ability
4 to operate while allowing app-based
5 companies to dominate. It's not just a
6 policy adjustment. It's a lifeline for
7 an industry that's been in crisis for
8 years.

9 This is why it's critical that these
10 renewed licenses remain exclusively
11 within the livery sector and are not
12 redirected into high-volume base or
13 non-livery sectors. These vehicles were
14 originally issued to serve livery bases
15 and their riders, and many of whom rely
16 on our areas with few transportation
17 alternatives.

18 Allowing these licenses to shift
19 away from livery service would be --
20 undercut the purpose of the recovery
21 effort, further weakening an industry
22 that's already endured severe losses.

23 The livery sector has lost over 80
24 percent of its vehicles since 2015, a
25 staggering decline that's pushed

1 countless small, immigrant-owned --
2 immigrants to the brink of extinction.
3 Without strong enforcement, this rule
4 will not be enough to reverse the
5 damage.

6 We need real safeguards to ensure
7 licenses are used as intended to rebuild
8 the livery industry and strengthen the
9 transportation for the communities we
10 serve. This will help drivers to be
11 micro-businesses themselves -- to have
12 their own insurance.

13 Since the 2018 cap, what has
14 happened is that drivers have been
15 forced to rent. Fleet owners have
16 become extremely powerful, charging
17 whatever they want for insurance and
18 drivers are stuck there because they are
19 not allowed to get their own vehicle.

20 Even when they finish paying their
21 vehicle, they have to stay using the
22 corporation insurance and this forces an
23 undue burden on our drivers.

24 We hope that we continue to fight.
25 We urge the commission to ensure that

1 renewed licenses remain with the livery
2 sector and not be transferred to
3 non-livery bases -- strictly enforcement
4 affiliation requirements to prevent any
5 unintended shifts -- and we hold TLC
6 accountable to ensure these licenses
7 truly support the recovery and their
8 sustainability --

9 TIMEKEEPER: 30 seconds remaining.

10 MR. ALTAMIRANO: -- of livery
11 businesses.

12 We hope to continue working. We
13 still are suffering from the 2018 cap
14 and most -- more than anyone, our
15 drivers are suffering.

16 As I've stated, they are forced to
17 overpay insurance. They're forced to
18 work through corporations and fleets and
19 this is unfair to all of us.

20 Thank you very much. If any
21 questions, I'm here.

22 CHAIR DO: Thank you, Jose.

23 I have a question for Avik and Jose.

24 This is regarding transferring of
25 these licenses, and it is clear in the

1 legislation that these licenses cannot
2 be transferred or affiliated with a
3 high-volume base and we have made that
4 clear within our rules.

5 Why not give the driver the
6 flexibility to transfer or affiliate
7 with smaller FHV bases, like livery or
8 FHV -- or Lux Limo bases -- and so I
9 want to understand that point of view.

10 And so I want to recognize Jose and
11 Avik to speak on that.

12 MR. KABESSA: I can take the first
13 round and then I would definitely like
14 to hear Jose.

15 They can definitely change
16 affiliation within the livery sector.
17 So, all the livery bases, we're not
18 asking for you to limit that.

19 But we need -- we need this time to
20 adjust our supply and demand now that we
21 are -- we don't know how many are going
22 to come back. The gap of insurance
23 needs to -- we need the time to adjust
24 the market to back to what it was.

25 All right. So, if you -- if you

1 allow them to escape to a -- to black
2 car, we have done nothing. Now,
3 remember, we do not block them from
4 receiving trips from others. All we are
5 saying is keep the affiliation with us.
6 They can even do other -- any class that
7 they want trips from. We want a chance
8 to recover, to recover.

9 Now, because it took three years,
10 Commissioners, we have been
11 monitoring -- I'm giving you the case of
12 Carmel and I'm also a part of the Livery
13 Round Table -- and the percentage are
14 the same -- in COVID, we lost about 40
15 percent of our fleet. When we started
16 asking for that renewal, we were already
17 seeing a decline in who -- people that
18 left -- left the industry, left New York
19 because they couldn't renew. We are now
20 at 25 percent.

21 We are now at 25 percent. I keep a
22 very close track on Carmel-affiliated
23 drivers. We are 202 drivers ready to
24 renew by the time -- by September 22
25 (sic), which is the cutoff point which

1 you gracefully were okay not fighting.

2 We are today at maybe 51, 52
3 target -- target number. So, we need
4 this time. If you want to limit it with
5 two years -- three years -- I'm fine
6 with it. We don't limit them getting
7 trips from others. We don't limit them.

8 But the barrier for entry is bigger
9 on the livery and we don't want them to
10 come in and just to flip back into it.
11 That -- that's the main request.

12 I was able to retain those 200 for
13 years prior to that. I believe I will
14 be able to retain them once I'm given a
15 chance to do so again. I just need
16 this -- this period.

17 MR. ALTAMIRANO: Commissioners, as
18 Avik spoke, you know, it's clear to
19 point out that the livery sector was
20 almost 30,000 vehicles. We're now down
21 to under 4,000 -- maybe under 3,000 --
22 at this point.

23 We fought hard in the State to
24 ensure that we continue to exist -- to
25 push forward.

1 As per your own TLC report -- your
2 annual report of the cap -- your report
3 said that the livery sector needed
4 vehicles in there. So, what we're
5 trying to do here is exactly do that.
6 Target our sector. We're not saying
7 that other sectors don't need it, but
8 we're fighting for our sector.

9 And if we're fighting for our
10 sector, just -- it only makes sense that
11 these vehicles are affiliated to our
12 sector. They can go to any base in the
13 livery world. They can -- and even
14 being livery, they can still work with
15 other FHV sectors outside of the
16 high-volume.

17 But we have to be realistic. Like,
18 I don't understand why this should be
19 overly complicated if we're fighting for
20 this sector. Your own report states
21 that there should be additional vehicles
22 in our sector, that -- then these
23 vehicles should remain in our sector.
24 That's why -- that's what we're asking
25 for -- right.

1 We're asking to make sure that our
2 sector continues to exist because at the
3 point that we're going, in a few years,
4 we will not exist.

5 CHAIR DO: All right.

6 MR. ALTAMIRANO: Our drivers are
7 stuck paying overdue insurance or paying
8 extreme rental cases and they -- they
9 can't go anywhere else because there are
10 no vehicles -- right. We can't add
11 vehicles, which is a big problem.

12 MR. KABESSA: And if I may -- if I
13 may, Commissioner. One of the
14 biggest --

15 CHAIR DO: Go ahead -- and that's
16 it, Avik. We can talk offline.

17 Any additional comments that you may
18 have, you can submit them today.

19 MR. ALTAMIRANO: Thank you,
20 Commissioner.

21 CHAIR DO: I appreciate Jose and
22 Avik for speaking on this regulation.

23 With that, I'll turn it over to
24 Sherryl for any comments and then I'll
25 take it back to end.

1 MS. ELUTO: No, That's the
2 conclusion of our hearing.

3 So, it's back to you.

4 CHAIR DO: Great.

5 Thank you, Sherryl, for leading us
6 through our lengthy public hearing
7 today.

8 I appreciate all of our drivers, all
9 of our advocates, all of our Vision Zero
10 and sister agencies and roadway
11 advocates for speaking today.

12 There is a lot to consider as we go
13 through the final rule making process.
14 I'll work with my fellow Commissioners
15 to ensure that the outcome is fair, but
16 also at the heart of it continues to
17 make sure that our streets are safer
18 than ever so that we can realize our
19 dream of Vision Zero, which is zero
20 serious injuries or roadway fatalities
21 in the near future.

22 Again, I want to thank the
23 Commissioners for staying with us,
24 listening to us.

25 And with that, at 1:08, I'll adjourn

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this public hearing.

Thank you.

(Time noted: 1:08 p.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, Julia M. Speros, 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 12th day of March, 2025.


Julia M. Speros

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