

In Re Commission Hearing NYC - Taxi & Limousine Commission
June 22, 2021

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NEW YORK CITY
TAXI & LIMOUSINE COMMISSION
PUBLIC MEETING

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Held Remotely
Via Zoom
June 22, 2021
11:32 a.m.

H E L D B E F O R E:
RYAN WANTTAJA, General Counsel
TANYA SCOTT

BOARD OF COMMISSIONERS:
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1 S P E A K E R S :

2 FABIAN CANCEL

3 FRANK REIG

4 JOSE ALTAMIRANO

5 BHAIRAVI DESAI

6 MOHAMED ELOUANNAS

7 RYAN RZEPECKI

8 JESSICA ENZMANN

9 LAUREN BAILEY

10 PETER MAZER

11 MICHAEL MCCUTCHEON

12 IBRAHIM TOURE

13 JANE SELDEN

14 EDGAR SANTAMARIA

15 SAMASSA TIDIANE

16 AZIZ BAH

17 AUGUSTINE TANG

18 SONAM LAMA

19 MICHELLE BOSTON

20 ALEC SOYBEL

21 RICHARD CIAO

22 AMARA SANOGO

23 RAUL RIVERA

24 ULTIMAOLAY OUATTARA

25 JOY GARDNER

1 JACKIE LIN

2 S P E A K E R S: CONT'D

3 GEORGIO BRAVO

4 HALIDOU KAGAMEMCA

5 BASIA OSOWSKI

6 MATTHEW GREENE

7 VINOD MALHOTRA

8 ASHRAF AHMED

9 TAMARA VISHNYAKOVA

10 JHONNY MARTINEZ

11 DESMOND ARMAH-HAMMOMD

12 NAQUAN JACOBS

13 GEORGE HERRERA

14 CHASE GONG

15 DOROTHY LECONTE

16 MAURICE MORRISON

17 ABRAHAM ZURAY

18 GALINA KAMINKER

19 MALIK ANWAR

20 KUBER SANCHO-PERSAD

21 MOUHAMADOU ALIYU

22 IVAN VENTURA

23

24

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1 MS. SCOTT: This Commission meeting and
2 public hearing is about to begin. This
3 meeting is being conducted remotely via Zoom,
4 and simulcasted to the TLC's website,
5 livestream, and Facebook accounts. All
6 persons wishing to testify were asked to sign
7 up in advance of the hearing. All registered
8 speakers are joining the meeting via Zoom.

9 If you are speaking today, your audio
10 and video were automatically muted. When
11 your name is called, the moderator will
12 activate your account and you will have
13 control of your camera and microphone. When
14 you're ready, please state your name and
15 affiliation and then proceed with your
16 testimony. All the testimony is limited to
17 three minutes per speaker. Please limit your
18 remarks, specifically, to the rule package
19 being discussed today. Any additional
20 comments or separate items may be submitted
21 in writing to the Commission. When your
22 testimony is complete, your audio and video
23 will be muted by the moderator.

24 Closed captioning is available for
25 today's meeting. Consecutive interpretation

1 is also available. During this sign-up
2 process, individuals were asked if they
3 needed any language assistance. A Spanish
4 interpreter has been made available. When
5 your name is called, please speak and the
6 interpreter will repeat your testimony in
7 English.

8 Thank you for your attention. Please
9 hold until we are ready to begin. We will
10 repeat this message in Spanish. And in one
11 moment, I will get the Spanish interpreter
12 on.

13 (Brief pause in proceedings.)

14 MS. SCOTT: Our Spanish interpreter is
15 not connected right now. We're going to move
16 forward with the Chair's opening remarks.

17 COMMISSIONER JARMOSZUK: Good morning,
18 and welcome to the Tuesday, June 22, 2021,
19 New York City Taxi & Limousine Commission
20 meeting, the TLC. Once again, we are meeting
21 remotely but hope that as the City's
22 vaccination efforts and rates continue to
23 rise and our COVID cases keep falling, we
24 will be able to meet in person again soon.

25 I am Aloysee Heredia Jarmoszuk,

1 Commissioner and Chair of the TLC. This
2 morning, I am joined by Commissioners Bill
3 Aguado, Jacques Jiha, Steven Kest, Kenneth
4 Mitchell and Thomas Sorrentino. We have a
5 full agenda today, including votes on two
6 rule packages we previously heard, so I will
7 be brief.

8 But first, I'd like to share some
9 bittersweet personnel news. Bill Heinzen,
10 who served the TLC as Deputy Commissioner for
11 Policy and as Acting Chair, accepted a new
12 position as General Counsel for the
13 New York City Board of Corrections. We are
14 all incredibly sad to see him leave but
15 excited for him as he takes on this new role.
16 To Bill, I would like to thank you for all
17 you have done for this agency and for the
18 City of New York and for me and our time
19 together at the TLC. And we wish you
20 absolutely nothing but the very best in your
21 new role.

22 I am also pleased to welcome Ms. Laura
23 Popa as our new Deputy Commissioner for
24 Policy and External Affairs. Laura comes to
25 the TLC after a long and successful tenure

1 with the New York City Council, where she
2 served as its Deputy Chief of Staff for
3 Legislation and Policy. So, please join me
4 in welcoming Laura to the team.

5 And separately, if you have not already
6 voted today, I strongly encourage you to vote
7 in today's primary elections. The polls will
8 be open until 9 p.m. this evening. And if
9 you need any help locating your poll site,
10 you can visit findmypollsite.vote.nyc online.

11 And then lastly, we are just deeply
12 saddened to report that the TLC family has
13 lost one of its own very recently, last week,
14 a staff member from our Long Island City
15 licensing team and office, Mark Hartley. He
16 was an outstanding supervisor at our client
17 services licensing counter. So many TLC
18 licensees and operators have interacted with
19 Mark. He was known and respected by both
20 industry members and licensee staff alike.
21 And Mark is truly missed and our thoughts and
22 prayers are with him and his family and all
23 of our colleagues.

24 I will have more to say about the rules
25 before us for a hearing. But first, I would

1 like to pass the mic to Ryan Wanttaja, our
2 General Counsel, to get through the first
3 parts of our agenda.

4 MR. WANTTAJA: Okay. Good morning,
5 Commissioners. Before you are the minutes
6 from the May 4, 2021, Commission meeting.
7 Same as in prior virtual hearings, I will ask
8 that you raise your hand for the vote and
9 keep it raised until your vote has been
10 noted.

11 So, with that, all those in favor of
12 adopting the minutes before you, please raise
13 your hand.

14 COMMISSIONER JARMOSZUK: (Raises hand.)

15 COMMISSIONER AGUADO: (Raises hand.)

16 COMMISSIONER JIHA: (Raises hand.)

17 COMMISSIONER SORRENTINO: (Raises
18 hand.)

19 COMMISSIONER MITCHELL: (Raises hand.)

20 COMMISSIONER KEST: (Raises hand.)

21 MR. WANTTAJA: And with that, the
22 minutes are adopted unanimously.

23 And next, I will invite Fabian Cancel
24 to present the Base licensing
25 recommendations.

1 MR. CANCEL: Good morning,
2 Commissioners. My name is Fabian Cancel.
3 I'm the Director of the Base and the Business
4 Licensing Unit. We presented three renewal
5 and change applications, and they have been
6 submitted and are currently awaiting your
7 approval.

8 MR. WANTTAJA: Thank you, Fabian.

9 So, all in favor of adopting the Base
10 licensing recommendations before you, please
11 raise your hand.

12 COMMISSIONER JARMOSZUK: (Raises hand.)

13 COMMISSIONER AGUADO: (Raises hand.)

14 COMMISSIONER JIHA: (Raises hand.)

15 COMMISSIONER SORRENTINO: (Raises
16 hand.)

17 COMMISSIONER MITCHELL: (Raises hand.)

18 COMMISSIONER KEST: (Raises hand.)

19 MR. WANTTAJA: Thank you. And with
20 that, the recommendations are adopted
21 unanimously.

22 MR. CANCEL: Thank you.

23 MR. WANTTAJA: Thank you, Fabian.

24 Up next, we will have our public
25 hearing on the rules regarding the battery

1 electric vehicle exemption to the FHV
2 licensing pause. Before we begin, I will
3 pass it back to the Chair to introduce the
4 rules.

5 COMMISSIONER JARMOSZUK: We are
6 delighted to be here today to listen to
7 everyone's testimony and to set the record
8 straight on the narrative surrounding the
9 proposed rules. Importantly, this hearing
10 presents a great opportunity for the TLC to
11 affirm its commitment to the environment and
12 sustainability.

13 New York City, New York State and,
14 indeed, the world has set a high bar when it
15 comes to reducing greenhouse gas emissions
16 and mitigating the effects of climate change.
17 To achieve the goals of the Paris Agreement,
18 the Climate Leadership and Community
19 Protection Act, and the many laws enacted at
20 local levels, it is imperative that we
21 transition from fossil fuels to clean energy.

22 The TLC are fully aware that in the
23 transportation sector, electric vehicles are
24 an essential part of a clean energy future.
25 And we are fully committed to electrifying

1 not only our own fleet, but all vehicles that
2 we license as well; and that's approximately
3 96,900 cars. Getting there means building a
4 robust infrastructure of charging stations,
5 ensuring that the economics are right for
6 owners and drivers, identifying wheelchair
7 accessible electric vehicles and swapping out
8 all existing gas-powered vehicles for
9 electric ones. This is a challenge that the
10 TLC is up to meet.

11 Beyond reducing emissions, supporting
12 the environment means achieving a sustainable
13 city. The TLC is up for that challenge, too.
14 And here is what we already know: It is not
15 sustainable to allow an unlimited number of
16 new vehicles to the road in a city that is
17 all too familiar with the choke of traffic
18 congestion. And it is not sustainable to
19 allow an unlimited number of new vehicles on
20 the road in an industry that is all too
21 familiar with the pain of destabilization.
22 We have, unfortunately, seen this movie
23 before, 80,000 new cars flooding the streets
24 in search of fares, traffic at a standstill
25 in Manhattan and the other boroughs, the

1 teetering of a thriving industry, the tragic
2 loss of livelihoods and lives. And on top of
3 that, we experienced the COVID-19 pandemic,
4 which paralyzed the industry, as it did the
5 rest of the country.

6 We are only starting to make a
7 comeback, and I see great things ahead for
8 our future. But all our licensed vehicles
9 are not on the road and demand is only just
10 beginning to pick up. We will not be
11 repeating the same mistakes of the past. We
12 already have a cap and a process in place to
13 look at issuing new vehicle licenses
14 holistically, based on the need of the market
15 and the needs of our city.

16 Today's rule will ensure that the
17 addition of new electric vehicles will be
18 seen through that lens. So, let me be clear
19 on the narrative: The TLC will do everything
20 it can to support owners who want to
21 transition their license vehicles from
22 gas-powered to electric, and we welcome
23 competition and innovation to make that
24 happen. Again, let me be clear on the
25 narrative: We are not foreclosing

1 opportunities in the future to issue new
2 licenses for electric vehicles. We are not
3 foreclosing all opportunities for TLC
4 licensed drivers to obtain their own FHV
5 license. We look forward to working with all
6 industry stakeholders to look at this issue
7 and to find a path for drivers out of the
8 leasing model in a market-responsible manner
9 during our biannual review process.

10 What we will not allow is the
11 opportunity for another corporation, venture
12 capitalist or otherwise, to flood our streets
13 with additional cars. Looking at the data of
14 the 96,900 FHVs in the fleet, there are
15 86,134 FHVs that have not performed a single
16 trip since March 1 of 2021, just a few short
17 weeks ago. Why would the TLC licensed more
18 vehicles when there are so many that are not
19 in use right now? There is no shortage of
20 licensed vehicles right now in New York City.
21 The number of licensed vehicles outweighs the
22 demand for rides by passengers; these are
23 facts. And this is the math and this is our
24 reality.

25 We cannot let an unlimited number of

1 new vehicles further destabilize the market,
2 regardless of how they are powered. More
3 cars today will not be good for the industry.
4 It would not be good for drivers. It would
5 not be good for the riding public, and it
6 most certainly would not be good for the
7 environment.

8 The TLC is committed to partnering with
9 all of you to achieve our shared goals and to
10 be a greener city and a green TLC taxi fleet,
11 including FHV's. That includes environmental
12 advocates, like the League of Conservation
13 Voters, Con Edison, TLC licensed drivers, TLC
14 licensed owners and operators and the many
15 businesses that support innovative technology
16 and vehicle electrification. This also
17 includes new players in the market, just not
18 at the expense of the cap or the industry or
19 the livelihood of our TLC licensed drivers
20 and owners.

21 So, today, and going forward, I look
22 forward to working with you on
23 pro-environmental, pro-sustainability and
24 pro-market responsible solutions that will
25 help New York City achieve a clean energy

1 future. Thank you.

2 MR. WANTTAJA: Thank you. So, we have
3 a long list of speakers signed up to testify.
4 Speakers will be limited to three minutes,
5 and I will provide you with a 30-second
6 warning and let you know when your time is
7 completed. Again, we have a very long list
8 of speakers, so this time limit will be
9 strictly enforced. When your name is called,
10 please unmute yourself and you may begin your
11 testimony. And with that, our first speaker
12 today is Frank Reig.

13 MR. REIG: Good morning, Commissioners,
14 and thank you for the opportunity to testify
15 this morning. I want to start with a very
16 straightforward question: What has changed,
17 exactly, since February? 'Cause in February,
18 the TLC reviewed the EV exemption and found
19 it should stay in place through August. It
20 didn't see EVs as a threat to congestion at
21 that time, and for very good reason. EVs
22 make up just one half of one percent of FHV
23 in New York City. And the TLC has only
24 licensed 400 EVs under the exemption, while
25 the total FHV fleet has decreased by

1 thousands. Those numbers haven't changed.
2 We haven't seen any new analysis of
3 deliberation by the TLC on this issue. Yet,
4 here we are on Primary Day discussing an
5 emergency proposal, that would guarantee a
6 monopoly for the Silicon Valley rideshare
7 giants and the status quo of gas cars and
8 drivers without license.

9 Only one thing has changed since
10 February, to be clear; Revel, a Brooklyn born
11 and based company, announced its rideshare
12 service. And since then, we've encountered
13 unprecedented resistance from the TLC, who
14 has slow-walked our applications for months.
15 But also, it's clear now what the purpose of
16 these delays was for. It was to get to
17 today, to change this entire licensing scheme
18 to avoid licensing our small fleet of 50
19 electric vehicles. To be clear, we're
20 talking about 50 electric vehicles, not
21 1,000, as we understand the Chair has been
22 telling the Commissioners.

23 I want to set this straight on the
24 record. This is a reference for a leasing
25 agreement, which we submitted to TLC

1 licensing with our vehicle applications. It
2 gives our leasing partner the right, not the
3 obligation, to lease a thousand vehicles to
4 us, if we ever ordered that many, which we
5 have not. Revel isn't going to flood the
6 streets with thousands of cars at once, like
7 other operators have in the past. In fact,
8 we literally can't do that. A for-hire
9 electric fleet needs charging infrastructure,
10 and this city has none of that. Our goal is
11 to do a multi-year build-out of charging
12 infrastructure, along with our rideshare
13 service. And you won't see any real growth
14 in one without the other.

15 Lastly, let me explain my Revel
16 service, which has sparked this entire
17 hearing. This entire process is actually a
18 solution to congestion, not a cost. First,
19 our 50 vehicles are owned by Revel and driven
20 by our employees; meaning, they're driven
21 multiple shifts per day and dispatch
22 according to demand. By optimizing
23 utilization, one Revel EV will do the work of
24 four gas-powered Uber or Lyfts.

25 Second, we're hiring experienced TLC

1 drivers who can now let go of their
2 burdensome leases used to drive for gig
3 economy companies who don't care about them.
4 We are literally taking drivers out of
5 gas-powered cars and replacing them with
6 Revel EVs. We're offering exactly what this
7 Commission has been asking for, for years;
8 fair treatment and stable pay for drivers,
9 who are all W-2 employees with benefits, with
10 health care and a plan to drive EV adoption
11 in this city, not by 2030 but today. This is
12 progress that can't and won't wait. I urge
13 the Commission to reconsider this absolutely
14 shortsighted rule change. Thank you.

15 COMMISSIONER JARMOSZUK: Thank you,
16 Mr. Reig. We appreciate your candor, your
17 testimony and the opportunity to hear you and
18 your own voice. Thank you so much.

19 MR. REIG: Thank you.

20 MR. WANTTAJA: Okay. Our next speaker
21 on the list is Jose Altamirano.

22 MR. ALTAMIRANO: Can't see me.

23 MR. WANTTAJA: Yes. We can hear you
24 now.

25 MR. ALTAMIRANO: You can hear me?

1 MR. WANTTAJA: Yep, we can hear you.

2 MR. ALTAMIRANO: And I can't turn my
3 video on, but that's fine as well.

4 Good morning, everyone. Thank you for
5 having me here today. My name is Jose
6 Altamirano, president of the Livery Base
7 Owners and El Barrio's Car Service, located
8 in East Harlem. The Livery Base Owners
9 represent over 250 livery bases in
10 New York City. Our member bases serves
11 approximately 150,000 New Yorkers each day in
12 every borough, except for Staten Island. On
13 behalf of those base owners and customers
14 that we serve, we respectfully submit the
15 following comments on the TLC proposed rules:

16 In 2014, the livery sector of the
17 for-hire industry enjoyed over 30,000 for
18 livery vehicles. Our passenger profiles are
19 of residents in the outer boroughs who may or
20 may not speak English as a first language.
21 Our bases are equipped to serving these
22 passengers because most of our members are
23 immigrants as well, and we come from the same
24 communities as our passengers. However, 2014
25 spilled the entrance of what we now know as

1 high-volume for-hire vehicle services. These
2 large corporate entities gobbled up market
3 shares and provided financial incentives to
4 our affiliated drivers. These high-volume
5 FHV services operate at a loss, because their
6 goal at the time was to eliminate all of the
7 competition here in the City.

8 As a result, after seven years, the
9 number of affiliated vehicles in our livery
10 sector has dropped below 9,000 vehicles. TLC
11 failed to provide legislation that would
12 level the playing field over time. Instead,
13 the TLC instituted blanket approach
14 legislation over the entire industry.

15 Our communities, poor and working class
16 immigrants and people of color, are the ones
17 suffering from crumbling MTA infrastructure,
18 service disruptions, irregular and
19 inconvenient bus lines, recently suffering
20 from our own lack of vehicles. Our
21 communities are the ones who suffer when
22 small bases are unable to provide a ride from
23 lack of cars and forced to deal with surging
24 pricing elsewhere.

25 The LBO is in support of the proposed

1 rule, as we are in favor of avoiding unfair
2 competition and destability (sic). Our
3 livery sector of the industry has been
4 pleading for years since the cap was placed,
5 to be given the ability to add vehicles,
6 seeing as we have dropped about 70 percent in
7 vehicles. We are not in favor of another
8 tech company using a loophole to create a
9 huge fleet, while our industry that has been
10 complying with the regulations thrown at us
11 basically disappear.

12 The 2018 cap was put in place to
13 control the exponential growth of tech
14 companies. Why allow it now? We are
15 refreshed by the oversight of Commissioner
16 Aloysee to see this for what it is, tech
17 company looking to disenfranchise our
18 businesses that have been serving our
19 communities for over 30 years. Our
20 struggling bases are constantly having to
21 tell our customers that we do not have a
22 vehicle available for them during peak
23 moments. Up to 50 percent of our calls are
24 going negative due to lack of vehicles. If
25 any sector should be allowed to add vehicles,

1 it should be ours.

2 We have asked in the past, of this
3 Commission, to allow us to have restrictive
4 vehicle permits that would only stay in the
5 livery sector. Our small bases are in
6 crisis, and we're looking to TLC to provide
7 leadership on this issue and help us remain
8 vital. We do not want to be forgotten.
9 While everyone focuses on high-volume bases,
10 yellow medallion crisis or small livery
11 sector quickly disappeared, and we need the
12 City to allow us to continue to serve our
13 communities. Thank you.

14 MR. WANTTAJA: Thank you, Jose.

15 COMMISSIONER JARMOSZUK: Yes. Thank
16 you, Jose.

17 MR. WANTTAJA: Our next speaker is
18 Bhairavi Desai, who will be followed by
19 Jessica Enzmann.

20 MS. DESAI: Hi. Good morning. Can you
21 hear me?

22 MR. WANTTAJA: Good morning. Yes.

23 MS. DESAI: Okay. Great. Good
24 morning. Thank you so much. I am Bhairavi
25 Desai. I am the executive director at the

1 New York Taxi Workers Alliance; we are the
2 organization of drivers in New York City. We
3 have members that drive Uber, Lyft, Via, as
4 well as green cabs, liveries, corporate black
5 cars and yellow cabs.

6 And I would like to say, unequivocally,
7 to all of the Commissioners, that we are in
8 full support of this rule. There is urgency
9 to see this rule passed. I want to remind
10 everybody, both at the TLC across the City
11 and also those in tech finance, including
12 Revel, that the document which laid out the
13 most compelling argument for a vehicle cap
14 back in 2018 was a suicide note. A suicide
15 note by Douglas Schifter, who talked about
16 the impact of oversaturation on drivers'
17 livelihood and drivers' lives.

18 At the end of 2017, TLC found in a
19 study that 96 percent of the Uber, Lyft
20 drivers were earning below the equivalency of
21 the minimum wage. The livery sector, the
22 yellow cab sector are practically wiped out
23 as revenue has fallen close to 50 percent,
24 just for the yellow cab sector. We take
25 absolutely no comfort in Revel's argument

1 that they're going to have gradual growth or
2 that they're going to put out a business
3 model, which appears to be progressive. Uber
4 and Lyft also promised bonuses and, you know,
5 guaranteed pay, but we also know how that
6 worked out.

7 The simple issue here is, if Revel
8 wants to put more cars on the street, work
9 with the existing car owner drivers. There
10 are 9,000 medallions in storage, there are
11 thousands of FHV's still in storage. You can
12 work with the existing drivers. You do not
13 need to displace them. There is urgency to
14 this rule. We ask the TLC to please vote on
15 it today. Thank you.

16 MR. WANTTAJA: Thank you. Our next
17 speaker will be Jessica Enzmann, followed by
18 Mohamed Elouannas.

19 MS. SCOTT: Jessica, unmute your
20 microphone.

21 MR. WANTTAJA: We appear to have lost
22 Jessica. So, why don't we move to Mohamed
23 Elouannas, and then we'll see if Jessica
24 rejoins us.

25 We can see you but, please, unmute.

1 MR. ELOUANNAS: Hi. How are you today?

2 MR. WANTTAJA: Hi, there we go.

3 MR. ELOUANNAS: Thanks for having me
4 today. My name is Mohamed Elouannas,
5 E-L-O-U-A-N-N-A-S. It's really a privilege
6 to be here today. I wanted to address
7 Commissioner Aloysee, that I'm actually at
8 this point as a TLC licensed driver since
9 1992, and I, basically -- also at this point,
10 I drive as part-time for EV rideshare Revel
11 program.

12 I would like to take this opportunity
13 to testify on what I think about our
14 environment protection, as I definitely want
15 my industry to look towards the future and
16 learn from the past mistakes. It means
17 having the option of driving electric vehicle
18 and being an employee with full benefits,
19 unlike Uber and Lyft, which they're evading
20 the employment benefits for the drivers.
21 And, obviously, at this point, this is the
22 opportunity for me -- this is the opportunity
23 Revel is ready to give me today.

24 Working for Revel means a stable
25 salary, health care, paid time off, and that

1 gives me a peace of mind. I love feeling
2 like a real part of -- I feel like I want to
3 be part of this company knowing that there's
4 a support team there for me, if I need help.
5 And I also feel good to think by driving an
6 electric vehicle, that I'm helping my
7 climate, my environment -- contributing to
8 the environment as a citizen of this planet.

9 But if TLC goes to hat and getting rid
10 of the EV exemption, drivers will lose the
11 chance of becoming EV vehicle owners. And by
12 simply using a clean vehicle will definitely
13 contribute to our clean environment. And
14 clearly, the Mayor says that this
15 administration supports the green new deal
16 and support workers' rights, but it
17 definitely does not seem like it to me.

18 Please don't take away the only option
19 available to be an employee. Drive an
20 electric vehicle today. Please vote "no" on
21 moving the EV exemption. Thank you.

22 COMMISSIONER JARMOSZUK: Thank you,
23 Mr. Elouannas. And thank you for being a
24 longtime licensee of the TLC. We appreciate
25 your testimony and your perspective, and we

1 support your employment at Revel. So, thank
2 you, again.

3 MR. ELOUANNAS: Yeah. I just hope this
4 doesn't apply because, obviously, it seems
5 like you wanted to get rid of the EV
6 vehicles, but I'm not sure if that applies to
7 the wheelchair-accessible vehicle, obviously.
8 I'm not sure if you guys can vote on this to,
9 actually, keep this in place, you know,
10 for -- basically, just Revel for them to be
11 able to afford, you know, work benefits to
12 the drivers. You know, unlike Uber and Lyft,
13 they saturated the market, obviously. And,
14 obviously, this is not going to, basically --
15 I assume this is that. I'm sure there's the
16 fact that -- just because the fact is the
17 congestion, the traffic congestion; that's
18 why I think more likely that will be more
19 beneficial to us drivers working for Revel
20 with full benefits, obviously. Thank you for
21 listening.

22 COMMISSIONER JARMOSZUK: Thank you.

23 MR. WANTTAJA: Thank you for your
24 testimony.

25 COMMISSIONER JARMOSZUK: We appreciate

1 you. Thank you.

2 MR. ELOUANNAS: All right. Thanks.

3 MR. WANTTAJA: So, it looks like our
4 previous speaker has dropped off. So, our
5 next speaker will be Ryan Rzepecki, followed
6 by Annie Perez, who has requested a Spanish
7 translation. So, if our translator could be
8 on the ready for, not this next speaker, but
9 the one after that, that would be good.

10 So, next up, Ryan Rzepecki.

11 MR. RZEPECKI: Hi, how are you doing,
12 guys? I am Ryan Rzepecki. I began my career
13 at the NYC Department of Transportation
14 before I founded social bicycles, which
15 introduced Jump Electric Bikes around the
16 world, before we were acquired by Uber in
17 2018. So, I've been on various sides of this
18 type of discussion for many, many years. And
19 I understand how hard it is to make good
20 policy decisions during a time of rapid
21 technology change.

22 I want to start by saying, reaffirming
23 that this was not a loophole. That this EV
24 exemption was designed to allow new EVs into
25 the fleet and to encourage this type of

1 business model to happen. You know, Revel
2 was following the rules on the books and made
3 a significant investment based on those
4 rules, millions of dollars of investments in
5 building out charging infrastructure based on
6 those rules. It's the type of investment
7 that's going to be required to actually make
8 a transition to electric vehicle fleet.

9 And so, it's troubling, how can
10 companies make this type of investment that
11 we know we need to become the clean city that
12 we all want to become? How can you make that
13 investment if the agency changes the rules of
14 the game just weeks before a proposed launch?
15 I believe it's critical for the TLC to reach
16 its stated climate goals for there to be new
17 business models in this sector, one where the
18 fleet is owned by the ride-hail operator and
19 the drivers are employees. Which is
20 something that the agency has said for years
21 wasn't important to them. To be clear,
22 removing this EV exemption only strengthens
23 the status quo of very large ride-hail
24 platforms and independent drivers.

25 And I think it is difficult, extremely

1 difficult, for that model to make the
2 transition to electric vehicles. The
3 independent drivers don't have the resources
4 to build out a huge citywide charging
5 network. And the ride-hail platforms have
6 not been owning this problem because they
7 don't own the fleet. And so, if we allow the
8 status quo to continue, we are strengthening
9 the ride-hail providers. We will have the
10 same issues with drivers and fair treatment
11 and kind of an inability to build-out the
12 next wave of this industry with clean
13 electric vehicles.

14 And so, I think it's extremely
15 important to leave this in place. To leave
16 it -- work as it was intended and to take
17 this as a success that the TLC has created a
18 set of policies that enabled investment,
19 enabled innovation and enabled a new business
20 model to be tried. Because let's face it,
21 the last ten years has been hard. It's been
22 hard for everybody. It's been hard for
23 drivers, it's been hard for the agency. And
24 it's been hard for technology companies --

25 MR. WANTTAJA: Thirty seconds

1 remaining.

2 MR. RZEPECKI: -- other than the big Q,
3 to get established. And so, I hope that this
4 New York-based company has the opportunity to
5 make this happen and deliver electric
6 vehicles at scale, eventually, in New York
7 City.

8 COMMISSIONER JARMOSZUK: Thank you. We
9 appreciate your testimony. And, again --

10 SPANISH INTERPRETER: Hello. Sorry for
11 interrupt, but I am the Spanish interpreter.

12 COMMISSIONER JARMOSZUK: No. No.
13 Please, stop. We will call on you. We can
14 see where you are. Please, stop. Thank you.

15 Ryan, let's go on to the next speaker.

16 MR. WANTTAJA: Sure. Thank you. So,
17 next up is Annie Perez, who has requested a
18 Spanish translator. And then after Annie
19 Perez, we'll try Jessica Enzmann again. So,
20 Annie Perez, please join. And I see we have
21 our translator on the line.

22 COMMISSIONER JARMOSZUK: (Spanish
23 dialect in progress.)

24 MR. WANTTAJA: Okay. One more call for
25 Annie Perez to join.

1 (No response.)

2 MR. WANTTAJA: Okay. We're moving on
3 to our next speaker. Let's try Jessica
4 Enzmann again, followed by Lauren Bailey.
5 Jessica Enzmann.

6 MS. ENZMANN: Hello. Can you hear me
7 now?

8 MR. WANTTAJA: Yes. Hello. Thank you.

9 MS. ENZMANN: Thank you. Sorry for
10 that before.

11 Hello. Thank you for the opportunity
12 to speak today. My name is Jessica Enzmann.
13 I'm speaking on behalf of the Sierra Club. I
14 wanted to note that the transportation sector
15 is currently the largest source of greenhouse
16 gas emissions in New York, contributing more
17 than a third of the state's emissions. This
18 pollution has been shown to increase the risk
19 of asthma, heart attack, cancer and premature
20 death. Transportation pollution impacts
21 communities of color the most, making it
22 crucial to prioritize zero emission vehicles
23 in these communities.

24 New York has had some ambitious climate
25 goals through the Climate Leadership and

1 Community Protection Act, including
2 85 percent reduction in greenhouse gas
3 emissions by 2050. Eliminating the for-hire
4 vehicle license waiver for battery electric
5 vehicles is a step backwards in meeting
6 local, state and federal goals for greenhouse
7 gas emission reductions. The current battery
8 electric vehicle exemption has been positive
9 for electric vehicle adoption. And the new
10 proposed rule stands to stifle the purchasing
11 of battery electric vehicles, and in turn
12 negatively impact the build-out of electric
13 vehicle charging infrastructure.

14 The battery electric vehicles are one
15 of the best tools to improve our air quality.
16 Eliminating tailpipe emissions will benefit
17 everyone, especially those who live near busy
18 highways. Disallowing battery electric
19 vehicles to obtain licenses will set
20 New York back in terms of incentivizing new
21 battery electric vehicles. With over
22 two million passenger vehicles in total on
23 the road in New York City, the claim that 400
24 new battery electric vehicles approved
25 for-hire vehicle licenses between 2019 and

1 2021 significantly contributes to congestion
2 or greenhouse gas emissions through
3 congestion is questionable.

4 Cutting down on rideshare services that
5 utilize battery electric vehicles would only
6 increase the amount of trips New Yorkers take
7 in gas combustion rideshare vehicles, and
8 ultimately increase greenhouse gas emissions,
9 while slowing the transition to clean
10 transportation. The Sierra Club urges the
11 TLC to not move forward on the proposed rule
12 change to Local Law 147. Thank you for your
13 time.

14 COMMISSIONER JARMOSZUK: Thank you very
15 much.

16 MR. WANTTAJA: Thank you. So, next, I
17 believe we're going to try Annie Perez again.
18 So, Annie Perez is on and she has requested
19 Spanish translation.

20 COMMISSIONER JARMOSZUK: (Spanish
21 dialect in progress.)

22 MR. WANTTAJA: Okay. We'll give a few
23 more seconds here.

24 (No response.)

25 MR. WANTTAJA: Okay. Well, then, let's

1 move on to Lauren Bailey, who will be
2 followed by Peter Mazer. Do we have Lauren
3 Bailey?

4 (No response.)

5 MR. WANTTAJA: Okay. We'll just go
6 ahead and move on to Peter Mazer.

7 TLC HOST: We're adding that last
8 speaker.

9 MR. WANTTAJA: Okay.

10 TLC HOST: Okay. They are connecting
11 now.

12 MR. WANTTAJA: And which speaker is
13 this?

14 TLC HOST: Lauren Bailey.

15 MR. WANTTAJA: Lauren Bailey. Okay.
16 Hello.

17 MS. BAILEY: Hi. I apologize. I
18 didn't realize my name was my name. So,
19 thank you very much to the Zoom wizards
20 behind the screen.

21 My name is Lauren Bailey. I am the
22 Director of Climate Policy at Tri-State
23 Transportation Campaign. Tri-State is a
24 30-year old organization that works at the
25 intersection of transit, equity, environment

1 and health and safety.

2 Now, I am here today to talk about why
3 we are supporting the Commissioners today,
4 voting against removing this exemption. This
5 exemption is a policy proposal from 2018,
6 that we really saw as a stroke of genius from
7 the TLC, to not only mitigate the crisis that
8 we were having then with congestion --
9 Tri-State also advocated and continues to
10 advocate for congestion pricing and other
11 measures to improve our air quality in
12 New York -- but also to start meeting our
13 climate goals for electric vehicle
14 transition.

15 Now, I completely agree with our
16 colleagues from the Taxi Workers Alliance, as
17 well as other organizations, that we need to
18 be deliberate, lest we create a crisis again.
19 However, I want to reiterate what my
20 colleague from the Sierra Club said, that a
21 400-vehicle addition of electric vehicles
22 does not make the same crisis that we saw
23 before. Additionally, fearing that we need
24 to be deliberate about this, and this is
25 important -- I, personally, and I believe

1 none of my colleagues either, have seen any
2 sort of data modeling to prove that this EV
3 exemption or the addition of a new company
4 would be something that would put us back in
5 that crisis we had in 2017.

6 Meanwhile, we are fully aware of many
7 of the other crises that the TLC is dealing
8 with as well, including the medallion crisis.
9 So, we encourage the TLC to vote against
10 removing this exemption today and really
11 begin to move forward with a full plan of how
12 we're going to move into a sustainable
13 future. The TLC is responsible for one of
14 the largest fleets in the country. Where the
15 TLC goes, the city goes, our state goes and
16 our country goes, frankly. And we want to
17 make sure that we're seeing a sustainability
18 plan beyond pilots, before we're moving
19 policy levers that we know work and we know
20 are moving us into a culture shift and into a
21 transition that we need.

22 Finally, before I wrap up, I would like
23 to say when we talk about scaling up electric
24 vehicles, we look forward to the TLC -- as
25 the Commissioner said in her opening

1 remarks -- working with our stakeholders on
2 this to find a way to have charging for
3 everyone and have this be a full plan.
4 However, Tri-State is fully against removing
5 this exemption at this time, given that we
6 have not seen this plan, we have not seen
7 charging from the public sector or the
8 support from the government we need to do
9 that. And, frankly, if there's a private
10 sector moved to do that at the moment, I
11 see -- I'm very disappointed that the TLC is
12 looking to eliminate the opportunities for
13 future innovation, given the rapid movement
14 of not only technology, but clean technology
15 right now.

16 COVID showed us that our air is killing
17 us, particularly in black and brown
18 communities, and I want to make sure that the
19 TLC is doing its due diligence before you're
20 changing the policies we do have that work.
21 And we very much look forward to seeing what
22 I hope is on your desk and just not public
23 yet, if you're having this determination
24 right now. Thank you.

25 MR. WANTTAJA: Thank you for your

1 testimony.

2 Our next speaker will be Peter Mazer,
3 followed by Michael McCutcheon. Peter, it
4 appears you're still muted, if you'd want to
5 unmute yourself. Thank you.

6 MR. MAZER: Okay. Thank you. Good
7 afternoon, Commissioners. My name is a Peter
8 Mazer, and I am general counsel to the
9 Metropolitan Taxicab Board of Trade; an
10 association representing the owners and
11 operators of the more than 5,000 licensed New
12 York City taxicabs. Our full-service driver
13 center has provided taxicab drivers free
14 legal services valued at more than
15 \$1.5 million, and has represented drivers at
16 no charge at more than 12,000 OATH traffic
17 court and criminal court cases.

18 In 2018, the City Council passed and
19 the Mayor signed into law, legislation that
20 created a 12-month moratorium on the issuance
21 of new for-hire vehicle license permits. At
22 the time, there were about 115,000 FHV's
23 operating on the streets of New York,
24 significantly contributing to traffic
25 congestion, preventing drivers from earning a

1 sustainable income, as there was insufficient
2 passenger demand. At the time, for-hire
3 vehicles were transporting about 700,000
4 passengers a day.

5 The City Council exempted accessible
6 vehicles from the permit moratorium to
7 encourage their expanded use to meet the need
8 of the disability community. Local law did
9 not extend the exemption of battery electric
10 vehicles; this was done by the TLC rule that
11 became effective in September of 2019, after
12 the initial moratorium period. The TLC
13 reported then, that there were about 118,000
14 licensed FHVs. FHV ridership peaked at about
15 800,000 trips a day in February of 2020, then
16 declined during the pandemic and is now
17 recovered by more than half.

18 However, the number of FHVs licensed by
19 the TLC has not declined proportionately to
20 the decline in ridership, and there's still
21 more than 93,000 licensed FHVs, according to
22 TLC data. More than 85,000 of these are
23 high-volume cars. This demonstrates that
24 there is no shortage of available FHVs,
25 including black cars and traditional livery

1 services, to meet the needs of the city
2 residents and visitors.

3 However, it also demonstrates that at
4 present, there is still a critical need to
5 protect the livelihood of drivers, a key
6 objective of the initial legislation in 2018.
7 The rule proposed was not anti-clean vehicle,
8 nor was it anti-BEV technology. It does not
9 prevent any license base from putting on the
10 road, more electric vehicles. It simply
11 requires that electric vehicles placed into
12 service replace existing already licensed
13 for-hire vehicles. It is true that electric
14 vehicles cause less pollution than
15 conventional cause, but they don't cause less
16 congestion. An electric vehicle still use
17 the same scarce streets space and contributes
18 in the same way to traffic congestion as any
19 other vehicle.

20 As the city begins to recover from the
21 pandemic, one of the significant challenges
22 it will face is dealing with traffic and
23 congestion. As more and more people return
24 to work and as New York City cultural and
25 entertainment venues reopen, one of the

1 challenges facing our residents and visitors
2 will be the ability to get around the City
3 quickly and efficiently.

4 MR. WANTTAJA: Thirty seconds
5 remaining.

6 MR. MAZER: Thank you. In May, the MTA
7 reported that vehicular traffic on the
8 bridges and tunnels already is approaching
9 levels not seen in the past ten years, and
10 this is before the City is fully reopened.
11 The last thing the City needs now is to
12 create a method whereby the number of
13 for-hire vehicles on the road is increased at
14 a time when there is no demonstrated need for
15 such additional service. History teaches us
16 that the result will be increased congestion
17 and a decrease in driver income. Clean
18 technology is a goal that everyone
19 supports --

20 MR. WANTTAJA: Your time is over.
21 Please conclude your testimony.

22 MR. MAZER: Okay. Thank you.

23 The law has been successful in reducing
24 the number of for-hire vehicles cruising on
25 the empty streets, a major contributor to

1 traffic congestion, and has raised driver
2 income. There is no need to altar that law
3 right now, and we urge you to adopt this
4 rule. Thank you.

5 MR. WANTTAJA: Thank you for your
6 testimony.

7 Our next speaker will be Michael
8 McCutcheon, followed by Ibrahim Toure.

9 MR. MCCUTCHEON: Thank you for giving
10 me the time to speak today. My name is
11 Michael McCutcheon. I am a Brooklyn
12 resident, lived in New York for well over
13 fifteen years. I'm also an entrepreneur and
14 business owner, the co-founder of Wayout
15 Future.

16 But I'm really here today just as a New
17 Yorker who cares about a city that is fair,
18 equitable, progressive and green. And I am
19 concerned with the proposed rule change
20 today, both the substance and the process by
21 which it's being made. I think we can all
22 agree that pollution, the number of cars on
23 the road, and good jobs are three
24 interrelated issues that we should tackle. I
25 do not believe the proposed rule change

1 effectively tackles, really, any of them and,
2 in fact, exasperates them. And I'm most
3 concerned of the way it's being done.

4 On the substance, you know, as I think
5 the TLC data suggest, it has given out 400
6 exemptions for battery vehicles. And in a
7 city with two million, that is a very, very,
8 very mighty number and I think does very
9 little to drive congestion. There is not
10 going to be any evidence that there's any
11 exponential growth that we're concerned about
12 at the time. Revel's initial proposal is
13 very small in scope, and so there's no need,
14 in my view, to address this now.

15 I think, you know, also on the way that
16 this is being done, you know, obviously today
17 is Primary Day. A lot of New Yorkers aren't
18 focused on this. The Commission has already
19 published a Notice of Promulgation that seems
20 to suggest that this rule has already been
21 voted on and done. Even if that's not the
22 case -- which I see some members shaking
23 their head -- you know, as a member of the
24 public who see something like that, it's very
25 frustrating because we have not yet had the

1 chance to fully speak our mind.

2 And so, basically, my ask, the
3 Commission, is to vote against this rule
4 change, to allow the exemptions to continue,
5 to support New York as a place of
6 experimentation, of innovation, of fairness
7 and let us lead. I think this rule change
8 would prevent that from happening and there
9 is no reason to do it now. I think if the
10 Commission wishes to come back to this in
11 six months or a year, based off of new facts,
12 I think that's more than, you know,
13 reasonable, just as a New Yorker. But I
14 think there's no reason to do this now. And
15 I would urge the Commission to vote against
16 the rule change and allow New York to
17 continue to lead the way, that we seek to
18 build a better city, a less bureaucratic and
19 more for all New Yorkers. Thank you.

20 MR. WANTTAJA: Thank you for your
21 testimony.

22 And before we get to the next speaker,
23 just as a quick note about the mentioned
24 Notice of Promulgation. The New York City,
25 City Administrative Procedure Act requires

1 the TLC to post a final version of its rules
2 on its website at least three days prior to a
3 vote. That final notice needs to include the
4 Notice of Promulgation, which includes
5 information about the vote. So, obviously,
6 no rules are effective until after we have a
7 hearing and after we have a vote on the
8 rules. A slight quirk in CAPA makes it so we
9 have to post these notices that look like
10 rules have already been voted on when, in
11 fact, they have not.

12 And just to be clear, this is how we
13 have been noticing rules for years. In fact,
14 we have two other rule packages, which we
15 will be voting on later today, that have
16 similar language in their notices. So, I
17 just want to make it clear that, obviously,
18 none of these rules are effective until such
19 time as we have the hearing and the vote.
20 Understand the CAPA process and how we notice
21 these things is a little confusing and
22 quirky, but to assure the public, we have not
23 voted on these yet. And no rules are
24 effective until such time as the vote
25 happens.

1 So, with that, I would like to call up
2 our next speaker, Ibrahim Toure, followed by
3 Jane Selden. I see Ibrahim's name on there.
4 If you'd like to unmute and begin your
5 testimony.

6 MR. TOURE: Hello. Can you hear me?

7 MR. WANTTAJA: Yes. Thank you.

8 MR. TOURE: Okay. My name is Ibrahim
9 Toure, and I'm a New York State Licensed
10 Professional Engineer. I worked in
11 transportation for about 19 years, in public
12 transportation, and also leadership in energy
13 and environmental design, accredited
14 professional. I basically have five talking
15 points. Thank you for allowing me to speak.

16 Rideshare vehicles can reduce traffic
17 congestion, but if properly managed, by
18 reducing the number the private passenger
19 cars on the road. Internal combustion
20 engine, ICE, vehicles are designed for
21 maximum efficiency at highway speeds and are
22 less efficient and more polluting during
23 slower urban taxi and rideshare operations,
24 with more frequent stops and idling. Battery
25 electric vehicles reduce pollution and noise

1 by having zero tailpipe emissions and a quiet
2 electric motor. They're also more efficient
3 at low speeds and during frequent stops,
4 using regenerative breaking and are safer for
5 taxi and rideshare operations, with collision
6 avoidance systems and excellent crash
7 ratings.

8 BEV taxi and rideshare services benefit
9 the public by providing more safer, reliable,
10 environmentally friendly transportation
11 options. They benefit our environment by
12 reducing toxic vehicle exhaust and greenhouse
13 gas emissions. They benefit our economy by
14 providing jobs to drivers, increasing the
15 productivity of passengers, and introducing
16 competition, innovation, and resilience into
17 the transportation business sector. The
18 current proposed rule change would directly
19 harm the forthcoming New York City BEV
20 rideshare service planned by Revel. This
21 service plans to hire TLC licensed drivers as
22 full employees with full health care and
23 other benefits, instead of as independent
24 contractors. This service also plans to
25 provide electric vehicles recharging and

1 maintenance for their drivers, instead of the
2 drivers having to provide fuel and maintain
3 their own vehicles.

4 Please vote "no," so TLC licensed
5 drivers can have more and better job
6 opportunities, so New York City residents and
7 commuters can have cleaner, safer
8 transportation options. And so we all can
9 breathe a little easier on our way home. And
10 I also just wanted to state that I'm speaking
11 on my own behalf, as a lifelong New York City
12 resident and citizen. Thank you.

13 MR. WANTTAJA: Thank you for your
14 testimony.

15 Our next speaker will be Jane Selden,
16 followed by Edgar SantaMaria.

17 MS. SELDEN: First, I would like to
18 thank the Commissioners for giving me the
19 opportunity to speak today. My name is Jane
20 Selden, and I'm here on behalf of 350NYC, an
21 environmental activist organization focusing
22 on local New York City climate issues. Our
23 goal is to drastically reduce greenhouse gas
24 emissions and move towards a just transition
25 to a renewable economy. Electrifying the

1 transportation sector is critical to
2 combating the climate crisis. So, we at
3 350NYC are opposed to the proposed rule
4 change that would revoke the exemption for
5 electric for-hire vehicles.

6 In New York City, transportation
7 contributes 30 percent of greenhouse gas
8 emissions, a significant percentage of which
9 can be attributed to for-hire vehicles. A
10 study by the New York City Mayor's Office of
11 Sustainability show that between 2010 and
12 2018, greenhouse gas emissions from FHV's and
13 taxis increased 66 percent, as a result of
14 the exponential growth of app-based for-hire
15 vehicle services, like Lyft and Uber. In
16 Manhattan, for-hire vehicles spend roughly
17 40 percent of the time cruising without a
18 passenger or idling while waiting for a
19 customer. Idling engines can produce up to
20 twice the amount of exhaust emissions as when
21 the car is in motion.

22 These gas fired vehicles pose a huge
23 threat, not only to the health of our planet,
24 but also endanger the health of our
25 communities. Exhaust emissions contain a

1 range of toxic pollutants, like carbon
2 monoxide, nitrogen oxide and particulate
3 matter, which have been linked to higher
4 rates in asthma, heart disease, chronic
5 bronchitis, and cancer. Adverse health
6 effects from exposure to these toxins
7 disproportionately impacts low-income
8 communities of color, as we have recently
9 seen during the COVID epidemic.

10 Despite the pledges of major for-hire
11 vehicle companies to transition to electric
12 vehicles, today over 99 percent are still
13 gas-fueled. We need more than promises. We
14 need regulations. The California Air
15 Resources Board recently mandated that
16 ride-hailing companies start phasing in EVs
17 by 2023. And that by 2030, at least
18 90 percent of miles driven by for-hire
19 vehicles must be in electric cars.

20 New York City should be instituting
21 similar regulations to systematically and
22 drastically ramp down the number of
23 combustion engine for-hire vehicles. The
24 City Council's decision in 2018 to cap the
25 number of for-hire vehicle licenses was a

1 step in the right direction --

2 MR. WANTTAJA: Thirty seconds
3 remaining.

4 MS. SELDEN: Thank you. But revoking
5 the exemption for electric for-hire vehicles
6 now makes no sense, and is incompatible with
7 the city's climate goals of radically
8 reducing greenhouse gas emissions by
9 transitioning to sustainable modes of
10 transportation. Thank you.

11 MR. WANTTAJA: Thank you for your
12 testimony. Next we will have Edgar
13 SantaMaria, followed by Samassa Tidiane. And
14 Edgar, it looks like we see you on here. But
15 please unmute yourself, and you may begin
16 your testimony.

17 MR. SANTAMARIA: Hi. Can you hear me?

18 MR. WANTTAJA: Yes. Thank you.

19 MR. SANTAMARIA: Okay. Commissioners,
20 thank you for the opportunity. I just want
21 to thank God, you know, many of us survived
22 this pandemic. Unfortunately, many drivers
23 didn't. But no driver will survive a company
24 with more cars and more drivers. We just --
25 this past Saturday, we just celebrated

1 Juneteenth, the end of slavery. Yet, another
2 privileged rich person wants to come into the
3 industry and get rich on minorities and
4 immigrants. Often, the Mayor says he's for
5 Hispanic lives, and Asian lives, and black
6 lives matter and all that stuff. Well, show
7 us that our lives really matter. Help us fix
8 the current issues that we have with the
9 current companies.

10 If the City needs more electric
11 vehicles, give us the opportunity to
12 transition into those types of cars. We're
13 ready. We're willing to do it. We're
14 willing to help the City achieve the climate
15 goal. Thank you.

16 MR. WANTTAJA: Thank you for your
17 testimony. Next up, we have Samassa Tidiane,
18 followed by Dorren Guez (phonetic). I see
19 Samassa's name has appeared. If you'd like
20 to unmute yourself, you may begin your
21 testimony.

22 MR. TIDIANE: Yeah, hello?

23 MR. WANTTAJA: Yes, hello. Okay. We
24 can hear you now. Thank you.

25 MR. TIDIANE: Okay. This is -- can you

1 hear me?

2 MR. WANTTAJA: Yes, we can hear you.

3 MR. TIDIANE: Okay. This is Samassa
4 Tidiane. I'll say hi, everybody. Supporting
5 the Commission, TLC Commission. We don't
6 need no more electrical vehicles on the road
7 because we have family to take care of them.
8 I have TLC licensed driver. I'm a TLC
9 licensed driver. So, if they come in,
10 they're going to be worse than what we have
11 right now. Because we have Lyft, Uber --
12 whatever company we have here. If they come
13 in, they're going to be more worse than them.
14 We don't want a vehicle.

15 If they want to come in this market,
16 they can come in the market, you know, like
17 everybody. But we don't want electric more
18 vehicle in the world, please. We are
19 supporting the Commission hundred-percent for
20 that; and that's all I have to say. Thank
21 you, guys. Thank you, Commission. Thank
22 you, everybody. That's all I have to say.

23 MR. WANTTAJA: Thank you for your
24 testimony. Okay. I'm looking at my list now
25 and up next, we have Aziz Bah, followed by

1 Augustine Tang.

2 MR. BAH: Hello, can you hear me?

3 MR. WANTTAJA: Yes, we can hear you.

4 MR. BAH: Good afternoon,
5 Commissioners. My name is Aziz Bah, and I'm
6 the Organizing Director of the Independent
7 Drivers Guild.

8 Commissioner, the basic definition of
9 insanity is doing the same thing over and
10 over again, expecting a different outcome.
11 The vehicle cap failed in its objective and
12 hurt thousands of workers in the process. It
13 is a regressive anti-worker policy that has
14 forced thousands of drivers to rent or lease
15 vehicles from big fleet owners, rather than
16 owning their own cars. While we understand
17 your concern about fleet owners, we urge you,
18 please do not double down on a failed policy
19 by closing one of the only remaining paths to
20 ownership for hardworking drivers.

21 Individual drivers must have a pathway
22 to ownership. And the battery electric
23 vehicle exemption from the licensed cap for
24 drivers must be retained. In addition, we
25 urge the TLC to allow any drivers who has

1 been driving professionally for at least
2 two years with a good driving record to also
3 be allowed an exemption from the cap, if they
4 have an opportunity to own. For years, the
5 IDG has warned that capping Taxi and
6 Limousine Commission vehicle license, rather
7 than limiting the TLC driver's licenses,
8 would hurt workers. Our warnings fell on
9 deaf ears. Hence, the City and TLC
10 implemented the moratorium in late 2018.

11 Since then, drivers who did not have
12 any savings or means to purchase and license
13 a vehicle, were stuck with forever renting or
14 leasing a vehicle to work. That, in fact,
15 turned fleet owners into the great masters of
16 thousands of workers who will struggle for
17 the rest of their life paying more than
18 \$10,000 per year in expenses, rather than own
19 their own vehicle; all this is happening as a
20 result of the vehicle cap.

21 After the cap, the TLC issued new
22 license at the rate of a thousand licenses,
23 new licenses, per month until the pandemic
24 hits. In total, TLC has issued 20,000 more
25 TLC licenses since the cap was put in place.

1 That's an additional 20,000 workers who were
2 stuck leasing or renting from the big fleet
3 owners until and unless they can save enough
4 money to purchase an electric vehicle. As
5 New York search for solution to a decade-long
6 process, the problem with congestion, it has
7 focused the blame largely on for-hire vehicle
8 drivers, while bus lanes and bike lanes
9 largely reduce the space that was once
10 available, delivery trucks, construction
11 vehicles and trailers double parking all over
12 the City at all times are a huge factor.

13 MR. WANTTAJA: Thirty seconds
14 remaining.

15 MR. BAH: But the large immigrant
16 workforce is easier to blame. I mean,
17 personally, I was stuck in a rental for a
18 year -- for years. The vehicle cap prevented
19 me from owning. It took me years to save and
20 finally bought my first electric vehicles.
21 Despite the lack of charging stations, it is
22 the best available solution. I felt
23 liberated, and I know other drivers are
24 working toward that same goal. To cut off
25 this option to own would be cruel, cruelty

1 upon cruelty. One vehicle per TLC licensed
2 driver is the simple solution. If the City
3 is concerned with congestion --

4 MR. WANTTAJA: You get three minutes.
5 Your time is up. Please conclude your
6 testimony.

7 MR. BAH: Thank you. The City can
8 limit new TLC licenses based on ridership and
9 needs. Only then, we can achieve true
10 empowerment, as opposed to subjecting us to
11 this failed cap rule. Thank you.

12 MR. WANTTAJA: Thank you for your
13 testimony. Up next we have Augustine Tang,
14 followed by Mohammed Hussein.

15 MR. TANG: Hi, I'm sorry.

16 MR. WANTTAJA: Hi.

17 MR. TANG: Can you see me?

18 MR. WANTTAJA: Yes. Thank you.

19 MR. TANG: All right. Great. Thank
20 you very much. Thank you, TLC for -- TLC
21 Chair, for understanding the importance of
22 not saturating the City with more vehicles,
23 whether it's going to be four or 50 cars.
24 But, you know, here we go again, a
25 corporation comes in to misinterpret rules,

1 make the City unbearable with traffic, and
2 create an environment with slavery wages.
3 They'll say that the government shouldn't
4 intervene. They'll put regulators in an evil
5 position, create peer pressure and then tell
6 the public that it's unfair for them, that
7 they are the good guys. Unfortunately, the
8 City was not meant for more vehicles,
9 meanwhile, creating poverty wages for the
10 drivers in every sector.

11 I'm glad that the TLC sees through all
12 this, because Uber has done the same thing.
13 If we allow more vehicles to come into the
14 City, we're going to just shrug off the fact
15 that most of the drivers' livelihoods don't
16 matter.

17 For years, this has been happening. I
18 stand fully on TLC voting "yes" in proposing
19 a rule change. We've been through this
20 already. And although I do feel that
21 electric vehicles are part of the future, we
22 just can't allow extra cars flooding the
23 streets, while drivers pay the ultimate
24 price. I have seen my own income window
25 through the years, and while taking a brunt

1 of the work struck in gridlock. We've been
2 through this. Let's learn from our mistakes.
3 Drivers have suffered long enough. Don't --
4 you know, don't think that they're any
5 different when they're using the same tactics
6 as when Uber first started. Please uphold
7 this rule -- please propose this rule change
8 because wrong decisions may destroy more
9 lives.

10 Again, I am grateful that the TLC Chair
11 shares the same views. Please vote "yes" in
12 upholding this rule change. I appreciate
13 your time. Thank you guys very much.

14 MR. WANTTAJA: Thank you for your
15 testimony. Next, we have Mohammed Hussein,
16 followed by Michelle Boston. Waiting on
17 Mohammed Hussein.

18 (No response.)

19 MR. WANTTAJA: Okay. If Mohammed
20 Hussein is not ready, why don't we move
21 straight to Michelle Boston.

22 (No response.)

23 MR. WANTTAJA: Mohammed Hussein or
24 Michelle Boston, going once --

25 TLC HOST: I'm here. Technical

1 difficulties.

2 MR. WANTTAJA: Okay.

3 TLC HOST: We're bringing them up.
4 We're going to go to Sonam Lama.

5 MR. WANTTAJA: Sonam Lama. Okay.
6 Sonam Lama. I think we're all looking
7 forward to the days when we could do this in
8 person and not dealing with technical
9 difficulties. Sonam Lama -- okay. Here we
10 go. Sonam Lama. We have a name in front of
11 us. Fantastic.

12 Sonam, if you'd like to unmute
13 yourself, you may begin your testimony.

14 MR. LAMA: Hello. Can you hear me?

15 MR. WANTTAJA: Yes, we can hear you.

16 MR. LAMA: Hello, everyone. Thank you
17 for this golden opportunity. And, yeah, it's
18 a -- good afternoon to all Commissioners and
19 to my fellow drivers. My name is Sonam Lama,
20 and I am the organizer from the Independent
21 Drivers Guild, IDG.

22 So, as you all know that this industry
23 has been suffering a lot. And as a community
24 leader from my South Asian and also the IDG
25 organizer, we always see drivers crying and

1 like definitely coming to us for help, and
2 there's so many things that we want to but we
3 can't, you know. So, that's why I would like
4 to say TLC to please, like, you know, send
5 one of the representatives who can listen to
6 us and help us to help the drivers.

7 Every single day, the drivers come to
8 our office and ask for the help. We try our
9 best and sometimes we can't. And one of the
10 things is the plate. You know the plate,
11 like, in my community 90 percent drivers, the
12 men job is to literally like drive, and most
13 of the wives, they don't work. Because
14 South Asian, as you all know, that only
15 husband works and they are the ones who
16 conducts the whole family. And more than
17 thousand drivers from my only community, they
18 are renting in a very high price from this --
19 the rental companies, and they are suffering.

20 So, I would like to emphasize, if you
21 could, you know, like, stop this capping
22 thing, that would really help for those
23 families. The political things, whatever,
24 from my side, I don't understand. But if you
25 really care about the drivers and the

1 families, you know, to bring the food on the
2 table, from the financial status, TLC has the
3 power, I know. Please help with that.

4 And also I want to add something about
5 Taxi Alliance. I don't know what's wrong
6 with the Taxi Alliance. They always, like,
7 blame us, IDG for our work. They never
8 appreciate -- we never, like, go -- we never
9 throw stuff to them, but they're always
10 trying to bite us. We don't know why. Last
11 time I had there -- I was there admitting --

12 MR. WANTTAJA: Thank you. We would
13 like to limit commentary to our rules,
14 please. We have a lot of speakers. Thank
15 you.

16 MR. LAMA: Okay. Sorry about that.
17 Just wanted to make sure the straight thing
18 is that TLC is the one who cap the stop, but
19 they're the one who did it, you know, this
20 kind of stuff. So, I just wanted TLC to be
21 transparent with drivers --

22 MR. WANTTAJA: Thirty seconds
23 remaining.

24 MR. LAMA: Yeah. If you really need
25 anything that IDG can do or as a leader from

1 my community, Nepali community, you can reach
2 out to me and we can dive in with two other
3 drivers. So, please, if you could help
4 removing the capping thing, that would be
5 really appreciated. Thank you. Thank you,
6 Commissioners. And to all my fellow drivers,
7 thank you so much.

8 MR. WANTTAJA: Thank you for your
9 testimony. Once again, just to remind
10 everybody, we have a lengthy list of
11 speakers. So, if you could please keep your
12 testimony focused on the rules beforehand
13 today, that would be appreciated.

14 So, I think, next, we're going to try
15 to go back to Mohammed Hussein, followed by
16 Michelle Boston. We were having some
17 technical difficulties on our end. So, next
18 up will be Mohammed Hussein, followed by
19 Michelle Boston.

20 (No response.)

21 MR. WANTTAJA: Mohammed Hussein or
22 Michelle Boston. Are we still having trouble
23 promoting people to speakers?

24 TLC HOST: Yeah. Mohammed Hussein is
25 on the attendee, but the system is not

1 allowing us to promote him to speak.

2 COMMISSIONER JARMOSZUK: Okay. So,
3 let's move on to the next speak --

4 MR. WANTTAJA: I see him right here.

5 COMMISSIONER JARMOSZUK: Thank you.

6 MR. WANTTAJA: All right. Mohammed,
7 please begin your testimony.

8 (Inaudible dialect.)

9 MR. WANTTAJA: Okay. Mohammed, I
10 believe you're cutting in and out, so we're
11 going to go ahead and go to Michelle Boston.
12 Michelle, I see you're in here. So,
13 Michelle, if you'd like to unmute, you may
14 begin your testimony.

15 MS. BOSTON: Okay. Good afternoon.
16 I'm an Uber driver, and I'm also a wheelchair
17 driver. So, my question is for all the
18 proponents of Revel. Why not give current
19 drivers the opportunity to phase out their
20 vehicles into EVs? If you're so interested
21 in the drivers' well-being and this gas
22 emissions, come up with a solution where they
23 can use your cars and eventually transfer
24 over. Because EVs that you are bringing in
25 would still create overcrowding. So. My

1 fear is that these people who are running
2 Revel, they will eventually force the drivers
3 that don't have EV cars, they will force them
4 out of business. If we try to bring them in
5 and then there's a cap, and then all of a
6 sudden, the drivers who are driving like
7 regular cars now, they can't afford to get an
8 EV.

9 So, what needs to be done, is the
10 drivers with regular cars, they should be
11 given the opportunity to transition their
12 cars into EVs. And EVs -- whether you
13 bring -- it doesn't matter. Overcrowding is
14 overcrowding. And the next thing is the
15 wheelchair vehicles. We need more wheelchair
16 vehicles. And eventually, if we have enough,
17 that will be overcrowding. So, instead of
18 bringing in more EVs, which are just regular
19 cars, why not try to bring in more
20 wheelchairs? It was very difficult for me to
21 find a company that sells a wheelchair
22 vehicle. I had to do so much research. And
23 my car right now is not working and I need to
24 get another wheelchair car and it's very,
25 very difficult.

1 So, I think that a lot of drivers who
2 want to do wheelchair, especially the ones
3 who don't speak English, they don't know
4 where to go. When I went to the TLC, I just
5 had a list of cars that they would accept as
6 wheelchairs. I had no other information as
7 to where to go, who are selling these cars.
8 So, I do think that EVs should not be allowed
9 in, unless it's a current driver with a car
10 that's switching over. Thank you very much.

11 MR. WANTTAJA: Thank you for your
12 testimony. Okay. So, our next speakers --
13 up next, we will have Alec Soybel, followed
14 by Samor Solinian (phonetic). Next up, Alec
15 Soybel. And Alec, we see you. You can
16 unmute and begin your testimony.

17 MR. SOYBEL: Okay. Great. Good
18 afternoon, everybody. My name is Alec
19 Soybel. I would like to say hello to
20 everybody, to Commissioner, Ms. Aloysee, and
21 to everybody.

22 In my opinion, I believe that TLC
23 should not allow a company, Revel, to come to
24 New York without buying or without leasing a
25 taxi medallion. There should be not a free

1 launch for company Revel to come to
2 New York without buying or leasing taxi
3 medallions. I bought taxi medallion.
4 Everybody bought taxi medallion. They should
5 come and buy taxi medallion. This is a rich
6 company. And Revel would like to come to New
7 York without buying taxi medallions and in
8 couple of years, I repeat, in couple of
9 years, to fire its drivers and have
10 driverless cars on New York streets. It's a
11 goal of this company because they're
12 technology company, they understand that
13 driverless cars will come to New York very
14 soon. In one, two, three years.

15 So, basically, they would like to have
16 no taxi medallions to buy, and they would
17 like to drive driverless cars in two or
18 three years, and they will fire everybody;
19 every taxi driver, they will fire. They
20 don't need them if they have driverless cars.
21 So, right now there are more than 5,000
22 medallions in TLC storage. What does it
23 mean? It means that people cannot drive taxi
24 medallions because for financial reasons.
25 They cannot pay taxi loans to credit unions.

1 And credit unions come after them and demand
2 that they to pay taxi loans. So, basically,
3 we can lose all our life savings because
4 credit unions will not give us a free launch.
5 Like, company Revel like to have a free
6 launch with taxi medallions. So, every
7 person who come to New York streets need to
8 buy taxi medallion.

9 I don't know the price of taxi
10 medallion right now, but they need to buy
11 taxi medallions. There should be no excuse
12 for anybody to come to New York streets --
13 because streets are very expensive. It's a
14 gold. And New York streets can sell this
15 gold to the people. Why they need to give
16 free, them to come, companies like Uber, like
17 Tesla, like any company like Revel, they need
18 to buy them.

19 MR. WANTTAJA: Thirty seconds
20 remaining.

21 MR. SOYBEL: If they don't have money,
22 they need to borrow money from credit unions
23 and take the same taxi loan like me, like
24 everybody else. It's not a free launch in
25 New York. They like to have a free launch.

1 They like to have some new opportunity with
2 driverless cars, but this should not be
3 allowed to them. Because they need to think
4 about one or two years ahead of our time. In
5 one or two years will be driverless cars in
6 the streets. So, they like to have no
7 drivers. They do not care about drivers.
8 They care about profit, about revenue.

9 MR. WANTTAJA: Your three minutes
10 is concluded. Please conclude your
11 testimony.

12 MR. SOYBEL: In my opinion, they will
13 not allow them to come to the New York and
14 other companies as well. We will not allow
15 all this electrical cars. Because some
16 electric cars in 2018 cost \$17,000. Right
17 now, electrical cars cost \$30,000. So,
18 basically --

19 MR. WANTTAJA: Thank you for your
20 testimony. Your time has elapsed. We're
21 moving on to our next speaker.

22 MR. SOYBEL: Okay. Thank you very
23 much.

24 MR. WANTTAJA: Thank you. Thank you
25 for your testimony. Next up, we will have

1 Richard Ciao, followed by Amara Sanogo.
2 Richard Ciao, we see your name. Feel free to
3 unmute and begin your testimony.

4 MR. CIAO: Can you hear me?

5 MR. WANTTAJA: Yes, we can hear you.

6 MR. CIAO: Thank you. Hi, good
7 afternoon, Commissioner and everyone. My
8 name is Richard Ciao. I'm driving for yellow
9 cab for 15 years. I'm an owner driver. I'm
10 a member of the New York Taxi Workers
11 Alliance. Thank you for having me, having me
12 to speak today.

13 And TLC and the City should not allow
14 the new FHV license to Revel. Revel must buy
15 the medallion, enter the market. So, the
16 City must keep the FHV license, including the
17 electric vehicle. Protect the full-time
18 yellow cab drivers and income and working
19 classes. So, medallion owners already
20 struggle and are devastated, heavy debt,
21 foreclosure medallion and bankruptcy.

22 Recently, the cases is that nine
23 drivers have committed suicide. So, I lost
24 my brother, Kenny, he committed suicide,
25 also. Since 2011, the City and the TLC

1 allows Uber and Lyft, EV and they flood the
2 whole streets and failed to protect the
3 yellow medallions and left us drowning for so
4 many, so many years. So, we are enough. So,
5 we need more -- no more allowed another tech
6 company to create another bubble. So,
7 please, no more Revel. No more electric
8 vehicle allowed in the City without buying a
9 medallion. So, God bless everyone, and thank
10 you so much.

11 MR. WANTTAJA: Thank you for your
12 testimony. So, next, we'll have Amara
13 Sanogo, followed by Raul Rivera.

14 MR. SANOGO: Hello?

15 MR. WANTTAJA: Hello, yes. We can hear
16 you.

17 MR. SANOGO: Can you hear me? Yeah, my
18 name is Amara Sanogo. I'm a member of the
19 Taxi Workers Alliance. And yes, I'm glad to
20 stick to this matter. This is an old debate
21 since Bloomberg time when he was trying to
22 make people pay to come Downtown New York
23 City. And because the City was already
24 crowded that time, so this time, it's worse.
25 We cannot allow any more cars in the City

1 until we know we're able to push the Uptown
2 River or the East River to make more lanes
3 for cars. So, if that's not possible, so we
4 cannot allow any more cars in the City. It's
5 already crowded. And with -- somebody said
6 it, with the bike lanes and the parking or
7 the, you know, the street vendors on the
8 streets, the streets are already small for
9 the cars already in the City. So, we cannot
10 allow no more cars.

11 You know, if Revel or Tesla want to
12 buy -- want to sell their cars, let's have a
13 transition, you know, with the drivers
14 already, you know, who already have their
15 license. So, let's give them a cheap price
16 and let's have them buy the cars to try it,
17 you know. But new license, TLC cannot allow
18 that in the City. It's going to be
19 disastrous.

20 And plus, you know, if you allow that,
21 it's going to tarnish people's income; we
22 already see that with Uber. So, for me,
23 plainly simple, no more cars in the City. I
24 want you guys to uphold the new rules, you
25 know, just not to allow that to happen.

1 Thank you.

2 MR. WANTTAJA: Thank you for your
3 testimony. Up next, we will have Raul
4 Rivera, followed by Ultimaolay Ouattara
5 (phonetic). Raul, we see your name, so feel
6 free to unmute and begin your testimony.

7 MR. RIVERA: One second. Okay, can you
8 hear me?

9 MR. WANTTAJA: Yes, we can hear you.

10 MR. RIVERA: Good afternoon,
11 Commissioners. My name is Raul Rivera. I'm
12 a TLC driver. I'm a TLC driver advocate.
13 I'm the founder of NYC Drivers Unite. I'm
14 also a member of Families for Safe Streets
15 and a crash survivor. I'm in full support of
16 not allowing Revel onto the streets. There
17 seems to be like some kind of confusion when
18 it comes to the drivers and their status.
19 And when we file our taxes, we file a 1099.
20 We are small business owners, just like the
21 pizza shop, the bodega. And this is where
22 the distortion comes. And we have companies
23 like Revel, they want to come in here and
24 make us cheap labored, cheap employees, and
25 we don't want that. It's not -- we don't

1 want to be gig workers. We're not gig
2 workers. We are TLC Commission drivers. We
3 are small business owners; that's what we
4 are. And that's what need to be protected.

5 If anybody deserves a plate, it's the
6 licensed TLC drivers. Myself, I rent my
7 vehicle. I don't have a plate. It would be
8 nice to get one. So, yeah, I'm for not
9 letting them onto the streets. And as a
10 member of Families for Safe Streets and a
11 crash survivor, I would like to remind the
12 Commission, and anybody that's listening,
13 that Revel, it's not a safe platform. They
14 were paused -- I think it was this year,
15 there was a pause because there was a lot of
16 accidents, people getting killed and hurt.
17 And as a driver with 20,000 trips, I still
18 see Revel riders driving around the City
19 without helmets going the wrong way --

20 MR. WANTTAJA: If we could keep our
21 remarks to the rules before us, that would be
22 appreciated. Thank you.

23 MR. RIVERA: Well, I'm speaking about
24 Revel and the platform.

25 MR. WANTTAJA: Revel is not before us

1 today. We have rules before us today. If we
2 could limit our testimony to that. Thank
3 you.

4 MR. RIVERA: Aren't we speaking about
5 Revel?

6 MR. WANTTAJA: We're speaking about the
7 rules before us today, and you have a minute
8 remaining. Thank you.

9 MR. RIVERA: Okay. Fine. But I'm just
10 trying to say that that platform is not safe.
11 We should not allow them more access to the
12 streets. It common sense. Last year, there
13 was a reporter that was killed on that
14 platform. They need to be safe. If they
15 want to come into the City, if they're asking
16 for plates, they should first focus on their
17 scooters and make sure everything is safe
18 there; that's all I'm saying. You know,
19 focus on the driver. If we put the driver
20 first --

21 MR. WANTTAJA: Thirty seconds
22 remaining.

23 MR. RIVERA: We put the driver first,
24 things fall into place. I thank you for your
25 time.

1 MR. WANTTAJA: Thank you for your
2 testimony. Next up, we have Ultimaolay
3 Ouattara -- apologies for the pronunciation.
4 And following that, we have Joy Gardner.

5 MR. OUATTARA: Hello, can you hear me?

6 MR. WANTTAJA: Yes, we can hear you.
7 Thank you.

8 MR. OUATTARA: My name Ultimaolay
9 Ouattara (phonetic). I'm a Uber driver. I'm
10 also a member of the Taxi Work -- the New
11 York Taxi Workers Alliance. And I fully
12 support this cap on the electric vehicle.
13 Because the electric vehicles, it's true that
14 there are less emissions with electric
15 vehicles, but we already have enough cars on
16 the street, and you're going to make things
17 worse for everyone. What's the point of
18 putting electric vehicle cars and we still
19 have the gasoline vehicles on the street? It
20 will make way less ride for everyone. And
21 the time we don't have ride, we are idling.
22 It's more pollution. So, there's no point to
23 bring more vehicle on the street.

24 You can help the vehicle owners right
25 now to do their transition. I, myself, I'm

1 renting but I prefer that. I prefer that,
2 even if I know that I'm paying a higher price
3 to rent a vehicle, but it's still better.
4 Because what's the point of having my own
5 vehicle if I'm going to make less money?
6 There's no need for me to have my own vehicle
7 if I'm going -- even if I cannot afford to
8 pay my monthly rent for the -- my monthly
9 payment.

10 So, this is a good thing that TLC
11 thing, they're going to cap the electric
12 vehicles. You can help the driver for him to
13 transition to electric vehicle in some years.
14 So, we don't need more vehicles right now,
15 new license for electric vehicles right now.
16 You have to maintain the cap. It's a good
17 thing to have a cap because we don't have
18 enough rides right now, and we have a lot of
19 vehicles already. We don't need any vehicle,
20 new vehicles on the street.

21 So, thank you for what you are doing to
22 protect our full-time job and not letting
23 this corporation come and take advantage of
24 us. Thank you.

25 MR. WANTTAJA: Thank you for your

1 testimony. Up next, we have Joy Gardner.
2 Joy Gardner will be followed by Pete
3 Richards.

4 MS. GARDNER: Hi, can you hear me?

5 MR. WANTTAJA: Yes, we can hear you.
6 Thank you.

7 MS. GARDNER: Good afternoon,
8 Commissioners. Thanks for your time today.
9 My name is Joy Gardner. I'm the executive
10 director of Empire Clean Cities. We're a
11 local nonprofit environmental organization.

12 As mentioned in previous remarks by
13 both the Chair and some other speakers, in
14 New York City, emissions from transportations
15 are a serious issue. They are the second
16 largest source of greenhouse gas emissions
17 and one of the primary sources of toxic air
18 pollutant; such as particulate matter,
19 nitrogen oxide, and carbon monoxides. And
20 these air pollutants are directly linked to
21 major environmental and public health
22 concerns, such as asthma and cardiovascular
23 disease, disproportionately affecting low
24 income communities and communities of color
25 and vulnerable populations, such as children.

1 At Empire Clean Cities, our mission is to
2 improve air quality for New Yorkers by
3 reducing emissions in the transportation
4 sector.

5 We really applaud and have supported
6 the TLC's commitment to reducing these
7 harmful emissions by promoting the adoption
8 of zero emission battery electric vehicles.
9 Supporting the transition off of fossil fuels
10 to clean energy source is good for the
11 environment, good for our communities, and
12 good for the drivers who spend their full
13 workdays on the road.

14 New York City has also taken some great
15 steps in recent years to reaffirm its
16 commitment to carbon neutrality, through its
17 OneNYC 2050 plan, that New York City's fleet
18 transition to electric and alternative fuels
19 and the City's plans for more publicly
20 available EV charging infrastructure. So, we
21 really shouldn't lose this momentum, as the
22 environmental health impact of severe
23 pollution are only becoming more urgent.

24 We encourage the TLC to reconsider this
25 rule change and instead continue the regional

1 effort to reduce transportation emissions by
2 ensuring there are equitable, accessible, and
3 speedy pathways to the transition to zero
4 emission electric vehicles, also providing
5 additional clean jobs and additional clean
6 transportation options for our residents.
7 Thank you.

8 MR. WANTTAJA: Thank you for your --

9 COMMISSIONER JARMOSZUK: Thank you. We
10 appreciate your testimony. Sorry, Ryan. I
11 just want to say that we are completely open
12 and look forward to working with all the
13 environmental groups and all our industry
14 stakeholders to make our existing vehicles
15 electric. We believe in being green. Back
16 to you.

17 MR. WANTTAJA: Thank you. So, it looks
18 like Pete Richards is not here. So, next up,
19 we will go to Jackie Lin, followed by Malik
20 Anwar. I see Jackie. You can begin your
21 testimony.

22 MR. LIN: Yes. Yes. So, hi, guys,
23 everybody. So, you know, I just want to say
24 start off as let's be clear, battery electric
25 FHV's are not the problem, right? There are

1 only a few hundred battery electric TLC
2 vehicles representing less than half the
3 percent of TLC vehicles. Furthermore, this
4 Commission reported that TLC vehicles license
5 applications and license renewals have
6 sharply decreased. And so, the net supply of
7 TLC licensed vehicles is decreasing. We are
8 losing many more vehicles than we are
9 gaining. The implementation of the vehicles
10 cap for drivers like Serge, in a very
11 detrimental situation, he has been driving
12 TLC since 1996. In 2017, he actually entered
13 a lease-to-own agreement with Tower Auto to
14 purchase a TLC licensed sedan. After
15 consistently paying \$409 per week for
16 three years, the pandemic prevented him from
17 continuously honoring those payments, his
18 vehicle was disabled by TLC -- by Tower Auto
19 and later repossessed, which he has already
20 paid over \$60,000 towards the vehicle that
21 only cost him 25.

22 And after getting the PVP loan, which
23 is a very good program that was given out by
24 the federal government, Serge was finally
25 able to buy his own vehicle, but he cannot

1 get TLC plates to return to work, due to the
2 moratorium. My question to TLC is, do you
3 think Serge deserves to have his own plates?
4 This is not the first story you've heard.
5 There's many more drivers that has been
6 ignored and stuck in similar situations for
7 years. When are you going to answer the call
8 to help and common sense solutions? You
9 know, these are one of the major problems
10 that a lot of drivers face.

11 And another thing I want to say is:
12 Why not let the drivers have a voice? Why
13 not let the drivers vote if they want this
14 ban or not, right? And another thing I want
15 to say is, you know, as a driver myself,
16 renting a vehicle, it's like you're always
17 paying the pimps for able to driver. We want
18 to stop that, right? We want to be able to
19 work on our own time and be able to work and
20 not be able to pay the extra fee.

21 You know, as a TLC licensed driver
22 getting a 1099, after all those expenses,
23 we're left with literally nothing. And you
24 know, this is something that we use to feed
25 our family, put a roof over our head. So,

1 yeah, let us own the plates. Let us not pay
2 these fleet owners a rental fee. You know,
3 that is always hurting the driver's pocket.
4 So, what I'm saying is, don't give big
5 corporations the ability to own plates.
6 Because they don't own one plate. They own a
7 thousand, 2,000, 3,000 plates, right? And
8 that is the part that hurts us.

9 When the moratorium came into place,
10 like, many fleet owners, they went and
11 purchased thousands of cars. Did that stop
12 the whole moratorium? Did that stop the
13 congestion in the City? No. They're just
14 waiting for TLC to license more drivers --

15 MR. WANTTAJA: Thirty seconds
16 remaining.

17 MR. LIN: -- and put more drivers onto
18 the street, and that is where TLC messed up
19 on. It should have been a cap on the
20 license, driver's license, where we let a
21 limited amount coming in and coming out,
22 right, limiting the amount that's coming into
23 the industry. It should never have been cap
24 on the vehicles. Capping on the vehicles,
25 we're creating another medallion system. Do

1 you want another medallion system on your
2 hands? I don't think so. So, you know, this
3 is something that needs --

4 MR. WANTTAJA: Your three minutes has
5 expired. Please conclude your testimony.

6 MR. LIN: Thank you. So, let the
7 drivers be able to own plates. Let the
8 drivers be able to work on their own time
9 without being able to pay \$409 per week just
10 to rent a car that's not even theirs. And I
11 give the time back to you, guys.

12 MR. WANTTAJA: Thank you for your
13 testimony. So, next up on my list, and
14 correct me if I'm wrong, I'm seeing Halidou
15 Kagamemca, follow by Chris Sequera
16 (phonetic). Next, we have Halidou on the
17 line.

18 (No response.)

19 MR. WANTTAJA: Let's move on to Chris
20 Sequera.

21 (No response.)

22 MR. WANTTAJA: Georgio Bravo is the
23 next one on the list. Do we have Georgio
24 Bravo?

25 TLC HOST: It's just taking a moment to

1 get the people to show up. Georgio Bravo
2 just --

3 MR. WANTTAJA: Oh, fantastic. I see
4 Georgio right here. Thank you.

5 So, Georgio, if you want to unmute
6 yourself, you may begin your testimony.
7 Georgio you are still on mute.

8 MR. BRAVO: Good afternoon. I'm a TLC
9 instructor here in New York City in Brooklyn.
10 I instruct students to get new license and
11 stuff and I'm a TLC driver, too. I have been
12 driving for almost four years. And I'll say
13 (inaudible) electric vehicles. I just -- I
14 don't want to rent. I hear this from a lot
15 of drivers that we don't want to rent. Why?
16 Because we spend most of the time driving,
17 just to pay almost like 25 percent of our
18 income just to give it to rental to big
19 companies that are making like a lot of
20 income just for that. That 25 percent is
21 mostly for like the taxes. We need the money
22 to help to feed our families, too.

23 Now, if we get the plates -- like no
24 big corporation. Big corporation have like a
25 lot of plates making money from us. If we

1 get our own plates, it would be actually way
2 better, you know. I teach a lot of students
3 and every single student is worried about
4 that because they want to have their own
5 plates, too. Why? Because they don't want
6 to waste their money renting. Renting is
7 like almost \$500 sometimes. Sometimes TLC
8 drivers make like \$2,000 a week. Out of that
9 \$2,000 a week, they have to save for the rent
10 of the house, the rent of the car, all those
11 stuff they have to feed the family. So, \$500
12 is a lot just to rent a TLC vehicle. That's
13 all I have to say right now.

14 MR. WANTTAJA: Okay. Well, thank you
15 for your testimony.

16 MR. BRAVO: Thank you so much.

17 MR. WANTTAJA: So, I think next, we're
18 going to try Halidou Kagamemca, followed by
19 Chris Sequera again. So, if we have Halidou,
20 that would be great. Oh, there we go.
21 Fantastic. Halidou, we can see your name.
22 If you want to unmute, you may begin your
23 testimony. Halidou, you are still on mute.
24 Please unmute and you can begin your
25 testimony.

1 MR. KAGAMEMCA: Hello?

2 MR. WANTTAJA: Hello, yes. Thank you.
3 We can hear you.

4 MR. KAGAMEMCA: Okay. Thank you so
5 much for letting me join the meeting. Me, I
6 vote against like putting more cars in the
7 City. If you really -- you already see that
8 there is a lot of traffic because of a lot of
9 cars. Why allow again, companies to put more
10 cars on the street? So, it's going to make
11 more traffic. So, for me, this rule, it
12 doesn't make sense with the traffic. It's
13 like making more traffic. And if you want
14 just the environment protection, you can try
15 to transit the motor cars to electric. Like
16 the people that have, like, motor vehicle,
17 you can transfer them, like do a transit to
18 make it to -- they're going to change to
19 electric vehicles.

20 So, it doesn't make sense adding more
21 cars. I don't know what is the deal in here.
22 It doesn't make sense for me. So, for me, I
23 vote against that rule. I really don't want
24 it. Yeah, thank you so much.

25 MR. WANTTAJA: Thank you for your

1 testimony. And it appears Chris has dropped
2 off. So, our next speaker will be Basia
3 Osowski, followed by Matthew Greene. Basia
4 we see you on here. So, if you want to
5 unmute, you may begin your testimony. One
6 more time for Basia Osowski, you may --

7 MS. OSOWSKI: Hello?

8 MR. WANTTAJA: Yes, hello. Thank you.

9 MS. OSOWSKI: Can you hear me? I think
10 I --

11 MR. WANTTAJA: Yes, we can hear you.
12 Please begin your testimony. Thank you.
13 Basia, you've gone on mute again.

14 MS. OSOWSKI: Hello?

15 MR. WANTTAJA: Yes, you're unmuted.
16 Please begin your testimony.

17 MS. OSOWSKI: I'm sorry.

18 MR. WANTTAJA: Basia, hello?

19 MS. OSOWSKI: Yes.

20 MR. WANTTAJA: Yes, you can begin your
21 testimony.

22 MS. OSOWSKI: I cannot hear you.

23 MR. WANTTAJA: You can begin your
24 testimony or we can move on to Matthew Greene
25 here.

1 COMMISSIONER JARMOSZUK: She's saying
2 she's having sound issues.

3 MR. WANTTAJA: Yeah.

4 COMMISSIONER JARMOSZUK: She's saying
5 she can't hear.

6 (Brief pause in proceedings.)

7 MR. WANTTAJA: Why don't we move on to
8 Matthew Greene while Basia -- we address her
9 sound issue. So, up next will be Matthew
10 Greene. And Matthew, I see your name is up
11 here. So, you may unmute yourself and begin
12 your testimony.

13 MS. OSOWSKI: Hello? Hello? Can you
14 hear me?

15 MR. WANTTAJA: Yes. Yes. We can hear
16 you.

17 MS. OSOWSKI: Can I --

18 MR. WANTTAJA: Yes, you can speak.

19 MS. OSOWSKI: Okay.

20 MR. WANTTAJA: Matthew, I'm sorry. But
21 we'll get to you right after Basia. I'm
22 sorry. Thank you.

23 MR. GREENE: Okay. No worries.

24 MS. OSOWSKI: Hi. My name is Basia
25 Osowski. I am a TLC driver since 1984 and

1 medallion owner since 1986. Thank you for
2 allowing me to express myself on the subject.

3 In my opinion, we don't really need any
4 new motor vehicles for-hire. I think it is
5 imperative that your agency put the cap on
6 for-hire vehicles. As we already know from
7 the previous experience, that when your
8 agency allowed Uber and Lyft without any
9 regulation on our streets, you created crisis
10 and chaos. You jeopardize the livelihood of
11 professional drivers. I think we don't need
12 any more vehicle licenses. Your agency must
13 utilize the cars and the drivers you already
14 have in the industry. And I agree with
15 Mr. Alec Soybel, that if they want to come to
16 our city to drive, let them buy our
17 medallions.

18 Only in New York -- in our past and
19 decades, yellow drivers must invest millions
20 of dollars to buy the medallion and ending up
21 homeless now on the streets. So, please take
22 that under consideration and try to bring to
23 light, our industry which really share New
24 York for all decades. Thank you.

25 MR. WANTTAJA: Thank you for your

1 testimony. And thank you for staying with us
2 while we work through the audio issues. Next
3 up is Matthew Greene, followed by Vinod
4 Malhotra. So, Matthew, whenever you're
5 ready.

6 MR. GREENE: I am ready. Thank you.
7 Can you hear me?

8 MR. WANTTAJA: Yes.

9 MR. GREENE: Terrific. Hey, thanks for
10 allowing me to speak today during this
11 session. I just come from voting, so today
12 is devoted to my civic duty.

13 In any event, I was invited to speak
14 today, and encouraged to speak from Revel; I
15 guess one of the companies that's in
16 contention for this license, or for these
17 licenses. And I'm really here to speak -- I
18 don't really have a dog in this fight, other
19 than from the perspective of the consumer.
20 So, I have been a cab riding consumer, New
21 Yorker, since I don't know, 1974 when it was
22 a struggle to raise \$4.50 to get from
23 East 61st down to the Village. It costs a
24 little bit more now. But in any event, I
25 think the idea of adding EVs to these system,

1 and to any system, is a really important
2 notion.

3 And I would also like to say that I
4 have been a Revel scooter rider now for --
5 really, virtually since they first started
6 that service. And I find them to be a
7 terrific consumer-centric company that's
8 really devoted to the idea of customer
9 service and providing satisfaction. And so,
10 if any company is going to receive, I guess,
11 benediction from the TLC to, in fact, start
12 this service, it rightfully should be them.
13 As a New York-based company, I think it makes
14 a ton of sense for them to be the inaugural
15 service providing EVs to the system.

16 And these are challenging times for New
17 York, in general. We have not seen things
18 bottom out yet, relative to the commercial
19 real estate. And I'm afraid that's to come.
20 So, for any company that's interested in
21 investing in New York City, in providing and
22 enhancing tax revenues to the City, I'm all
23 for it. And so, I'm not exactly sure what
24 the rule change is, but I would like the rule
25 change to include and allow Revel to add EVs

1 to the system; that's really all I have to
2 stay.

3 MR. WANTTAJA: Thank you for your
4 testimony.

5 MR. GREENE: You're welcome.

6 MR. WANTTAJA: So, next up, we have
7 Vinod Malhotra, followed by Ashraf Ahmed.

8 MR. MALHOTRA: Hello.

9 MR. WANTTAJA: Hello. Thank you.
10 Please --

11 MR. MALHOTRA: Hey, good afternoon,
12 Commissioners. Thank you for giving me a
13 chance. My name is Vinod Malhotra. So, we
14 really appreciate this new step to stop more
15 motor cars coming on the road. It doesn't
16 matter if it's EV, electric or anything. So,
17 you have this particular new rule, you can
18 replace our vehicle, anytime. My vehicle,
19 you can send a letter to change next month to
20 EV, I really appreciate of them. I'll gladly
21 accept your offer. So, please, I request --
22 I'm begging on behalf of all my driver
23 friends, do not let any new vehicle on the
24 road, nor any more companies, please.
25 Please. Please. They are already

1 devastating to feed our families. So,
2 please, again, this is your best step towards
3 driver penalty. So, keep doing like this.
4 Good job. Thank you. We appreciate.

5 So, I saw this yesterday on Northern
6 Boulevard, this new company named New Ride.
7 I don't know how you could give them the new
8 license to the new companies. So, we know we
9 answer any company, but please don't add any
10 new vehicles that will kill -- risking
11 drivers' lives. So, whatever you do, please,
12 regulate very strictly to the other
13 companies. They not comply with the rules,
14 but you telling them for the 50 cent because
15 they never comply with the rule. Let them
16 comply with your -- that rules, then let
17 them -- you think they need more cars, don't
18 let them put more new cars. I think there's
19 another next years, there's no really need
20 for letting new car on the road. Please
21 that's not very good. Thank you, all,
22 Commissioners.

23 So, I have a customer, please, the
24 companies they're charging too much canceling
25 fees. So, I've been charged 5/\$10 to cancel

1 my trip. They not allowed to cancel my trip.
2 So, please control their companies. They're
3 killing drivers. We are not making money.
4 There's no affordable for us. If you really
5 need putting more and more car on the road,
6 please let's make all drivers minimum wages.
7 That's your responsibility as the TLC
8 licenses. It makes sense we all make a
9 decent living. So, \$20 minimum. I don't
10 even (inaudible), but we need minimum \$20
11 minimum. It doesn't matter yellow taxi
12 driver, Uber driver, Lyft driver. So, we are
13 already live below the minimum wages. Please
14 make sure -- don't let any new cars on the
15 road, EV, electricity just to replace current
16 vehicle, which is like --

17 MR. WANTTAJA: Thirty seconds
18 remaining.

19 MR. MALHOTRA: Thank you so much for
20 this new rule. To blast out these loophole
21 companies and represent by the EV system and
22 up-to-date with getting the plate, and
23 wheelchair accessible. So, if there's the
24 drivers (inaudible) some drivers having
25 problem with their own plates. Please make

1 some new rules. They can get plates from
2 current owners, so current companies. So,
3 whoever drive two, three years with them --

4 MR. WANTTAJA: Your three minutes has
5 expired. Please conclude your testimony.

6 MR. MALHOTRA: Thank you so much.
7 Thank you. We appreciate this new rule.
8 Thank you so much. We're voting just for
9 that. Thank you so much. We appreciate it.

10 MR. WANTTAJA: That you for your
11 testimony. Next, up we have Ashraf Ahmed,
12 who actually is already on, and he will be
13 followed by Tamara Vishnyakova. So, Ashraf,
14 when you're ready.

15 MR. AHMED: Yes, ready. Thanks, Ryan.
16 Yeah, ready. You hear me?

17 MR. WANTTAJA: Yes, we can hear you.

18 MR. AHMED: Okay. Hi, Commission. Hi,
19 everyone. Thanks Commissioner Aloysee.
20 Thanks Commissioner Jacques. Thanks
21 Commissioner Thomas. I know that long
22 meeting and maybe some of us getting tired,
23 but I do some shift today. I should go drive
24 my medallion, especially, no driver, no more
25 driver drive yellow taxi. Only Uber drive

1 medallion. So, I got to start after that.

2 Anyways, nobody can say we're going to
3 refuse clean air. Our city clean, I like it.
4 I Love it. I need it. But when you buy a
5 house, you need to fix it first. All of you
6 Commissioners, I know you came and you found
7 all these problems in Taxi & Limousine
8 Commission; it's not your fault. Even the
9 Mayor, when we talked he said I came, I found
10 everything like that. We understand. But
11 it's your responsibility now. I understand.
12 It's your job to fix. So, we say yes or
13 no -- you help.

14 So, I thank the Commissioner because
15 the last public hearing I'm talking about not
16 fair competition between Uber and taxi about
17 an inspection and she fixed it. Now working
18 on because we go to inspection once every
19 four months, Uber (inaudible) and she tried
20 and she's working on it. So, I appreciate
21 and I thank you too much for that.

22 Okay. We need clean air, but is that
23 the time, Commissioner? That's what I'm
24 asking. I buy this medallion over \$700,000
25 and I said before Uber get \$1,600. I know.

1 You came and found everything a mess like
2 that. I understand. But now we're looking
3 for justice. You have to help us. I feel
4 nervous for you Commissioners. Uber is
5 talking about their problem. Medallion
6 owners talking about their problem. People
7 talking about environment and clean air,
8 clean city; they talk about that. You have a
9 lot of stuff thinking about. I feel nervous
10 how you have this job. It's a serious very,
11 very, very stress; I see that.

12 I'm talking only about my problem. So,
13 you have to fix all these problems for all
14 these people. So, I'm thinking about you.
15 What are you going to do? I'm thinking, but
16 I'm sorry. I have to talk about my problem,
17 too. I know. I feel bad but I have to talk
18 about it. We need clean air. We need
19 electric air, but we need to fix it first.
20 We need justice. The people paid seven
21 hundred and eight hundred. I know you're
22 working hard with the City to get \$20,000 for
23 these people to fix it, but we need to talk a
24 little about it because everybody is still
25 owing 275. It doesn't care how much is the

1 loan, doesn't care how much is the tuition.
2 We need to talk about it. I don't like to go
3 too much, may be later.

4 But I have maybe something habit, the
5 American government (inaudible) to America,
6 if we need to move potato from any other
7 country, it helps the farmers. They give him
8 a lot of help.

9 MR. WANTTAJA: Thirty seconds
10 remaining.

11 MR. AHMED: So, now -- thank you, Ryan.
12 Okay, Ryan. So, only we need to justice.
13 The people affected too much fighting in
14 courts and three thousand families now with
15 kids have a lot of problem and it's stress
16 for kids. We need to let these people -- not
17 driver. All drivers go to Uber, go to Lyft
18 and we're coming now with new company,
19 electric --

20 MR. WANTTAJA: It looks like we have
21 lost Mr. Ashraf Ahmed, but that was time
22 expired anyway. This was not us cutting him
23 off. The three minutes had hit. So, we will
24 go ahead and move on to our next speakers.
25 Next up, we have Tamara Vishnyakova, followed

1 by Jhonny Martinez. Tamara, it looks like
2 you're on here, so feel free to unmute and
3 begin your testimony.

4 (No response.)

5 MR. WANTTAJA: And once more, Tamara,
6 feel free to unmute and begin your testimony.
7 Final call for Tamara to unmute and --

8 MS. VISHNYAKOVA: Hello?

9 MR. WANTTAJA: Hello, yes. We can hear
10 you. Thank you. Feel free to begin. Thank
11 you.

12 MS. VISHNYAKOVA: Thank you,
13 Commissioners, for working hard and inviting
14 all of us to talk on this meeting. I want to
15 start with one story that seems that it has
16 nothing to do with taxi business, but it
17 does. Our family's private car insurance
18 went up almost 30 percent in the last
19 14 months because no accidents, we're really
20 good drivers --

21 MR. WANTTAJA: Tamara, so we were
22 limiting testimony based on the number of
23 speakers to the rules beforehand --

24 MS. VISHNYAKOVA: Okay.

25 MR. WANTTAJA: If you have issues with

1 your insurance, feel free to reach out to our
2 external affairs department.

3 MS. VISHNYAKOVA: Yes. I called the
4 company and asked them what happened, they
5 told me that statistic shows there's too many
6 cars on the road and this is why it's so much
7 congestion, so much accidents, and they have
8 no power to limit those cars. But you,
9 Commissioner, have this power. Please use
10 it. We don't need extra, even electric, cars
11 on the road. They have electric taxi
12 already, quite a few. And they -- it will be
13 more and more electric yellow taxis on the
14 road. So, one more company will add more
15 congestion, more traffic, more aggravation,
16 more accidents.

17 And if Revel wants to come and have
18 business in New York, they need -- then let
19 them pay for having business in New York as
20 much as we pay for permission to work in New
21 York. Let them to invest money in the City,
22 not just use the City as a milk cow. Let
23 them bring money to the City that desperately
24 need money. Let them buy medallions that are
25 on the shelf and operate them. There are

1 more than 5,000 medallions in the City
2 because there is no drivers. And they want
3 to take more drivers from our business. I
4 think it's really not fair and we don't need
5 extra taxi business in New York. Thank you.

6 MR. WANTTAJA: Thank you for your
7 testimony. And I apologize to Tamara for
8 cutting her off in the middle of a rhetorical
9 moment there. I am sorry.

10 MS. VISHNYAKOVA: I was trying to make
11 a point.

12 MR. WANTTAJA: I know and I'm sorry.
13 I'm sorry. My apologies.

14 MS. VISHNYAKOVA: It's okay.

15 MR. WANTTAJA: So, our next speaker
16 will be Jhonny, followed by Desmond
17 Armah-Hammomd. And Jhonny Martinez has
18 requested Spanish translation. So, I see we
19 have our Spanish interpreter on here now,
20 too. Jhonny, you're on mute. Feel free to
21 begin your testimony.

22 MR. MARTINEZ: Hi. Good afternoon.
23 How are you? Can you hear me?

24 MR. WANTTAJA: Yes, we can hear you.
25 Hi, yes.

1 MR. MARTINEZ: I would like to know if
2 you have an interpreter. I mean, I can do
3 English, too, but I just --

4 COMMISSIONER JARMOSZUK: No. No.
5 (Spanish dialect in progress.)

6 MR. MARTINEZ: Okay. Good afternoon.
7 Thank you for giving me the opportunity to
8 give my opinion. I think that you have the
9 power to change the politics, TLC. I think,
10 like, the politics on the electric cars are
11 not enough and they are not good. They don't
12 have a good evaluation. They are not
13 working. It's unfair that I -- like, a
14 worker that I have to pay more than \$100 a
15 month to rent a vehicle. More than \$1,400
16 every month to rent a vehicle. The big
17 companies are making -- are gaining rich of
18 renting the vehicle. And the taxi drivers
19 every day are poor. I think that you should
20 allow the gas vehicles to run again.

21 I think that you shouldn't change the
22 politics because the electric cars haven't
23 changed their crowdedness on New York. The
24 electric cars don't have the capacity to
25 load; they don't have the load capability.

1 You should stop giving TLC licenses and
2 revoke the TLC plates to the companies that
3 they are renting them. This will be fair for
4 us, as New York citizens. Thank you very
5 much.

6 MR. WANTTAJA: Thank you for your
7 testimony. So, up next we have Desmond
8 Armah-Hammomd, followed by Emram Dingy
9 (phonetic). Okay. Desmond, we see you.
10 Feel free to unmute and begin your testimony.
11 Desmond, we still cannot hear you. If you
12 would like to unmute and begin your
13 testimony.

14 (No response.)

15 MR. WANTTAJA: Desmond, can you hear
16 us? You're still muted.

17 MR. ARMAH-HAMMOMD: Hello?

18 MR. WANTTAJA: Yes, hello.

19 MR. ARMAH-HAMMOMD: Can you hear me?

20 MR. WANTTAJA: Yes, we can hear you.
21 Feel free to begin your testimony.

22 MR. ARMAH-HAMMOMD: Good afternoon. My
23 name is Desmond Armah-Hammomd. I am
24 affiliated with Revel. I have been a New
25 York City Yellow Cab Driver for the past

1 30 years. I'm very proud of my service, but
2 I think it's time for a change. I'm very
3 excited to be driving for Revel electric
4 because with this company, I am an employee,
5 as compared to an independent contractor,
6 which means I receive steady salary every
7 time. Which is assurance for me, that my
8 family is taken care of. It also means that
9 I receive health care benefits, which is
10 huge. As almost all of you agree with me. I
11 will also receive paid vacation, like I'm
12 sure everybody do receive. When they go away
13 and they come back, there will be a paycheck
14 waiting for them. I think we will agree,
15 also, that we leave this earth better for our
16 grandchildren than we came into it.

17 It is my prayers and wish that the
18 Commission will listen and follow modern
19 technology and realize that electric vehicles
20 is a way going forward, at least we save our
21 planet. Myself and my fellow Revel rideshare
22 drivers, we are standing by ready right now
23 to hit the streets and do what we love to do
24 and enjoy doing best to serve our people.
25 Revel electric rideshare is leading the way.

1 I often hear people talk about congestion.
2 Like I said earlier on, I have been doing
3 this for at least 31 years, but I feel
4 like -- okay.

5 Let me say, I would like to remind the
6 Commission that the drivers that are driving
7 EV cars today are already TLC licensed
8 drivers. I can drive one car and not two
9 cars. So, the talk of congestion doesn't
10 really apply. EV cars are just to replace
11 the gas-powered vehicles. I strongly urge
12 the Commission to continue to support EV in
13 this the most famous beloved city of ours.
14 Thank you. Let's go Yankees.

15 MR. WANTTAJA: Thank you for your
16 testimony. Next up, we have Emram Dingy,
17 followed Naquan Jacobs. One more call for
18 Emram Dingy. If not, we can move on to
19 Naquan Jacobs.

20 TLC HOST: We're pulling him up.

21 MR. WANTTAJA: Okay. Thank you. I
22 will pause here for a second, then. Okay. I
23 see Naquan Jacobs is on here. Okay. Naquan,
24 we can see you. We cannot hear you. Try
25 again.

1 MR. JACOBS: There we go.

2 MR. WANTTAJA: There you go. Thank
3 you. Yes. Feel free to begin your
4 testimony. Thank you.

5 MR. JACOBS: Thank you. Thank you.
6 Thank you for having me. Good afternoon,
7 Commissioners. I'm a Revel rideshare driver.
8 Well, soon to be. I have been driving for
9 almost four years now and renting for almost
10 four years. I mean, it's hard to save money
11 being a rideshare driver, being a gig worker
12 and to purchase your own car. So, me driving
13 for a company like Revel is going to be
14 great. You know, it's going to open PTO.
15 I'm looking for PTO, which everybody should
16 be looking for. I mean, it's going green,
17 you know. It's helping the community. It's
18 helping everyone.

19 Like, I don't want to be stuck renting
20 cars forever, you know. I want to be able to
21 have guaranteed pay. I mean, we have large
22 companies, like a lot of people said has a
23 thousand vehicles on the road that's just
24 sitting there. I mean, we're talking about
25 50 electric cars that could be working and

1 helping and serving the citizens of the City
2 of New York. I mean, I don't see, you know,
3 the harm in going green. I mean, I know you
4 guys are for it, and you guys are rooting for
5 it, for New York to go green. I mean, we're
6 ready to work. We're here. And thank you
7 for listening.

8 MR. WANTTAJA: Thank you for your
9 testimony.

10 MR. JACOBS: No problem.

11 MR. WANTTAJA: Next up, we will try
12 Emram Dingy again, followed my George
13 Herrera. Emram Dingy.

14 (No response.)

15 MR. WANTTAJA: Okay. Do we have George
16 Herrera? All right. I see a George Herrera
17 here. So, George, whenever you're ready, you
18 may begin your testimony.

19 MR. HERRERA: Commissioners, thank you
20 for the chance to comment on the proposed
21 rule. I hope that you move forward in
22 allowing us to have more electric vehicles on
23 the road. The reason I say this is,
24 obviously, you know, we want to make
25 New York City better. We want to care for

1 our environment, for my children and the
2 children to come. The reason I was excited
3 to work for Revel is because, while I was
4 working -- I got my TLC license in 2019, and
5 when that happened, there was a cutoff for
6 license plates for TLC. So, again, I felt
7 lost and not cared for. And I felt even more
8 alone in this process of supporting myself.

9 So, I was forced to have to rent for,
10 you know, every week. And I felt like I had
11 no help but my own, you know. And to be
12 working four, five, sometimes even six days
13 and two of those days of pay to go to paying
14 for a rental car, that's, you know, gas run.
15 If I had the ability to be guaranteed pay and
16 help the environment, I think that's a
17 benefit, you know.

18 And you're hearing from some of the
19 past generations of people who have put money
20 in medallions and, of course, it's sad to
21 hear it and you hear them pleading, could you
22 please -- like, you know, pay for the
23 medallion. Because that's how unfair the
24 market was before. And now we have the
25 opportunity within an organization that is

1 willing to cover all costs, give me insurance
2 benefits, give me paid time off and, you
3 know, now it's a fight against them. And
4 now, I'm stuck in a situation where if this
5 doesn't go through, then I will have to
6 ultimately end up renting again.

7 And so, I hope you really consider the
8 drivers and our thoughts. And this can lead
9 to eventually the rest of drivers who have
10 been struggling to be guaranteed pay and do
11 our part in taking care of the environment.
12 Thank you so much for your time.

13 MR. WANTTAJA: Thank you for your
14 testimony. I'm going to read the name of the
15 next three speakers now. It sounds like one
16 of the issues we've been having is people are
17 not accepting promotion to the speaker. So,
18 I'm going to read the names of the next three
19 speakers, so if we could all be ready to
20 accept promotions to speakers, that would be
21 great.

22 So, next up, we will have Chase Gong,
23 followed by Barnard Timong, followed by
24 Barrette Lama (phonetic). So, up next, Chase
25 Gong, followed by Barnard Timong, followed by

1 Barrette Lama. All right. Thank you. I see
2 Chase. You're free to unmute and begin your
3 testimony.

4 MR. GONG: Hey, guys. Can you hear me?

5 MR. WANTTAJA: Yes, we can hear you.

6 MR. GONG: All right. So, I'm a driver
7 at Revel. I'm just recently a new hired.
8 And when I applied for this job as a driver
9 for the Revel electric rideshare program, I
10 was actually pretty excited about this
11 opportunity, because I saw the huge potential
12 behind the company of being able to
13 positively change and impact the ride-sharing
14 industry. Revel plans to change that because
15 we will be actual employees of the company.
16 There's a lot of misunderstanding about
17 what's really going on. We're actually
18 employees with benefits, with health
19 insurance, with vacation pay, sick days.

20 Not only does Revel care about their
21 companies, they're actually actively fighting
22 climate change by using only battery-powered
23 cars. It feels good for me to know by
24 driving an electric vehicle, I'm doing
25 something good for the environment. And I'm

1 helping to stop climate change in my City.
2 As a native New Yorker, and I'm sure you all
3 believe, we need a sustainable city. And
4 ultimately, drivers deserve to choose the job
5 that's best fit for them. For me, that means
6 working at a company like Revel, where I'm an
7 actual employee with benefits. Company
8 culture is very important to me when choosing
9 an employer. And Revel is completely
10 different from other companies, like Uber,
11 and Lyft, which I'm sure most drivers work
12 for.

13 As self-employed good workers, drivers
14 that works for Uber and Lyft do not get
15 benefits, and they do not get the type of
16 support that we would get with working with
17 Revel. And that is why ride-sharing drivers
18 in New York City have been displaced and
19 disconnected for so long.

20 Revel offers to change all of that. I
21 hear you guys talking about wanting to be
22 living in a sustainable city and about the
23 infrastructure and all of these things, about
24 how you want to change the infrastructure for
25 electric charging stations and all of these

1 things. Well, Revel is offering you all of
2 that. So, I strongly urge you guys to
3 consider all this, for us as drivers working
4 for Revel, that is offering this and make the
5 right choice today. Thank you so much,
6 Commissioners.

7 MR. WANTTAJA: Thank you for your
8 testimony. Up next, we'll have Dorothy
9 Leconte, who I see is already in here,
10 followed by Bernardo Celerino, followed by
11 Maurice Morrison. So, Dorothy, you can take
12 yourself off mute and begin your testimony.

13 MS. LECONTE: Okay. Good afternoon.
14 Am I in?

15 MR. WANTTAJA: Yes, we can hear you.
16 Thank you.

17 MS. LECONTE: Okay. Commissioner.
18 Good afternoon, everyone. Miss --
19 Madam Commissioner, this is Dorothy. And my
20 testimony today, I am glad that I am here to
21 let you know, I do not understand with the
22 Revel business. They want to come into the
23 business. They want to provide employment to
24 drivers. Where I, myself, is in trouble with
25 my medallion and also a lot of other cab

1 drivers. Like Alec said, they have several
2 thousand of medallions on the shelf. And in
3 the community, the Haitian community that I
4 know, many Haitian, they are late seventies
5 where they lost their retirement because they
6 were not able to work. Their medallion used
7 to be on a fleet. The fleet returned the
8 medallion to them.

9 I believe if Revel want to do
10 something, it's not adding a company on top
11 of what we have in the street. They should
12 come in and invite the owner drivers as a
13 business. Let's invest our medallion to
14 Revel. Revel could take those medallions and
15 work and help the City with all the
16 environment. They don't have to have their
17 own business. Because this morning, I --
18 (Technical difficulties.)

19 MR. WANTTAJA: Um --

20 MS. LECONTE: All of these things would
21 never happen. Now, he become \$10 an hour
22 driver. He's so discouraged. He's late
23 sixties. He doesn't know what to do. But
24 Revel going to come in -- all these guys are
25 testifying, okay. They're starting with

1 fifty cars. Sooner or later, they're going
2 to be starting with 100 of 1,000. What
3 happened to the yellow taxi medallion that we
4 are in trouble right now? We're financing
5 with our debt. We have so much debt --
6 (Technical difficulties.)

7 MR. WANTTAJA: Dorothy, it sounds like
8 you're breaking up. But you also have
9 30 seconds remaining. I think we lost
10 Dorothy here. We're going to go ahead and go
11 to the next speaker. I'm sorry. I think we
12 lost -- thank you. Sorry. And Dorothy, if
13 you have more to add, please feel free to
14 reach out to us, but we just lost your
15 connection here.

16 So, next up, we're going to go to
17 Bernardo Celerino, followed by Maurice
18 Morrison. Bernardo, I see you're here. So,
19 feel free to unmute yourself and begin your
20 testimony.

21 (No response.)

22 MR. WANTTAJA: And one more time for
23 Bernardo Celerino. If you'd like to unmute
24 yourself and begin your testimony. Final
25 call for Bernardo Celerino. Please unmute

1 and you may begin your testimony.

2 (No response.)

3 MR. WANTTAJA: Okay. We will move on
4 to Maurice Morrison. Okay. I see Maurice
5 here. If you'd like to unmute yourself and
6 begin your testimony. You may begin.

7 MR. MORRISON: How are you doing? Good
8 morning. Can you hear me?

9 MR. WANTTAJA: Yes, we can hear you.
10 Thank you.

11 MR. MORRISON: Good morning, again. My
12 name is Maurice Morrison. And I live in
13 Jamaica Center, Queens. Five-year TLC driver
14 here. Also I've done other rideshare
15 programs, like Uber and Lyft and Via. But I
16 recently was hired by Revel to be a driver
17 for their new rideshare program, which was
18 something of amazement to me. I had to jump
19 on it because not only is it, you know,
20 environmentally friendly, the fact of them
21 providing vehicles which are model-wide
22 Teslas, you know, which are one of the safest
23 cars out on the road today, it's a new
24 excitement to -- it brings a new excitement
25 to New York. A new feel. A new look. What

1 more could you ask for?

2 They provide the vehicle. It's
3 benefits, it's paid vacation, time off -- all
4 the things that we don't get as independent
5 contractors, you know, having to rent these
6 cars with these high weekly rental fees, and
7 it's a lot. So, yeah, having this
8 opportunity to be a part of Revel's new, you
9 know, rideshare was something great for me,
10 you know, supports me. It helps my family.
11 To where as before, it was hard, you know, it
12 was hard to find money to get the rental.

13 So, I ask that you guys vote "no" on
14 your decision. I mean, it's -- you have to
15 look at the idea of it's only 50 cars, you
16 know. We're not taking up a whole sector of
17 the City. It's just a small, small market,
18 you know. We're not hurting anybody here.
19 We're just trying to make a living, and I
20 think we should be given that opportunity,
21 you know; that's it.

22 MR. WANTTAJA: Okay. Thank you for
23 your testimony.

24 MR. MORRISON: Thank you.

25 MR. WANTTAJA: Up next, we'll have

1 Abraham Zuray, followed by Galina Kaminker.
2 Abraham, I see you on there. Feel free to
3 unmute and begin your testimony. Once more
4 for Abraham Zuray. Please unmute and begin
5 your testimony.

6 MR. ZURAY: Hello, can you hear me?

7 MR. WANTTAJA: Yes, we can.

8 MR. ZURAY: Thank you very much for
9 picking up my call. My name is Abraham
10 Zuray. I'm a member of the New York Taxicab
11 Alliance. And I'm very happy to participate
12 today to give my support to the TLC
13 organization to put a cap on the numbers of
14 taxi on the streets of New York. A couple
15 years ago, the City was flooded with vehicles
16 and it was a crisis because the traffic was
17 congested.

18 And TLC has found a solution to put a
19 cap on the number of the vehicles on the
20 road. But they keep a window open, which was
21 to allow electric cars to come to the market
22 to get new plates with electric cars. That,
23 I think, was a problem because it's not
24 solving the problem to add new electric cars
25 on the road of New York. Because the

1 existing car with gasoline will still be on
2 the road. And if we keep -- if we lift up
3 the cap and allow now, companies to come with
4 thousands of cars on the street of New York,
5 that will not take out of the street, the
6 existing cars.

7 So, to my opinion, it's good to keep
8 the cap on the numbers of the vehicles that
9 is going to be on the road. If we do not do
10 so, it's not in the advantage of even the
11 existing driver. We wanted to reach a
12 situation where taxi driving is a profession,
13 is a job that one can do and contribute to
14 the nation to pay taxes, to take care of
15 families. But if we leave it unregulated, we
16 might wake up one day with numbers of taxi
17 equal number of riders in New York. Because
18 if we save the Revel, we're going to open the
19 door for Revel to come in with 50 cars.

20 My question is this: If Revel was
21 allowed to have thousands of cars on the
22 road --

23 MR. WANTTAJA: Thirty seconds
24 remaining.

25 MR. ZURAY: -- will they not do it?

1 So, I support TLC. Thank you, Commissioner,
2 to keep the cap on the number of the vehicles
3 that's supposed to be on the road of New
4 York. Thank you very much. We don't need
5 more vehicles on the street of New York.
6 Keep a cap on the number of vehicles that's
7 supposed to be on the street of New York.
8 They're not solving anything. Thank you very
9 much.

10 MR. WANTTAJA: Thank you for your
11 testimony. And we've reached the final four
12 speakers here. So, up next then Galina
13 Kaminker, followed by Malik Anwar, followed
14 by Kuber Sancho-Persad, and finally,
15 Mouhamadou Aliyu. So, final four speakers
16 here. Up next is Galina Kaminker. And
17 Galina, I see you're on. So, whenever you're
18 ready, please unmute and you may begin your
19 testimony.

20 MS. KAMINKER: Hi, can you hear me?

21 MR. WANTTAJA: Yes, we can hear you.

22 MS. KAMINKER: Okay. Good afternoon,
23 again. Good afternoon, Commissioners. Good
24 afternoon, Madam Commissioner Aloysee. I
25 appreciate you having given me the

1 opportunity to speak up.

2 Again, we see here where we try to get
3 into market with electric cars. I know we're
4 all looking to become green one day,
5 hopefully, sooner rather than later. But
6 this company is -- the way I see it, as all
7 my colleagues, medallion owners see for them
8 as an opportunity to get into the market.
9 With today 50 cars, tomorrow it's going to be
10 100,000, whatever, thousands of cars. Right
11 now, we are inundated with vehicles in the
12 City, in the boroughs. I know people are
13 trying to get an opportunity to work. But to
14 Alec's point, like today you're going to
15 work, tomorrow they're going to replace you
16 with robot cars, where you're going to be
17 unemployed.

18 So, why not look for something maybe
19 more useful, something with more opportunity
20 and better future for you guys. As medallion
21 owners or TLC licenses, we are struggling to
22 get fares. I know we're talking about green,
23 we're talking about pollution, but we're not
24 going to save the City with 50 cars. It's
25 something that will take longer for the City

1 to look into it and try to fix it.

2 When Uber came in, I didn't hear people
3 really raving about pollution. I mean, the
4 cars would just head into the road and nobody
5 talked about it. Now, I hear people start to
6 realize that we're getting more and more cars
7 and we cannot sustain any more cars to the
8 road, which I agree. But for now, I think we
9 have more than enough. Electric cars, yes,
10 they're the future. But for now, we need to
11 survive. People like I, a medallion owner,
12 there are thousands of us. If you really
13 want to get a license and drive an electric
14 car, rent a medallion. Like Alec and as
15 people said.

16 And I'm just curious, how much does
17 Revel pay that you guys looked at the
18 opportunity, for you to think that this is
19 your future? Because I think we're all going
20 to be guinea pigs for Revel to something more
21 better and greater for them, not for us as a
22 New Yorker. So, please, Commissioner, I know
23 you're trying to do your best. I know
24 whatever mess we're in it's not your doing.
25 And I know you're trying your best --

1 MR. WANTTAJA: Thirty seconds
2 remaining.

3 MS. KAMINKER: -- for you to really
4 help New Yorkers, medallion owners, and all
5 of us to really survive. So, I appreciate,
6 Commissioner. I know you're trying your
7 best. And that's an opportunity for you to
8 be with us. Thank you.

9 MR. WANTTAJA: Thank you for your
10 testimony. Next up, we have Malik Anwar,
11 followed by Kuber Sancho-Persad and then
12 finally, Mouhamadou Aliyu.

13 MR. ANWAR: Good afternoon. First of
14 all, I want to say thank you, for nothing,
15 actually. For screwing up more. And second,
16 this is a waste of time, what we're doing
17 right now. Had you guys listened to us in
18 the first place and not allowed corporations
19 to be taking place and let drivers get
20 plates, we wouldn't be having this. This is
21 a waste of time.

22 And I'm still going to say, let drivers
23 get EV plates. But all these corporations,
24 you got to stop them all the way, from any
25 kind of plate at all. And stop giving out

1 TLC licenses; that's also not needed any
2 more. We got too many on the road. And
3 worry about the drivers that couldn't
4 complete their lease because of the pandemic.
5 Reach out to them. TLC says they're here for
6 the drivers, but do me a favor, reach out to
7 those.

8 And tell your cops to stop giving us
9 tickets and give us more protection. Instead
10 of getting us killed everywhere. They're
11 everywhere except where a driver gets robbed,
12 shot, stabbed or killed. Your cops are
13 everywhere except those places. You need to
14 think about that. Not just business. All
15 right? For God's sake, help these people.

16 MR. WANTTAJA: Thank you.

17 MR. ANWAR: I got time remaining?

18 MR. WANTTAJA: Thirty seconds.

19 MR. ANWAR: Oh, that was fast. Yeah,
20 that's it. I'm done.

21 MR. WANTTAJA: Thank you for your
22 testimony. Next up we have Kuber
23 Sancho-Persad, followed by our last speaker,
24 Mouhamadou Aliyu.

25 MR. SANCHO-PERSAD: Hello. I could

1 speak?

2 MR. WANTTAJA: Yes, we can hear you.
3 And it looks like you just put yourself back
4 on mute.

5 MR. SANCHO-PERSAD: Hello?

6 MR. WANTTAJA: Oh, there you are. Yes,
7 we can hear you. Thank you. Please proceed.

8 MR. SANCHO-PERSAD: Yes. I am for the
9 support of the rule change of not allowing
10 new electric vehicles. I think, to me, that
11 the traffic congestion has been really bad in
12 the last couple of years. Actually, it's
13 gotten exponentially bad in the last couple
14 of months, including where all the cities was
15 so congested, that it used to be more
16 Manhattan was congested, now all the boroughs
17 are congested.

18 I think that if these companies want to
19 get in to add more vehicles, they should --
20 instead of adding more vehicles, try to get
21 the existing plates off the street or you
22 guys take the plates off and give them what
23 was existing already. Otherwise, there
24 should be no adding of any more vehicles,
25 other than maybe wheelchair accessible

1 vehicles for the disabled community. And
2 more -- I mean, everybody wants the place to
3 be more greener. Everybody wants
4 New York City to be more greener, but adding
5 more cars to an already congested city would
6 cause the city to -- cause the gas cars to
7 drive slower, which would also cause
8 environmental impact causing, you know,
9 people, for us to take longer to get to our
10 destination, causing us to pollute the air
11 more.

12 So, I don't see the point of adding
13 more plates. But instead, taking the
14 existing plates and making them change to
15 electric vehicles. Or you take the existing
16 fleets that are overcharging and giving it to
17 like Revel, who wants to do employee; that's
18 my take on it. I really appreciate you guys
19 letting me talk today. I am sorry. I know
20 you guys have a lot on your plate. I really
21 appreciate you letting me talk and I hope you
22 guys do the right thing. Thank you.

23 MR. WANTTAJA: Thank you for your
24 testimony. So, we have Mouhamadou Aliyu
25 next. And then we also -- following that,

1 our final, final speaker, Ivan Ventura, who
2 was having, apparently, technical
3 difficulties. So, we have two remaining
4 speakers; Mouhamadou Aliyu, followed by Ivan
5 Ventura. So, Mouhamadou, I see you. Please
6 feel free to unmute and begin your testimony.

7 MR. ALIYU: Hi, good afternoon. Good
8 afternoon, all the Commissioners. Good
9 afternoon, everyone. From the get-go, I
10 100 -- 1,000 percent support your rule. It's
11 needed. It's due. I mean, it's mind-blowing
12 to have someone right now, to come in this
13 industry with this proposal. I mean, nobody
14 is against electric vehicles. Nobody is
15 against Revel. All we say is, license. The
16 license must be capped, 100-percent. We must
17 cap the license 100-percent because of the
18 situation the industry is in right now.
19 Everybody has to remember, this is an
20 industry with rules and regulations. The
21 time to cap is going to be updated to be
22 adjusted to the reality of the moment.

23 What we are saying is, there is no
24 shortage of license at this time, and the
25 people have to get that. We don't have no

1 problem with no EV. We don't have no problem
2 with the environment; that's not an issue.
3 We don't have no problem with vehicles. But
4 no license can be issued right now.

5 My life has been destroyed because of
6 EL. Is the TLC going to -- is this year
7 going to do it again, by finishing me up?
8 Because everything I live for has been wiped
9 away because of EL, that was the first
10 mistake. Reason why this afternoon I commend
11 TLC for standing tall. I really appreciate
12 this rule -- this rule, and I urge all
13 Commissioners, no exception, to vote "yes,"
14 on this rule. Because it's not about EV.
15 It's not about environment. It's about
16 people. It's about human. Nobody is against
17 capitalist, but this is capitalist at its
18 worst. Where is quality of life when we're
19 dying? We are not getting nothing. We are
20 suffering, pain and suffering.

21 And now Revel going to add pain to
22 injury. They're going to finish us, period.
23 Nothing more. Reason why I support this rule
24 1,000 percent. I commend TLC for seeing this
25 very quick because when Uber was coming in --

1 MR. WANTTAJA: Thirty seconds
2 remaining.

3 MR. ALIYU: -- when Uber was coming in,
4 we said the people -- I think this time, TLC
5 is seeing it coming in. Do not allow the big
6 fish to eat the small fish. Don't allow a
7 system to keep us poor. It's not acceptable.
8 We don't want to stay poor. We need to get
9 out of poverty by working hard. We don't
10 want to be hardworking poor. We want to live
11 a better life --

12 MR. WANTTAJA: Your three minutes is
13 concluded. Please complete your testimony.

14 MR. ALIYU: Thank you very much. I
15 appreciate it. I said it all. Thank you.

16 MR. WANTTAJA: Thank you for your
17 testimony.

18 And finally, we have Ivan Ventura.
19 Thank you for joining us. Sorry about our
20 technical issues earlier.

21 MR. VENTURA: No worries. I'm here.
22 Thank you so much.

23 MR. WANTTAJA: Okay. Please feel free
24 to proceed.

25 MR. VENTURA: That's going to be a hard

1 act to follow, man. That's a lot of passion.
2 What's been going on here is drivers have --
3 we're exhausted, you know. We're exhausted.
4 You guys are trying to fix the problem, but
5 you're fixing problems in a system that's
6 broken. You know, you guys are allowing
7 companies to come here -- and I said this
8 before at the last meeting that the
9 commissioner were here. You guys are
10 allowing the big companies to use us for
11 enslavement. For \$15 an hour after you pay
12 taxes, you're enslaved. You're working less
13 than McDonald's at that point. Don't do this
14 for a living.

15 You guys have the power to help drivers
16 survive. How? By ensuring that the driver
17 makes a fair wage; implement it, you know.
18 Instead of allowing big companies to come in
19 with a fleet of 50, allow one single guy to
20 by one permit, one license, get one car on
21 the road. Let's move away from big companies
22 charging \$750, \$600, \$500 a week. It's
23 enslavement. You guys have the ability to
24 help drivers succeed. But at the end of the
25 day, you guys are worried about emissions.

1 Listen, I get it. Allow drivers to buy their
2 own electric vehicles, and you're still going
3 to get a fleet of the same amount of cars.
4 Allow 50 drivers to buy 50 cars.

5 You guys have the power to create
6 programs with Tesla, with every company. You
7 guys got the manpower. It's over 100,000 of
8 us with licenses. Create programs for us to
9 get to financial freedom. You guys got to
10 stop looking at it nearsighted, start looking
11 farsighted. Somebody said it before, fine,
12 they have 50 cars now, when the Tesla update
13 comes to self-driving, they don't need 50
14 people. Screw them.

15 You know, you guys got to make your job
16 a little easier. All of you look tired,
17 overworked, exhumed, you know. Breathe, take
18 a second, listen to us, put us on a panel
19 where we could speak to you freely. So,
20 thank God I'm the last one because nobody is
21 behind me. I don't have to rush. My time
22 runs out, it runs out.

23 MR. WANTTAJA: Well, 30 seconds
24 remaining.

25 MR. VENTURA: You guys have the ability

1 to fix it, but go one step at a time. Vote
2 "yes" with an exemption. The exemption being
3 that if I want to buy an electric car, I can.
4 If Chevy makes an electric suburban, I'm
5 there. But you guys have to be able to do
6 this properly, you know. 50 cars in one
7 shot, it's not going to help. 300 cars
8 parked in Queens, it's not going to help.
9 150 cars in the Bronx in a parking lot, it's
10 not going to help.

11 Screw Tower, screw the big companies
12 and let's worry about the little fish, the
13 drivers.

14 MR. WANTTAJA: Your three minutes is
15 up. Please conclude your testimony.

16 MR. VENTURA: Everybody is here to help
17 the drivers. Drivers first. Screw the big
18 companies. Have a nice day.

19 MR. WANTTAJA: Thank you for your
20 testimony.

21 And that concludes our public hearing
22 on the rules. All right. So, thank you to
23 everybody who has testified today. That
24 concludes our public hearing. And with that,
25 we'll move to a vote on these proposed rules.

1 A final copy of the rules was posted to the
2 TLC's website and e-mailed to each of the
3 Commissioners at least three days prior to
4 this vote, as required by CAPA.

5 Additionally, these proposed rules ran
6 in the City Record on May 20, 2021, with a
7 comment deadline of June 19th. Copies of all
8 written comments received by the TLC were
9 sent to the Commissioners in advance of
10 today's hearing. So, unless there are any
11 further questions, we'll move to a vote.

12 All in favor of adopting the battery
13 electric vehicle FHV exception rules before
14 you.

15 COMMISSIONER MITCHELL: Aye.

16 COMMISSIONER JARMOSZUK: (Raises hand.)

17 COMMISSIONER JIHA: (Raises hand.)

18 COMMISSIONER SORRENTINO: (Raises
19 hand.)

20 COMMISSIONER KEST: (Raises hand.)

21 MR. WANTTAJA: So, I see Commissioner
22 Sorrentino, Commissioner Aloysee Heredia
23 Jarmoszuk, Commissioner Kenneth Mitchell,
24 Commissioner Kest, Commissioner Jacques Jiha.

25 All of those against?

1 COMMISSIONER AGUADO: (Raises hand.)

2 MR. WANTTAJA: Bill Aguado votes
3 against.

4 And with that, the rules pass by a vote
5 of five to one.

6 We have two more quick agenda items on
7 our schedule here. I'll make these quickly.
8 They're two quicks votes. So, next is a vote
9 on TLC's proposed high-volume base
10 classification rules, pursuant to staff and
11 public comment. TLC held a public hearing on
12 these rules on May 4, 2021. Pursuant to
13 staff and public comment, TLC amended the
14 rules to clarify that a high-volume for-hire
15 service may continue to dispatch to vehicles
16 affiliated with Black Car, Lux Limo, and
17 Livery Bases.

18 A final version of this rule
19 incorporating that change was posted to the
20 TLC's website and e-mailed to each of you
21 three days prior to this vote, as required by
22 CAPA. All copies of comments were sent to
23 you in advance of this hearing. So, with
24 that, I will move to a vote.

25 All in favor of adopting the

1 high-volume base classification rules before
2 you.

3 COMMISSIONER MITCHELL: Aye.

4 COMMISSIONER JARMOSZUK: (Raises hand.)

5 COMMISSIONER JIHA: (Raises hand.)

6 COMMISSIONER SORRENTINO: (Raises
7 hand.)

8 COMMISSIONER AGUADO: (Raises hand.)

9 COMMISSIONER KEST: (Raises hand.)

10 MR. WANTTAJA: And the rules are
11 adopted unanimously.

12 And our last item on the agenda, and
13 I'll be quick. We have a vote on proposed
14 trip records submission rules. TLC held a
15 public hearing on these rules in May 4th.
16 Pursuant to staff and public comment, TLC
17 amended the rules to clarify in the penalty
18 box, the maximum penalty allowed by law is
19 for failing to submit trip records in
20 accordance with our rules.

21 A final version of this rule
22 incorporating that change was posted to the
23 TLC's website and e-mailed to each of you
24 three days in advance of the vote, as
25 required by CAPA. And all comments on the

1 rules were forwarded to each of the
2 Commissioners in advance of this hearing.

3 With that, all in favor of adopting the
4 trip records submission rules before you.

5 COMMISSIONER JARMOSZUK: (Raises hand.)

6 COMMISSIONER AGUADO: (Raises hand.)

7 COMMISSIONER JIHA: (Raises hand.)

8 COMMISSIONER SORRENTINO: (Raises
9 hand.)

10 COMMISSIONER MITCHELL: (Raises hand.)

11 COMMISSIONER KEST: (Raises hand.)

12 MR. WANTTAJA: And the trip records
13 submission rules are adopted unanimously.

14 And that is the final item on our
15 agenda. So, with that, the Chair can call
16 this meeting to a close. Thank you for your
17 time.

18 MS. JARMOSZUK: Thank you, everybody.
19 Thank you, everybody, for your testimony,
20 your time, your patience. Thank you to all
21 the Commissioners. I appreciate your
22 listening and participation. And we look
23 forward to working with all industry
24 stakeholders on electrifying the vehicle
25 fleet, the existing vehicle fleet. And we

1 look forward to continuing to welcome new
2 corporations and to collaborating together
3 for an efficient industry, and efficient
4 market, where we are working in the interest
5 of liveable wages for licensees.

6 Thank you so much. And with that, we
7 conclude this public hearing.

8 COMMISSIONER MITCHELL: Have a good
9 day, everybody.

10 (TIME ADJOURNED: 2:15 p.m.)

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C E R T I F I C A T E

STATE OF NEW YORK)

:SS

COUNTY OF QUEENS)

I, Sabrina Brown Stewart, a shorthand reporter within and for the State of New York, do hereby certify that the within is a true and accurate transcript of the statement taken on June 22, 2021.

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

IN WITNESS WHEREOF, I have hereunto set my hand this 8th day of July 2021.

Sabrina Brown Stewart
Sabrina Brown Stewart

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