

**In Re NYC - Taxi & Limousine Commission Public Hearing
September 3, 2025**

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NEW YORK CITY
TAXI & LIMOUSINE COMMISSION
PUBLIC HEARING

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Held Remotely Via
Zoom Video Conference
September 3, 2025
10:01 a.m.

H E L D B E F O R E:
DAVID DO - COMMISSIONER AND CHAIR
SHERRYL ELUTO - GENERAL COUNSEL

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

BOARD OF COMMISSIONERS:

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1 MODERATOR: Good morning. Today's
2 public hearing is about to begin. This
3 hearing is being conducted remotely via Zoom,
4 and the live stream will be available on the
5 TLC's website. All persons wishing to
6 testify were asked to sign up in advance of
7 the hearing. All registered speakers are
8 joining the meeting via Zoom. If you are
9 speaking today, your audio and video were
10 automatically muted.

11 A few special notes for our registered
12 speakers: Please ensure that your display
13 name in the Zoom meeting matches the name
14 that you used when you signed up to speak.
15 This will enable the moderator to confirm
16 that you are present in the meeting. If you
17 are listed as "iPhone" or some other name
18 that differs from your name that you used
19 when you signed up, we will not know that you
20 are present in the meeting. Please update
21 your screen name to the name you provided
22 when you signed up.

23 When your turn to speak is approaching,
24 the host will send a prompt inviting you to
25 join the meeting as a panelist. In order to

1 provide testimony on camera, you must accept
2 the invite. Please be aware that if you are
3 watching this meeting on a minimized screen,
4 you may not see this prompt. If you have
5 accepted the invite to rejoin as a panelist,
6 when your name is called, you'll have control
7 of both your camera and microphone. When
8 ready, please state your name and affiliation
9 and then proceed with your testimony. Public
10 testimony will be limited to three minutes
11 per speaker. When your testimony is
12 complete, your audio and video will be muted
13 by the moderator. Closed captioning and
14 American Sign Language interpretation is
15 available for today's meeting.

16 Thank you for your attention. I will
17 now yield the floor to our Commissioner and
18 Chair, David Do.

19 CHAIR DO: Well, good morning,
20 everyone. Welcome to today's public hearing
21 on four TLC rule proposals. I'm Commissioner
22 David Do, and I'm joined today by our full
23 set of commissioners; Commissioners
24 Bierstein, Kaufman, Mitchell, Chan,
25 Velazquez, Sorrentino, and Bader.

1 It's been about six weeks since we last
2 gathered, and hope everyone's summer has been
3 filled with fun, family, and for our TLC
4 drivers and bases tuning in today, trips.
5 Speaking of trips, specifically EV trips, I'd
6 like to remind our high-volume drivers out
7 there that at the end of this month, the
8 federal tax credits for EVs are set to
9 expire. If you've been thinking about buying
10 an EV, you could save up to \$7,500 on a new
11 vehicle and up to \$4,000 on a used one.

12 If you're looking for a new vehicle,
13 getting an EV is a great way to future-proof
14 your business, as Uber and Lyft are required
15 to dispatch all trips to either zero emission
16 or wheelchair accessible vehicles by 2030.
17 Every year between now and then, the
18 percentage of trips required to be either EV
19 or WAV will increase, so investing in an
20 electric vehicle or a wheelchair accessible
21 vehicle now is a great way to maximize trips
22 later.

23 If you need help with financial
24 planning, our team at the Owner/Driver
25 Resource Center in Long Island City can help

1 you set up free consultation from a financial
2 professional. Call (718)391-5511 or visit
3 odrc@tlc.nyc.gov.

4 Now, onto today's agenda.

5 Today, we'll be hearing from the public
6 about four proposed rule amendments. The
7 first amends our rules that governs the ways
8 in which a non-accessible vehicle can be
9 converted to a wheelchair accessible vehicle.
10 It seeks to make it easier for conversion
11 guidelines to understand and to increase
12 competition among converters, which we hope
13 will make conversions a little more
14 affordable for our vehicle owners.

15 Our second proposed amendment corrects
16 our high-volume for-hire vehicle service
17 driver payrolls or just the minimum per mile
18 rate for trips that begin in New York City
19 and end outside of New York City, a minor
20 correction for something not included in the
21 original package.

22 The third amends our rules to comply
23 with the newly enacted local law reducing
24 personal injury insurance coverage
25 requirements from 200,000 to 100,000. It is

1 our sincere hope that insurance companies
2 will be passing the savings on to drivers in
3 the form of reduce premiums.

4 The last rule amendment we'll be
5 discussing today will also bring us into
6 compliance with another newly enacted local
7 law that requires all taxicabs and for-hire
8 vehicles to add cyclist awareness decals
9 inside the rear passenger doors. We have
10 already been handing out hundreds of
11 thousands of these stickers over the last
12 12 years, and this formalizes their use.

13 With that, I will now hand over the
14 meeting to our general counsel, Sherryl
15 Eluto, to begin the hearing.

16 Sherryl.

17 MS. ELUTO: Good morning. When I call
18 your name, you can unmute your microphone and
19 begin your testimony. Each speaker will be
20 allotted three minutes to speak. The time
21 limit will be strictly enforced. A
22 thirty-second warning will be provided, and
23 then you'll need to conclude your testimony
24 when the time limit is up. Three of the four
25 rule proposals were published in the City

1 Record and posted on our website on July 29,
2 2025. The proposal regarding door decals was
3 published on August 4th. The public comment
4 period ends today. The video of this hearing
5 and copies of all written comments received
6 through today will be provided to the
7 commissioners prior to the vote on these
8 rules.

9 With that, we will begin our public
10 hearing. Please note, there are four
11 separate topics, and I know some of you have
12 signed up for multiple topics. Please limit
13 your comments to that topic. So, it's a
14 little awkward, but you'll be appearing, you
15 know, three or four times, but keep them
16 separate, please.

17 With that, we're going to begin with
18 the wheelchair accessible vehicle conversion
19 rule proposal. And our first speaker is Jean
20 Ryan from Disabled in Action.

21 MS. RYAN: I'm on.

22 MS. ELUTO: Okay. Okay. Yeah, so
23 please begin.

24 MS. RYAN: Hello. I'm Jean Ryan, a
25 wheelchair user and president of Disabled in

1 Action of Metropolitan New York, and a member
2 of Taxis For All, a coalition working toward
3 a hundred percent accessible taxis and
4 for-hire vehicles, so that people with
5 mobility disabilities have the same chance to
6 get a cab or for-hire vehicle as everyone
7 else. Our inability to get rides is real.

8 On the WAV conversions, this is a
9 subject near and dear to Taxis For All's and
10 DIA's hearts. We prefer a purpose-built
11 accessible vehicle. But since most WAVs are
12 converted, we are pleased that the conversion
13 rules will be standardized for all
14 converters.

15 We strongly support conversions that
16 are safe to get into for wheelchair users,
17 not too steep, and provide a level or almost
18 level surface to be on. Riding at a backward
19 slant is very, very uncomfortable, as are
20 conversions that make a very loud clunk with
21 every bump or speed bump in the road. We
22 would like the TLC to investigate and require
23 that all WAVs, certainly new converted ones,
24 use the new Q'Straint seat belt system that
25 is all in one without separate pieces that

1 drivers have no idea how to put together or
2 attach to the vehicle.

3 We want the seat belts permanently
4 attached to the frame of the vehicle, not
5 attached to an upright seat next to us or in
6 some bag somewhere, because we care about our
7 safety. Everyone, including wheelchair
8 users, are required to use seat belts. We
9 are unable to do our own.

10 Thank you.

11 MS. ELUTO: Thank you.

12 Our next speaker up is Peter Mazer from
13 Metropolitan Taxicab Board of Trade.

14 MR. MAZER: Good morning.

15 Good morning, Chairperson Do and
16 members of the Commission. My name is Peter
17 Mazer, general counsel to the Metropolitan
18 Taxicab Board of Trade, a 72-year-old
19 association representing owners and operators
20 of licensed medallion taxicabs. This
21 proposed rule would create identical
22 standards for accessible vehicle conversions,
23 whether performed by manufacturers or vehicle
24 modifiers. We support this rule proposal.

25 Today, virtually all taxicabs placed

1 into service must be accessible to persons
2 with disabilities. Any rule that limits or
3 restricts the ability of a vehicle owner to
4 place an otherwise safe, accessible vehicle
5 into service adversely impacts on this
6 mandate. While the rule addresses vehicle
7 modifications, we urge that the TLC also
8 review other rules which may have an adverse
9 impact upon owners seeking to place
10 accessible vehicles into service.

11 To this end, we ask the TLC to consider
12 existing limitations on the use of the Taxi
13 Improvement Fund grants and reimbursements,
14 and urge that grants be available on equal
15 basis to all vehicle owners, irrespective of
16 their form of ownership -- an individual
17 owner, an owner/driver, a fleet, or an agent
18 should be subject to the same rules with
19 respect to placing vehicles into service, as
20 well as funding for vehicle purchases,
21 conversions, and operations. All owners have
22 the same obligations to comply with the
23 federal mandate and should be entitled to the
24 same benefits that are available.

25 Thank you for the opportunity to speak

1 today, and I would be happy to answer any
2 questions that you may have.

3 MS. ELUTO: Thank you.

4 I guess our next speaker, then, we'll
5 go to Evan Yankey, Brooklyn Center for
6 Independence of the Disabled.

7 MR. YANKEY: Good morning. I'm Evan
8 Yankey, advocacy director for the Brooklyn
9 Center for Independence of the Disabled.
10 BCID is a member of the Taxis For All
11 Campaign, which supports 100 percent
12 wheelchair accessibility for all medallion
13 taxi and for-hire vehicles. I'm here today
14 to testify on proposed rules that would
15 update the modification process that vehicle
16 converters can use when converting a
17 non-accessible vehicle to a wheelchair
18 accessible vehicle.

19 This proposed rule change has the
20 potential to encourage competition from
21 vehicle converters and ultimately lower the
22 price of conversions, a welcome development
23 that would make it easier for drivers to
24 afford accessible vehicles. We recognize
25 that the cost of accessible vehicles has

1 risen astronomically in recent years, and
2 have urged City Hall to subsidize the
3 additional cost of WAV conversions beyond
4 what the Taxi Improvement Fund offers.

5 At the same time, we urge the TLC today
6 to make sure that all wheelchair accessible
7 vehicles, whether from new or older
8 converters, do not sacrifice quality, safety,
9 and passenger experience to compete on price.
10 Many riders with disabilities have already
11 encountered quality and safety issues in
12 vehicle retrofit work -- ramps that are
13 misaligned, securements that are improperly
14 placed, and other barriers for riding
15 securely in the vehicle. This can make the
16 ride uncomfortable and unsafe, especially if
17 passengers are not properly secured.

18 Ultimately, the TLC must use its
19 influence to improve the quality of
20 wheelchair accessible vehicles. Ideally,
21 that would mean pushing vehicle manufacturers
22 to produce factory-built wheelchair
23 accessible models, as is done in the London
24 taxi system. In the short-term, though, the
25 TLC must start measuring conversion quality

1 by surveying wheelchair users about their
2 experience in accessible vehicles. Existing
3 riders with disabilities already feel the
4 impact of shoddy conversions. Without
5 measures that take the rider experience into
6 account, the TLC can't evaluate the quality
7 of conversions and push for improvements. We
8 encourage the TLC to take a harder look at
9 this proposal and find ways to allow market
10 entrance to compete over quality, not just
11 price.

12 Thank you.

13 MS. ELUTO: Thank you.

14 Our next speaker up is Kathleen
15 Collins.

16 MS. COLLINS: Good morning. My name is
17 Kathleen Collins, and I'm with Disabled in
18 Action. I agree with the testimony of
19 Ms. Ryan and Mr. Yankey.

20 With respect to the wheelchair
21 accessible vehicle conversion proposal, we
22 always support more competition, which we
23 believe would lead to lower prices and
24 hopefully more vehicles being made wheelchair
25 accessible. However, sometimes competition

1 leads to a reduction in quality and safety.
2 Thus, we request that the proposed amendment
3 include language that safeguards against such
4 possibilities.

5 Further, we request that the proposed
6 rule include a requirement that all
7 retrofitted taxis have an all-in-one seat
8 belt and shoulder belt that hangs from the
9 ceiling and hooks into the floor in one
10 smooth movement, such as the Q'Straint seat
11 belt system that Ms. Ryan spoke about, so
12 since this would increase the possibility of
13 a person using a wheelchair receiving a
14 shoulder belt and seat belt, which sadly is
15 not the case presently.

16 Finally, we would like to see, in the
17 near future, a rule that within a certain
18 number of years, such as three to five years
19 from now, all taxis are going to be operated
20 in New York. All taxis going to be operated
21 in New York must be manufactured to be
22 wheelchair accessible, like they are in
23 cities such as London, England.

24 Thank you.

25 MS. ELUTO: Thank you.

1 Our next speaker is Ken Ost from
2 Advance Mobility Technologies.

3 MR. OST: Good morning, everyone. My
4 name is Kenny Ost. I'm the senior
5 manufacturing engineer and federal motor
6 vehicle safety standards testing coordinator
7 with Advance Mobility Technologies. We're
8 also known as AMT. We're located in
9 Morrisville, Pennsylvania. My colleagues, my
10 esteemed colleagues, call me a dinosaur, but
11 what I do, what I -- excuse me. I'm
12 misreading my statement here. But I enjoy
13 what I do, and I have over 50 years
14 experience in the automotive industry. The
15 positive feedback that is received from the
16 field shows that we're making a difference.

17 I'd like to thank Commissioner Do and
18 the TLC Board of Commissioners for allowing
19 me to testify today.

20 AMT is a small business employing less
21 than 25 employees, and it has been a long,
22 hard road to get our present TLC approval for
23 our Toyota Sienna hybrid WAV. I applaud the
24 TLC's efforts to amend the present TLC rules
25 and specifications for the New York City TLC

1 accepted WAV modifiers/converters, and also
2 for the wheelchair accessible vehicle WAV
3 production rule changes. AMT is presently
4 working on new WAV models, such as the Honda
5 Odyssey, to introduce to the New York City
6 taxi and for-hire vehicle market in the
7 future.

8 It is my opinion that these new amended
9 rule changes will create more competition
10 within our industry. And with new
11 modifiers/converters entering into a
12 presently limited choice market, it will also
13 inspire new innovations of designs in the
14 handicap accessible products offered. It
15 will also spur competition regarding
16 conversion cost, ditto to what I've just been
17 hearing from some of the past testimony.
18 It's a win-win situation. With the operators
19 having more available choices in the
20 marketplace, and at a competitive cost, and
21 also for the handicap passengers benefiting
22 from the latest innovations available for a
23 more comfortable and stress-free ride.

24 I would like to ask the Board of
25 Commissioners to please review Section 2,

1 Subdivision C, paragraph 16 of section 59C-04
2 of the proposed amended Title 35 rules of the
3 City of New York. I'd like to direct your
4 attention to paragraph 16, which states "the
5 converted vehicles" --

6 TIMEKEEPER: Thirty seconds remaining.

7 MR. OST: -- must be purchased from the
8 same converter which has been man -- from the
9 same converter which has manufactured the
10 necessary parts and components and provided
11 the labor to convert the vehicle. Not all
12 converters/modifiers are licensed as vehicle
13 dealers. I do possess a Pennsylvania
14 dealer's license to supply AFT with the
15 needed vehicles on request, but we also will
16 modify client-supplied vehicles. This allow
17 the client or vehicle operator to go and
18 purchase a vehicle before conversion to a
19 WAV, negotiate the best price, be listed as
20 the first owner for warranty purposes, and
21 then bring it to the TLC approved
22 converter/modifier to be up-fitted to taxi
23 FHV -- to a taxi FHV WAV.

24 This cuts out the middleman, lowers
25 acquisition costs. My suggestion is to

1 change the beginning wording at paragraph 16
2 from "converted vehicle" to "wheelchair
3 accessible vehicle modification." By making
4 this wording change, it will allow smaller
5 WAV modifiers who do not possess a dealer's
6 license to apply for TLC approval, and to
7 participate in the New York City -- in
8 New York City WAV marketplace.

9 Thank you for your consideration, and I
10 feel that these proposed amended rules are a
11 positive step forward for the WAV operators
12 and handicap passengers in New York City.

13 MS. ELUTO: Thank you.

14 COMMISSIONER BADER: I have a question
15 for a minute.

16 CHAIR DO: Sure. Go ahead, Paul.

17 COMMISSIONER BADER: Go ahead. You can
18 go ahead first.

19 CHAIR DO: Okay. Sure.

20 So, you operate a little bit
21 differently, Kenny, right, in the model that
22 you work. So, drivers can take their, let's
23 say, Toyota Sienna to you in Pennsylvania and
24 get that converted.

25 MR. OST: That's correct.

1 CHAIR DO: And if you can maybe discuss
2 why that is a little bit cheaper versus,
3 let's say, other models is other states.

4 MR. OST: Well, what's happening is if
5 you're buying the vehicle directly converted
6 from a dealership, they're adding a -- of
7 course, they're adding their profit into the
8 picture. We're cutting out the middleman.
9 This way when an operator purchases a
10 vehicle, unless they have a fleet account
11 with, say, Toyota, they become, on the title,
12 the first owner of the vehicle. So, the full
13 factory warranty that is available, is
14 available to them. If I purchase the vehicle
15 from Toyota, I'm purchasing it as an
16 individual, and then I'm reselling it to an
17 operator. They lose some of the warranty in
18 that process.

19 CHAIR DO: And it also allows, let's
20 say, an individual driver to negotiate
21 directly with the dealership on that
22 individual vehicle to get the best price
23 possible before they go to you as well.

24 MR. OST: They will be listed with
25 Toyota as the first owner of the vehicle.

1 Whereas, if Kenny, let's say, buys the
2 vehicle, Kenny is the first owner. And I'm
3 selling it to Operator B, who's going to
4 become the second owner. There's still
5 warranty involved, but not the same as if he
6 was the original purchaser. Now, we of
7 course, warrant our modification, but that's
8 a whole different structure.

9 CHAIR DO: Thank you, Kenny. And good
10 to see you.

11 Paul.

12 COMMISSIONER BADER: It's very nice to
13 hear you to your testimony. Thank you.

14 You have heard previously that there
15 was an issue raised relative to the seat
16 belts that are -- that people ask to be
17 modified.

18 How complicated a modification would
19 that be for you to do that?

20 MR. OST: As far -- regarding when
21 you're saying, "a modification," we do with
22 every modification we perform install
23 Q'Straint tie-downs and Q'Straint belts, just
24 depending upon, of course -- and they're also
25 tested, as required by the TLC, we do pull

1 testing at, you know, an independent lab to
2 show the strength of the mounting, basically.

3 COMMISSIONER BADER: Right. So, the
4 question was, was that under the current
5 rules, there is -- and I'm not an expert on
6 the details and the engineering on this, but
7 the default seat belt requirement, the
8 community is telling us doesn't really work
9 for them, and therefore they want it
10 modified, such that it would be more
11 effective for them riding in these vehicles.

12 Are you telling me that what they're
13 asking for is what you do as the default?

14 MR. OST: Well, we do it in general.
15 We follow a certain design that we, you know,
16 that we've submitted, basically. I
17 understood some of the testimony earlier.
18 I'd like to sit down with you and discuss
19 this. We could discuss it further. But we
20 follow, basically, you know, the ADA rules
21 and test, you know, to the required test
22 requirements.

23 COMMISSIONER BADER: So, base -- okay.
24 So, what you're also saying is if there was a
25 slight modification that we would like to see

1 you do, such that the seat belt works more
2 efficiently for the disability community, you
3 would be able to do that?

4 MR. OST: Oh, yes.

5 COMMISSIONER BADER: Thank you.

6 CHAIR DO: And I think what
7 Commissioner Bader is saying is that
8 oftentimes the securements are in a separate
9 bag, and that bag could be lost, right? If
10 it was all in one, right, that could not be
11 taken out of the vehicle, that we can secure
12 people who use a wheelchair a little bit
13 better.

14 MR. OST: We offer as an option, and so
15 do our competitors, so it's nothing special
16 to AMT, but we offer electric tie-downs,
17 which work quite well, actually. And it
18 allows the wheelchair to be fastened as it
19 enters the vehicle, so fastened to the front
20 of the wheelchair, actually, to be hooked up
21 as it enters the ramp. You can stretch these
22 tie-downs almost out to the end of the ramp.
23 Once the wheelchair is in place inside the
24 vehicle, a switch is pushed and it locks the
25 front tie-downs, which only leaves the rear

1 tie-downs, which are still manual, to be
2 fastened. It's a good system, and they can't
3 be if they're fastened permanently to the
4 floor in the front.

5 CHAIR DO: Yeah. I think what some of
6 the advocates are asking for is also the
7 shoulder securement that sometimes could be
8 lost as well. So, we'll look at that further
9 based on your comments, and based on the
10 advocate comments to --

11 MR. OST: I'd sit down with anybody
12 who's interested because I'm always looking
13 for, you know, new ideas, new innovations,
14 you know, things that make the product more
15 acceptable.

16 COMMISSIONER BADER: Let me ask another
17 question.

18 Where in Pennsylvania are you located,
19 by the way?

20 MR. OST: Just outside of Philadelphia.
21 We're actually right by the New Jersey
22 border. Morrisville is right across the
23 river from --

24 COMMISSIONER BADER: So, it's
25 relatively convenient to New York City,

1 right?

2 MR. OST: Ninety minutes. I go out in
3 the field a lot, and it's a quick run.

4 COMMISSIONER BADER: Thank you.

5 CHAIR DO: Thank you, Kenny.

6 MR. OST: My pleasure.

7 CHAIR DO: Sherryl.

8 MR. OST: Thank you for having me.

9 MS. ELUTO: All right. Next person
10 listed is only listed as iPhone 3. So, if
11 iPhone 3 can identify themselves and tell me
12 if you wish to speak on this rule or if it's
13 a different rule.

14 Hello?

15 MR. ACOSTA: Michele, that's you.

16 MS. DOTTIN: No, I'm not iPhone 3.

17 MS. ELUTO: No, no. I know.

18 But who is? All right. I'm sorry.
19 I'm going to go on to the -- so, that's the
20 last person listed for the WAV conversion, so
21 I'm going to go on to the driver payroll
22 amendment. And first person listed for that
23 is Madjed Zegrar, a licensee.

24 Madjed, yes, go ahead.

25 MR. ZEGRAR: Hey. Thank you.

1 Good morning, everyone. Good morning,
2 Commissioners. I would like to speak about
3 two, about the pay raise and the insurance.
4 I will start with the pay raise.

5 We want to thank TLC for the --

6 CHAIR DO: Sorry. Madjed, we'll bring
7 you back for those. This is about wheelchair
8 accessible --

9 MS. ELUTO: No, no, no, no, no. We've
10 moved on to the driver payroll.

11 CHAIR DO: I'm sorry. We've moved on.
12 Okay.

13 MR. ZEGRAR: No worries. No worries.

14 CHAIR DO: Okay. Go ahead.

15 So, which one are we at, Sherryl?

16 MS. ELUTO: The driver payroll, the
17 amendment.

18 CHAIR DO: Okay. So, just the driver
19 payroll at this point, okay, Madjed?

20 MR. ZEGRAR: Got it, yeah.

21 So, thank you, again. We want to thank
22 TLC for the five percent. We truly
23 appreciate TLC stood with us and fought with
24 us against the lockout, which was a nightmare
25 for me, as a driver, and getting five percent

1 raise despite the threats and drama from
2 rideshare apps, that I really -- we do really
3 appreciate that.

4 However, let's be honest, the
5 five percent doesn't even cover the extra
6 sugar in my coffee these days. The economy
7 is so bad, and the inflation is so high.
8 Driver needs a fair pay raise. The drive pay
9 rule must include the base fare for small
10 trips. I mean the minimum base fare. Uber
11 and Lyft do not guarantee any minimum fare
12 for short trips, trip like ten minutes or one
13 mile. Almost, they -- we get paid like \$3.
14 Our expenses are too high to get paid like
15 \$3.

16 For example, if you see the taxi, the
17 taxi has a minimum -- a minimum base fare.
18 The SUV, they have it. The black cars, they
19 have the minimum base fare. Only us --
20 that's not fair, and it should be nine to
21 \$10. The base, I believe, it's \$8. The taxi
22 is \$10. And nowadays the taxi on Uber app is
23 cheaper than the regular X. We want
24 transparency, also, when it comes to
25 out-of-town surge.

1 So, here is what the problem we're
2 having with the pay raise now. We have a lot
3 of drivers. They can't see the pay raise on
4 long trips because Uber and Lyft, they
5 miscalculated. When I checked my out-of-town
6 surge with Uber, I found a lot, like \$3.75,
7 even they are, like, different miles and
8 different minutes. Lyft, sometimes they
9 don't even pay. So, this will create just
10 confusion. We want them to be transparent
11 about the out-of-town surge. Yeah, that's
12 basically about the pay raise. It's
13 out-of-town surge.

14 Lyft, I checked my last trips with
15 Lyft. They pay my minute and then if we tell
16 them, if we speak to, like, you know -- we
17 contact the support. The support, they said,
18 "No, that's your money." We call TLC
19 Protection Unit --

20 TIMEKEEPER: Thirty seconds remaining.

21 MR. ZEGRAR: -- they take the
22 information, but nothing happen. But I think
23 the best way is we need transparency. Like
24 we see the breakdown on our mile, we need to
25 see it on out-of-town surge, too.

1 Thank you very much for having me
2 today. That's basically it for the pay
3 raise.

4 CHAIR DO: And we'll bring you back --

5 MR. ZEGRAR: And I would love to speak
6 about the TLC insurance, too, if you give me
7 another chance.

8 CHAIR DO: We'll bring you back for
9 insurance.

10 Thank you.

11 MR. ZEGRAR: I appreciate that. Thank
12 you so much.

13 MS. DOTTIN: Commissioner, I'm so
14 sorry. Pedro was iPhone 3. He's here next
15 to me, sorry, for the WAV. It's important
16 for us for him to speak.

17 MS. ELUTO: Okay. I'm sorry. I'm a
18 little confused.

19 Who is iPhone 3?

20 MS. DOTTIN: Pedro Acosta.

21 MS. ELUTO: Okay. And Pedro is
22 speaking on --

23 MS. DOTTIN: On WAV, 'cause he is a WAV
24 driver as well.

25 MS. ELUTO: Okay. Let's do that.

1 MR. ACOSTA: Hi, good morning. Good
2 morning, everyone. How are you doing?

3 Thank you for giving me the opportunity
4 to talk about this very important topic
5 because this is affecting many, many people.
6 It's important that you take in consideration
7 things that you already changed just a few,
8 probably, weeks ago. The benefit that you
9 were giving to drivers, which was --
10 especially when they were using the program
11 of the green and yellow accessible dispatch,
12 you reduced the incentive from 15, 20, 25,
13 30, 35, according to the distance they have
14 to move over to pick up the passenger, to
15 only \$10.

16 Somebody is calling from Brooklyn, and
17 that person who is receiving the trip is in
18 Manhattan, he's not going to receive any
19 motivation to go to pick up that person who
20 is in Brooklyn or maybe Bronx or whatever it
21 is, because there you're going to pay only
22 \$10. So, I don't think that was a good
23 decision because remember that people with
24 disabilities are a big priority here in
25 New York, for the City and also for TLC.

1 As I urge you to reconsider it again,
2 the decision that you took some time ago,
3 because those people are going to be
4 unattended if the driver doesn't have the
5 incentive to go to pick up those people with
6 disabilities. Please, I ask you to
7 reconsider that.

8 And, also, one more thing that I would
9 like to ask you is if you could also
10 implement a type of any payment, like the
11 same the yellow and green does to Taxi
12 Improvement Fund, so you could include us,
13 FHV, and have the benefit that they have.
14 Because remember that we are probably ten
15 times more drivers than the green and yellow
16 together, so the benefit that we are going to
17 provide to you is going to be a lot. So,
18 please, I also ask you -- I mean, I beg you
19 to try to include FHV in the Taxi Improvement
20 Fund, if possible.

21 Thank you very much.

22 MS. ELUTO: Thank you.

23 All right. So now, we're going to go
24 back to the driver payroll, and Michele
25 Dottin.

1 Michele, go ahead.

2 MS. DOTTIN: Hi. Good morning,
3 Commissioner Do and commissioners. My name
4 is Michele Dottin and an advocate at the IDG.
5 I'm here with a profound concern that weigh
6 heavily on the hearts of over a hundred
7 thousand drivers. While a slew of issues
8 continually challenge our industry, the
9 recent consideration of fines for decal
10 noncompliance add yet another layer of burden
11 on our drivers. The lack of adequate
12 regulations governing cyclists with a diverse
13 array of scooters, e-bikes, electric
14 skateboards --

15 CHAIR DO: Michele, we're not on the --

16 MS. DOTTIN: Oh, sorry.

17 CHAIR DO: Driver pay.

18 MS. DOTTIN: Okay. No, I'm cyclist.
19 Sorry.

20 CHAIR DO: Only cyclist?

21 MS. DOTTIN: Today, I'm concerned about
22 that very much, David.

23 CHAIR DO: Okay. We'll bring you back
24 for the cyclist. I'm sorry.

25 MS. DOTTIN: Okay. No problem.

1 MS. ELUTO: Okay. Our next speaker is
2 Larbi Aitaabou. I think I pronounced that
3 poorly.

4 MR. AITAABOU: That works, too.
5 Hi, everyone.

6 MS. ELUTO: Okay.

7 MR. AITAABOU: Good morning,
8 Commissioner. Good morning, fellow
9 commissioners, as well.

10 You know, there's so many things that
11 needs to be recognized, which is, you know,
12 the tremendous work that the
13 Commissioner, David Do, did for the drivers
14 throughout his time being here, and I hope
15 that you're going to continue for more years
16 to come, Commissioner.

17 Yeah, so drivers are the backbone of
18 the City, and we know that, you know, the
19 long hours with a limited -- I would call
20 them limited long hours, 'cause drivers
21 cannot go over 10 hours in 24 hours, but
22 sometimes they have to push for more hours
23 to, you know, meet ends -- their billings,
24 their insurance. Moving millions of people a
25 day, you know, for the whole industry, I

1 think that generates a lot of income, and
2 most of the income we know go to the app
3 companies. And I think we should go back to
4 the drawing board and, you know, regulate a
5 stronger pay fare for the drivers.

6 And I'm sure that's going to cause
7 some, you know, rattling into the industry in
8 general because I know the app company is
9 going to push back and blame it on the
10 Commission. But the fact that there is a
11 huge gap when it comes to how drivers are
12 getting paid per minutes, per mile, and if
13 they do a short trip, and that short trip can
14 take about five to 10 minutes, they're not
15 paid fairly on that. The company is taking a
16 huge cut from that, and that needs to be
17 regulated.

18 This is why the driver pay rule is very
19 important, and I know I only have one minute
20 here, and I have so many things to talk
21 about. I wish the Commission can bring me
22 back to talk about the next topic. So, I
23 urge the Commission to make sure the pay is
24 not watered down, but improve, and the app
25 have, you know, a rule that prevent them from

1 taking a high cut from the drivers and also
2 from the riders.

3 TIMEKEEPER: Thirty seconds remaining.

4 MR. AITAABOU: Thank you.

5 And meanwhile, what I want to do is to
6 really stop the exploitation. Please do
7 that. We witnessed over the past decade that
8 companies are exploiting drivers, hard -- man
9 and woman, and it's hard to live in New York.
10 So, people are being pushed out of the
11 industry because they've fallen into debt.

12 So, Commissioner, please look into
13 that. All of you, please work for the
14 drivers. Thank you.

15 MS. ELUTO: Thank you.

16 Our next speaker up in Anwar Malik from
17 IDG.

18 MR. MALIK: Hello. How's it going?
19 Good morning, everybody.

20 I think we're talking about money right
21 now, right?

22 MS. ELUTO: Yes, the driver payroll.

23 MR. MALIK: Yeah, thank you.

24 I prepared a testimony for cyclist
25 decals, but I'll just do it like this.

1 Okay. Out-of-town surcharge, great,
2 let's raise that by a lot of money; that's
3 one. Number 2, the night shift surcharge,
4 what I'm asking is -- what we're asking for
5 at IDG is to add, like, the surcharge for
6 night shift drivers, given there's less
7 traffic. And we received a lot of feedback
8 after this new pay raise passed. It was
9 good. It was great, but the night shift
10 drivers, they are actually losing some money,
11 especially when they have to go out of the
12 five boroughs.

13 So, adding a surcharge or maybe a
14 little bit higher price for out-of-town
15 prices would be helpful for night shift
16 drivers, I believe, right? A surcharge or a
17 higher -- a little higher, like a few cents,
18 maybe, for out-of-town trips, that would
19 help.

20 On top of that, Commissioner, we spoke
21 to you last time about this, the Uber,
22 they -- Uber and Lyft, they've lowered the
23 minimum fare. Can we, like -- let's try to
24 do something for January or February next
25 year, to bring out, like, a minimum for

1 those, like a \$10 minimum per trip or
2 something, right? That would really help all
3 the drivers.

4 Besides that, we are worried about
5 Waymo coming in. I know I'm going, sort of,
6 off topic, but I just want to put it out
7 there. Everybody is worried. It's going to
8 take away a lot of jobs. I've seen headlines
9 in Atlanta and other states where they're
10 saying riders are now actually canceling Uber
11 and Lyft driver trips to actually wait for a
12 Waymo to come over, you know. It's really
13 worrisome. It's really scaring the hell out
14 of all the drivers, us, and everybody. So,
15 if you could work on that, that would be
16 great.

17 And I'll take five seconds for decals.
18 We have been giving them since before it was
19 proposed, and we're going to continue giving
20 these cyclist decals. It's a great idea.

21 Thank you.

22 MS. ELUTO: Thank you.

23 Our next speaker is Kathleen Collins.

24 MS. COLLINS: Good morning, again. As
25 you know, my name is Kathleen Collins, and

1 I'm with Disabled in Action.

2 With respect to the driver pay rule
3 amendment, we strongly support the right of
4 drivers to earn a fair living wage. And to
5 the extent that the proposed amendment to
6 these rules accomplishes this, we support
7 this proposed amendment to the rules.

8 Thank you.

9 MS. ELUTO: Thank you.

10 Next speaker up is Jean Ryan.

11 Is Jean here? Okay. I don't see her.

12 MODERATOR: Let's come back to Jean.

13 MS. ELUTO: Okay. I see her.

14 MS. RYAN: Hello. I'm Jean Ryan,
15 president of DIA and a wheelchair user, and a
16 longtime member of Taxis For All Campaign.

17 We support the right of drivers to make
18 a living with fair wages, and if this rule
19 revision does that, we support the formal
20 adoption of this change the rule contains.

21 Thank you.

22 MS. ELUTO: Thank you.

23 Next speaker is Sonam Lama from IDG.

24 MR. LAMA: Hello, everyone. Good
25 morning. Good morning to all the

1 commissioners and the staff. I really
2 appreciate the work you guys have been doing
3 for -- over the years. We are getting
4 victory, again victory, you know, and it is
5 not possible without you guys considering
6 about our cars, and so deep respect to all of
7 you.

8 So today, I'm here to talk about the
9 payroll issues. Definitely, the lockout
10 would not be even possible without TLC and we
11 working together, you know, so
12 congratulations to all drivers. We got a big
13 victory on that. I really like the strict
14 rules over the company because they were
15 manipulating with a lot of things, in which
16 TLC did really good job, that ultimately
17 saves more money for drivers because they can
18 work more, right?

19 And at the same time, about the five
20 percent increase rate, we see some definitely
21 good differences, but there are more bads.
22 Because if you look at definitely for long
23 trips, we will be losing more money. And
24 talking about some of the trips that we do
25 throughout the City, the short trips, we are

1 losing a lot of money.

2 So, still I don't know why pay -- the
3 minimum wage kind of stuff is not working
4 because if you look at how the company works
5 is, suppose I pick up a passenger at some
6 street, they were given like seven minutes
7 time until we get canceled and get the money.
8 Sometimes they show up in like five,
9 six minutes for a ten minutes ride. And
10 then, once I drop him or her off to the
11 location, the price comes down like five to
12 six dollars, you know.

13 So, it should not be happening. If you
14 calculate that for one hour after all
15 expenses, it's going to be below \$15, you
16 know. So, for that, I think TLC should do
17 something that make company accountable to
18 make \$10 minimum, regardless of how short or
19 how the distance, you know, calculates. If
20 that thing enters, it's going to be very good
21 for the drivers to make more money, which we
22 can celebrate that, too.

23 Because some of the trips we do here
24 is, like, less than \$3, too, because this
25 company charge commissions on \$8 and \$5.

1 Like 50 percent of our money goes to the
2 commissions to the company. So, I really
3 want to tell commissioners to look into those
4 kind of trips where this company is, you
5 know, taking 50 percent of commissions from
6 those specific --

7 TIMEKEEPER: Thirty seconds remaining.

8 MR. LAMA: And also apart from that,
9 you know, there's a lot of ways to save money
10 and get pay raise, you know. For example,
11 yes, I agree with Malik, you know, autonomous
12 vehicles should not be replaced with drivers
13 like us. If they replace us, who's going to
14 pay for your renewal fees? You know, how are
15 you guys going to get -- how are you guys
16 going to generate more income? It's from us,
17 right? We take renewal class, we do renewal
18 test, this kind of cars do not do that, so I
19 strongly oppose those Waymo vehicles.

20 Please, Commissioner, do support us, on
21 us where, you know, human beings will be
22 driving and provide the same service that you
23 guys want to, following the Vision Zero
24 rules.

25 Thank you.

1 MS. ELUTO: Thank you.

2 Next speaker, Dinara Zhanpeissova.

3 MS. ZHANPEISSOVA: Can you guys hear
4 me?

5 MS. ELUTO: Yes.

6 MS. ZHANPEISSOVA: Can you guys see me?

7 MS. ELUTO: Not yet.

8 MS. ZHANPEISSOVA: Okay. Hi, my name
9 is Dinara. I represent normal drivers, and I
10 will talk about the payroll.

11 Whether it's a yellow cab hailed on the
12 street, or Uber or Lyft application, the
13 reality is the same. We are all the drivers
14 that keeps New York City moving. Passengers
15 rely on our work for their family, for their
16 safety, for their convenience. And when it
17 comes to minimum pay, the City treats us
18 differently.

19 For yellow cabs, the rules are simple
20 and very transparent. The meter starts from
21 \$3 for the moment when the ride begins, and
22 then 70 cents adds up for every 0.2 miles, or
23 70 cents adds up for every minute, if the
24 traffic is slow. On top of that, they have
25 surcharges, like \$2.50 for rush hours, and \$1

1 for overnight, \$2.50 congestion surcharge.
2 And, obviously, it's a plus two-cent tips.
3 That means every yellow cab ride start with a
4 guaranteed earnings from the very first
5 second, a system designed by the City to
6 protect the drivers.

7 What we get instead? I actually
8 screenshot two of my trips. I wish I could
9 show you, but I'll just tell you. In one of
10 my trips, the passenger paid \$10. Out of
11 that -- Uber service fee, state surcharges,
12 and Black Car Fund -- my actual pay was
13 \$4.46. And then, I found another trip, the
14 total fare was \$7.95, but my earning dropped
15 to \$4. This is a lived experience of
16 thousands of drivers. The passenger pays one
17 number. The app takes their cut. The
18 government adds fees, and the driver, the one
19 who actually provides the labor, walks away
20 with almost nothing.

21 Yes, City passed the minimum pay
22 formula for FHV drivers, and this is not
23 about yellow cabs vs. Uber or Lyft drivers.
24 We are all one workforce. We share the same
25 streets, serve the same passengers, and face

1 the same risk --

2 TIMEKEEPER: Thirty seconds remaining.

3 MS. ZHANPEISSOVA: The only difference
4 is how the City regulates our pay. Why
5 should yellow cab drivers start every ride at
6 \$3 guaranteed while they're also available on
7 the Uber application, even when the passenger
8 pay double or triple?

9 What we ask, commissioners and Taxi
10 Limo Commission overall, please write and
11 enforce the TLC minimum pay standard, so
12 drivers actually see what they're taking
13 home, and close the loopholes that allow
14 companies to underpay, underpay us the
15 minimum payment.

16 So, thank you so much.

17 MS. ELUTO: Thank you.

18 So, that was our last speaker on driver
19 pay. Now, we're moving into the --

20 COMMISSIONER BADER: Excuse me. Can I
21 ask -- can I get a clarification on
22 something? I'm sorry.

23 MS. ELUTO: Sure.

24 COMMISSIONER BADER: It says that we're
25 updating the out-of-town minimum from 1.758

1 to 1.7, which is a lower number, correct?

2 CHAIR DO: That's correct, Paul.

3 COMMISSIONER BADER: So --

4 CHAIR DO: This is -- there was the
5 typo, like we briefed you on, in the original
6 report. And so, the intent was always the
7 1.7 number that reflected the report that
8 James Parrott conducted. So, in the original
9 vote, about two months ago, there was an
10 error.

11 COMMISSIONER BADER: Oh, okay. So,
12 that was what -- okay. So, I probably forgot
13 that. Okay. So, were going up. We're not
14 going down, even though -- okay. I
15 assumed --

16 CHAIR DO: Yes. We're going up in
17 terms of the comparison to what the rate was
18 before our -- well, a couple of months ago.

19 COMMISSIONER BADER: And the same thing
20 with the .85 and the .875. Okay. Okay.

21 CHAIR DO: That is correct.

22 COMMISSIONER BADER: I probably don't
23 remember that. Okay. Okay. Thank you.
24 Sorry.

25 CHAIR DO: No, it's okay.

1 MS. ELUTO: Okay. So now, we're moving
2 on to the next topic, which is a personal
3 injury insurance coverage. Our first speaker
4 is Kathleen Collins.

5 MS. COLLINS: Again, Kathleen Collins
6 for Disabled in Action.

7 I understand that the proposed
8 amendment is due to a new City Council law.
9 Nevertheless, we oppose the TLC's proposal to
10 reduce the personal injury insurance coverage
11 that TLC licensed vehicles must get to
12 operate a TLC licensed vehicle in New York
13 City. Contrary to the TLC statement in its
14 notice that "Decreasing the amount of
15 coverage needed from 200,000 to a hundred
16 thousand will better ensure that all road
17 users -- drivers, passengers, pedestrians,
18 and cyclists -- are quickly and adequately
19 compensated in the even of an injury-causing
20 crash, especially when injuries are
21 significant or involve claims by multiple
22 people. The facts, as shown in my letter,
23 are otherwise."

24 It is time that the New York City
25 Council and the TLC work with drivers,

1 passengers, and insurers to create better
2 insurance choices, such as some type of
3 pooled or self-insurance that New York State
4 and New York City can help to create and
5 administer. Please do not enact this
6 proposed amendment to the TLC rules, but
7 instead go back to the drawing board with all
8 of the people involved and come up with a
9 better plan.

10 Thank you.

11 MS. ELUTO: Thank you.

12 Our next speaker is Peter Mazer.

13 Peter, you have to unmute.

14 MR. MAZER: I have to unmute and --
15 yeah, okay. Good. Okay. Let me try it
16 again.

17 Good morning. My name is Peter Mazer,
18 general counsel of the Metropolitan Taxicab
19 Board of Trade.

20 Earlier this year, the City Council
21 considered a bill which would have prohibited
22 the TLC from requiring a vehicle owner to
23 maintain levels of no-fault insurance that
24 exceeded the state-mandated levels, which are
25 \$50,000 per person. Insurance carriers, as

1 well as vehicle owners and operators,
2 testified that the higher mandated limits of
3 insurance encourage claimants to file
4 fraudulent and excessive claims, allow
5 medical practitioners to bill for unnecessary
6 procedures and services, and enabled
7 unethical attorneys to support frivolous
8 lawsuits.

9 In fact, given the higher levels of
10 insurance coverage that yellow taxicabs and
11 other TLC licensed vehicles have, they have
12 been often the targets for these types of
13 fraud. Combined, these additional limits
14 provide a burden to the industry without
15 providing any discernible benefit to the
16 public. In the end, the City Council bill
17 that was signed into law by the Mayor
18 permitted the TLC to set limits for minimum
19 no-fault insurance that are not to exceed 200
20 percent of the state-required minimums.

21 Therefore, the TLC was authorized to
22 set limits at no more than \$100,000 per
23 person, and that is what is being proposed
24 today. However. The bill does not require
25 the TLC to adopt these higher limits, and the

1 TLC could, by rule, set limits as low as
2 \$50,000, the state requirement. We, in fact,
3 urge the TLC to amend this proposed rule, to
4 further reduce the minimum level of no-fault
5 insurance to \$50,000, the state mandated
6 amount.

7 We do think the mandatory no-fault
8 insurance to do its required state levels
9 would go a long way to reducing fraud, making
10 it less lucrative for medical practitioners
11 and attorneys to encourage claimants to file
12 unnecessary lawsuits and seek unnecessary
13 treatment, while still preserving all the
14 rights that persons presently have injured to
15 receive adequate and appropriate
16 compensation.

17 Lowering the cost of no-fault claims
18 could ultimately protect the solvency of the
19 fragile taxi and livery insurance industries
20 and possibly provide --

21 TIMEKEEPER: Thirty seconds remaining.

22 MR. MAZER: -- some savings to owners
23 who are already struggling under the cost of
24 new car insurance, insurance law requirements
25 that often exceed \$10,000 per vehicle per

1 year, as well as other operating costs, and
2 encourage the recovery of our industry.
3 Indeed, nothing in either the testimony or
4 the City -- before the City Council or on the
5 statement of basis and purpose, that we have
6 today, provides any evidence that there is a
7 public benefit in seeking these no-fault
8 limits at a hundred thousand dollars, rather
9 than the state limits of \$50,000. And
10 therefore, we urge that you consider reducing
11 the requirement for no-fault to \$50,000, the
12 state limits.

13 Thank you again for this opportunity to
14 speak this morning.

15 MS. ELUTO: Thank you.

16 Our next speak up in Larbi Aitaabou.
17 Larbi, you can unmute your mic now.

18 Sir?

19 (No response).

20 MS. ELUTO: All right. Then, we will
21 go on to Jean Ryan.

22 MS. RYAN: Hello. I'm Jean Ryan.

23 MS. ELUTO: Uh-huh.

24 MS. RYAN: I'm Jean Ryan from DIA and
25 Taxis For All.

1 We understand the City Council mandated
2 this rule change for personal liability
3 insurance that the TLC must adopt, and we are
4 opposed to it. It could very adversely
5 affect drivers, as well as passengers.
6 Insurance is safety against a future
7 catastrophe, and if people have less
8 insurance, they have less safety if a
9 catastrophe happens in the future.

10 It is saving money today with the
11 chance that people could be financially wiped
12 out in the future, as well as not receive
13 urgent healthcare and ongoing needed care in
14 case of a very bad crash. We suggest that
15 the TLC try to figure out how to solve the
16 dire insurance situation for taxis and
17 for-hire vehicles in order for drivers to
18 have the necessary amount of insurance that
19 is backed up by the ability to come through
20 when the need arises to use the insurance.

21 Thank you.

22 MS. ELUTO: Okay. Thank you.

23 Jean was our last speaker on insurance.
24 We're moving to the fourth topic, which is
25 the cyclist awareness decals. Our first

1 speaker up is Madjed Zegrar.

2 Mr. Zegrar, can you unmute your
3 microphone.

4 (No response).

5 MS. ELUTO: No? I mean, I see your --
6 okay. Then, let's go to Kathleen Collins.

7 MS. COLLINS: Sorry about the delay.
8 Again, Kathleen Collins with Disabled in
9 Action.

10 With respect to the cyclist awareness
11 decals proposed rule, we agree with this
12 proposed rule with the following amendment
13 proposed by the Center for Independence of
14 the Disabled New York, which is that the
15 cyclist awareness decals need to be provided
16 in a format that provides effective,
17 accessible communication.

18 What this means is that they need to
19 comply with the Americans with Disabilities
20 Act Accessible Guidelines, such as these
21 decals need to be printed in a large font and
22 have high contrast, as well as an audio
23 announcement before the passenger disembarks
24 from the vehicle, since not every person may
25 be able to read, even an accessible decal.

1 Thank you for listening to me today.

2 Thank you.

3 MS. ELUTO: Thank you.

4 Our next speaker, Peter Mazer.

5 Peter, could you unmute.

6 MR. MAZER: Okay. There I am.

7 MS. ELUTO: All right.

8 MR. MAZER: Okay. Got it.

9 Okay. Good morning, again. Peter
10 Mazer, general counsel, Metropolitan Taxicab
11 Board of Trade.

12 I realize that these stickers are
13 required because of 19-557 of the
14 Administrative Code that City Council
15 recently adopted. We would have preferred to
16 see the information on the passenger
17 information monitor, which I think is a
18 better location, rather than having stickers
19 on the back of the taxicab and cluttering up
20 the space and also distracting passengers,
21 possibly distracting drivers, and also not
22 providing as convenient of a message to the
23 passenger as would be on the sticker -- on
24 the information monitor, rather than on the
25 sticker.

1 But what I would like to address this
2 morning is the penalty provision. The
3 proposed rule would -- and that's a
4 relatively small penalty, 50 or \$75, and give
5 the motorist or the medallion owner or the
6 vehicle owner the opportunity to have the
7 summons dismissed if the sticker is replaced
8 within 10 days. However, there are other
9 provisions of TLC rules that take it -- that
10 come into play. There is a rule which could
11 mandate that drivers be given summonses for
12 failing to continually inspect the vehicle.

13 Also, owners can be given notices or
14 directives to replace the sticker, and if
15 they fail to do so, could face the
16 possibility of a suspension of a license.
17 Also, there is the inconvenience to the
18 medallion owner or the vehicle owner who may
19 have to go to Woodside and show that the
20 sticker has been replaced, able to show
21 compliance.

22 A better approach would be to allow the
23 vehicle owner to self-certify that the
24 condition was corrected, very much the way
25 that the Department of Motor Vehicles deals

1 with summonses that are issued to motorists
2 for equipment violation. The motorists can
3 then submit a statement saying that the
4 condition was corrected within ten days and
5 the summons can be dismissed, avoiding the
6 necessity for the vehicle owner to go to
7 Woodside and show compliance, avoiding the
8 possibility that an owner will face an
9 additional fine or possible suspension of
10 their license for not complying with the
11 directive to replace the sticker.

12 So, we ask you to consider these
13 different alternatives to enforce this rule,
14 realizing --

15 TIMEKEEPER: Thirty seconds remaining.

16 MR. MAZER: -- that stickers will be
17 required, and that we would like to see
18 compliance, rather than punitive measures and
19 possible suspensions of licenses for failure
20 to comply with the directives and the notice
21 to maintain the stickers at all times.

22 Thank you again for the opportunity to
23 speak today, and I would be happy to answer
24 any questions that you may have.

25 MS. ELUTO: Thank you.

1 Let's see. Next speaker up should be
2 Michele Dottin.

3 MS. DOTTIN: Good morning, Commissioner
4 Do and commissioners. I'm here with a
5 profound concern that weighs heavy on the
6 hearts of over a hundred thousand drivers,
7 while a slew of issues continue to challenge
8 our industry, the recent consideration of
9 fines for decal non-compliance adds yet
10 another layer of burden on our drivers.

11 The lack of adequate regulations
12 governing cyclists with a diverse array of
13 scooters, e-bikes, electric skateboards, we
14 find ourselves increasingly targeted with
15 fines for their irresponsible actions,
16 causing potential loss of insurance or our
17 diamond stickers. Those penalties are levied
18 because adult riders, in their haste or
19 carelessness, fail to execute precaution when
20 exiting our vehicles, leading to pedestrian
21 incidents. They're adults and know better.
22 Why are we treating them like children? This
23 situation is frustrating.

24 We argue you to consider the imposition
25 of fines for decals issued. Why the initial

1 response be a punitive fine? We propose a
2 more equitable approach -- an initial
3 warning, a grace period, an official location
4 where drivers can obtain these decals is a
5 more supportive approach and proactive
6 measure to ensure drivers are aware of their
7 obligations before penalties, or require the
8 app companies to send a reminder to look for
9 pedestrians before existing the vehicle.

10 There should be stricter regulations
11 governing cyclists operating motorized
12 vehicles. Without it, our drivers bear the
13 brunt of incidents due to irresponsible
14 cyclists. TLC, we must have a dialogue with
15 the DOT to address the glaring absence of
16 clear regulations for what is no longer just
17 a traditional cyclist pedaling with two feet.
18 The current regulatory framework is woefully
19 insufficient. We manage this evolving
20 landscape leading to confusion and increased
21 risk for drivers. We must find better
22 solutions that prioritize both compliance and
23 safety.

24 It feels as though FHV drivers are
25 always open season, consistently facing new

1 regulations and burdens while their
2 fundamental rights and needs are overlooked.
3 We are being burdened with yet another worry.
4 When we contribute significantly --

5 TIMEKEEPER: Thirty seconds remaining.

6 MS. DOTTIN: -- tax base. We face
7 consistent regulate restrictions on where we
8 can safely drop off our riders when we are
9 going to be allowed to drop then off in a way
10 that ensures their safety, avoiding
11 pedestrian incidents, and being ticketed,
12 especially if new regulations continually
13 block their rides based on what their license
14 plate says. Let's prioritize TLC drivers,
15 find solutions to support their vital role in
16 our city's transportation network.

17 As numerous challenges emerge on
18 threats posed by autonomous vehicles against
19 our sector emerge, let's not protect just one
20 part of the sector. Let's help all TLC
21 drivers feed their families. Say no to
22 Waymo. I agree with WAV hack-up proposals by
23 Mr. Mazer, Yankey, and Ost, and pay
24 adjustments by Malik and Dinara, and also
25 Mr. Mazer's last comment regarding the

1 cyclist decals.

2 Thank you so much. I appreciate it.

3 MS. ELUTO: Thank you.

4 Our next speaker, Larbi Aitaabou.

5 Larbi, did you wish to speak?

6 (No response).

7 MS. ELUTO: Okay. I'm going to go on
8 to Anwar Malik.

9 MR. MALIK: I'm going to second what
10 Michele said, because I already gave my
11 testimony. But I agree with what Michele
12 said. Please fix these issues.

13 Thank you.

14 MS. ELUTO: Okay. And next speaker,
15 Jean Ryan.

16 MS. RYAN: Hi. I'm Jean Ryan from DIA
17 and Taxis For All Campaign.

18 We don't know if these decals help or a
19 window litter, because passengers are paying
20 and then thinking about getting out to their
21 destination. But if it helps prevent dooring
22 to bicyclists and/or passenger injuries,
23 then, of course, we are all for the decals.
24 However, as stated in Kathleen Collins and
25 Sidney's statements, the decals have to have

1 a high contrast and big fonts, so people with
2 low vision can see them, and there has to be
3 an audio component to -- automatic audio
4 component, to be accessible to people with
5 low vision and who are blind. People with
6 low vision and people who are blind take
7 taxis and for-hire vehicles, too.

8 I don't know if it would be a workable
9 idea to have a suggestion on the monitor. I
10 suppose it would, but I don't like to have
11 the monitor on. So, for people like me who
12 want to turn the monitor off, it probably
13 wouldn't help.

14 I agree with Michele Dottin that we
15 should not have punitive measures for not
16 having the decal, that we should focus on
17 trying to get drivers to have it, make it
18 easier for them to have it, make it easier
19 for them to get it. And if they are cited
20 for not having it, why could -- and like the
21 suggestion to self-certify, which I don't
22 think self-certifying works well in most
23 cases, but maybe they could take a photo of
24 the decal and send that in with their, you
25 know, with their self-certification, if they

1 actually have to self-certify, to do
2 something rather than just -- okay. If
3 somebody comes to me, I've self-certified,
4 but not in any official manner. They should
5 be able to self-certify in an official
6 manner, like reply to something.

7 Lastly, we're concerned about the
8 looming rules for EVs, since right now
9 there's no wheelchair accessible vehicle in
10 this country that isn't an electric vehicle.

11 Thank you so much. Bye.

12 MS. ELUTO: Thank you.

13 And Jean is our last speaker. That
14 concludes our hearings for today.

15 Commissioner, I turn it back to you.

16 CHAIR DO: Great. Thank you so much,
17 Sherryl.

18 And I just want to thank our board of
19 commissioners for being on listening. And I
20 want to just thank all of our advocates,
21 drivers, and community for doing public
22 testimony today and also submitting written
23 testimony. The TLC team who worked hard on
24 these four regulations will look at those and
25 review and see if any additional changes or

1 input are necessary in these four
2 regulations.

3 And with that, I'll close out this
4 public hearing at 11:08. Thank you.

5 (TIME NOTED: 11:08 a.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 Notary Public
within and for the State of New York, do hereby
certify:

That the witness whose examination is
hereinbefore set forth was duly sworn and that such
an examination is a true record of the testimony
given by such a witness.

I further certify that I am not related to
any of these parties to this action by blood or
marriage, and that I am not in any way interested in
the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my
hand on this 8th day of September, 2025.

Sabrina Brown Stewart
Sabrina Brown Stewart

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