

In Re Public Hearing NYC - Taxi & Limousine Commission  
September 20, 2023

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2 NEW YORK CITY

3 TAXI & LIMOUSINE COMMISSION

4 PUBLIC HEARING

5 -----X

6 Held Remotely  
7 Via ZOOM

8 September 20, 2023  
9 10:01 a.m.

10

11 H E L D B E F O R E:

12 DAVID DO - Chair/Commissioner

13 SHERRYL ELUTO - General Counsel

14

15

16 B O A R D:

17

18 COMMISSIONER PAUL BADER

19

20 COMMISSIONER KENNETH CHAN

21

22 COMMISSIONER SARAH KAUFMAN

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24 COMMISSIONER KENNETH MITCHELL

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3

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10 Barbara Osowski

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1 MS. SCOTT: Good morning. Today's  
2 public hearing is about to begin. This  
3 hearing is being conducted remotely via ZOOM,  
4 and is being simulcasted to the TLC's  
5 website, live stream, and Facebook accounts.

6 All persons wishing to testify were  
7 asked to sign up in advance of the hearing.  
8 All registered speakers are joining the  
9 meeting via ZOOM. If you are speaking today,  
10 your audio and video were automatically  
11 muted. When your name is called, the  
12 moderator will activate your account, and you  
13 will have control of your camera and  
14 microphone.

15 When ready, please state your name and  
16 affiliation, and then proceed with your  
17 testimony. Public testimony will be limited  
18 to three minutes per speaker. Any additional  
19 comments may be submitted in writing to the  
20 Commission. When your testimony is complete,  
21 your audio and video will be muted by the  
22 moderator.

23 A special note for our registered  
24 speakers: Please ensure that your display  
25 name in the ZOOM meeting matches the name

1           that you used when you signed up to speak.  
2           This will enable the moderator to confirm  
3           that you are present in the meeting. Closed  
4           captioning is also available for today's  
5           meeting. Thank you for your attention.

6                     I will now yield the floor to our  
7           Commissioner and Chair, David Do.

8                     CHAIR DO: Good morning, everyone, and  
9           welcome to the public hearing on TLC's Green  
10          Rides Initiative. I'm Commissioner David Do,  
11          and I'm joined today by all of our current  
12          commissioners; Commissioners Kaufman, Chan,  
13          Bader, Velazquez, Sorrentino, and Mitchell.

14                    Before we begin, I'd like to say a few  
15          words. We didn't plan this, but today's  
16          hearing couldn't come at a more appropriate  
17          time. It's National Climate Week.

18                    According to the National Oceanic and  
19          Atmospheric Administration, last month was  
20          the hottest August ever recorded. Those  
21          records go back 174 years, and they're  
22          continuously being broken. Our world is  
23          warming rapidly. Hardly a week passes  
24          without catastrophic results of climate  
25          change appearing somewhere across the globe.

1 Our dependency on fossil fuels created this  
2 problem.

3 Here in New York City, TLC's fleet  
4 contributes 600,000 metric tons of CO2  
5 emissions a year. Put that into analogy. If  
6 we planted ten million trees today, it would  
7 take them about ten years to sequester that  
8 much carbon. But we are in a unique place in  
9 history. Existing technology and a rapidly  
10 accelerating marketplace for zero-emission  
11 vehicles have given us the opportunity to  
12 move to clean energy and transportation.

13 We can do it, and we can save drivers  
14 up to 40 percent in fuel and maintenance cost  
15 at the same time. That is why Mayor Eric  
16 Adams announced a bold vision earlier this  
17 year at his State of the City address, that  
18 the City's largest contributor of vehicle  
19 emissions, the high-volume for-hire vehicle  
20 fleet, would be required to be greener.  
21 Commendably, both Uber and Lyft have already  
22 committed to a zero-emissions fleet by 2030.  
23 This rule would formalize that commitment,  
24 while ensuring that wheelchair-accessible  
25 vehicles are on equal footing with EVs in

1           these rules; we will not sacrifice  
2           accessibility for sustainability, and that  
3           the Green Rides Initiative build on  
4           accessibility requirements already in place  
5           in the for-hire vehicle sector.

6                       We can do this, but I need to emphasize  
7           that we cannot do it overnight. Green Rides  
8           is a gradual approach, one that takes into  
9           account charging infrastructure development  
10          and that of the used vehicle market. If  
11          passed, there will be a series of small steps  
12          that puts us on a path towards accomplishing  
13          a very big goal, a cleaner, safer, and more  
14          accessible city for everyone.

15                      Now, on to our hearing.

16                      Today, we're holding a public hearing  
17          on the proposed amendments to our high-volume  
18          for-hire vehicle rules. This rule package  
19          would -- one, require high-volume for-hire  
20          vehicle services to have fleets comprised  
21          entirely of zero-emission vehicles and  
22          wheelchair vehicles, wheelchair accessible  
23          vehicles -- I'm sorry -- by 2030. This goal  
24          will be achieved incrementally over the next  
25          six years.

1           This notice to comment on the proposed  
2           rule was published in the City Record on  
3           August 16, 2023, and comment period ended  
4           yesterday. We're not voting on these rules  
5           today.

6           Now, I would like to turn it over to  
7           James DiGiovanni, our Assistant Commissioner  
8           for Policy, to lead us through a presentation  
9           of the proposed rules.

10          James.

11          MR. DIGIOVANNI: Good morning,  
12          Commissioners. Let me share my screen and  
13          then we'll get started.

14          Okay. So, as the Commissioner  
15          mentioned, my name is James DiGiovanni. I'm  
16          the Assistant Commissioner for Policy at TLC.  
17          I'm going to just walk through these slides  
18          briefly, mostly to explain the background of  
19          the Green Rides Initiative, rather than the  
20          rules themselves. The rules themselves are  
21          fairly straightforward. They're really just  
22          a list of years and percentages, so nothing  
23          super technical there, but wanted to give a  
24          little more context into how the agency is  
25          thinking about electrification, and the



1 research that we've done to inform this  
2 policy.

3 So, first, we released a report in  
4 December of 2022 called Charged Up, that I'm  
5 sure you've all seen, where we did a lot of  
6 exploratory research on electrification in  
7 the TLC world. So, we addressed questions  
8 like what the benefits are to  
9 electrification, what the current fleet  
10 looked like, what the current charging  
11 infrastructure looked like, you know, how  
12 many FHV's were EVs, how many taxis were EVs,  
13 what the transition has looked like so far,  
14 what's some patterns that we could identify  
15 in the data so far, as well as some bigger  
16 questions, like the cost of electrification,  
17 vehicle cost, infrastructure cost,  
18 maintenance, fuel.

19 And we try to identify potential EV  
20 centric regulations, not having committed to  
21 anything in that report, but just, you know,  
22 starting to brainstorm ideas so we can get  
23 feedback. And then, this rule proposal is  
24 sort of the result of that process.

25 So, I'll just briefly go through some

1 of what we found through that research. So,  
2 question of "Why electrify TLC-licensed  
3 vehicles?" For many of us, it's  
4 straightforward. It's emissions reduction,  
5 climate change. Obviously, these are very  
6 important things, but digging in a little  
7 deeper, the Commissioner mentioned that  
8 TLC-licensed vehicles produce about  
9 600,000 tons of CO2 per year. Because these  
10 vehicles are so high mileage, they actually  
11 have a much greater impact on the City's  
12 emissions than a personal vehicle would.

13 I mean, imagine the kind of mileage  
14 that a typical personal vehicle in New York  
15 City gets and the kind of mileage that a taxi  
16 or for-hire vehicle gets, and it's pretty  
17 obvious where the larger impact could be.  
18 So, we found that electrifying one rideshare  
19 vehicle would be the equivalent of  
20 electrifying three personal vehicles. There  
21 can be some big impacts into electrifying  
22 FHV's.

23 And another thing that we found is that  
24 more rideshare EVs are likely to spur  
25 additional charging infrastructure from the

1 private and public sector. So, if you know  
2 that there's a demand there for charging from  
3 the rideshare fleets, it's likely that more  
4 infrastructure will be developed for the  
5 benefit of everybody.

6 And then, looking at the benefits, not  
7 just for the public and New Yorkers, but  
8 specifically for drivers and the industry,  
9 there are major fuel savings that could be  
10 accomplished, especially with volatile gas  
11 prices. To be protected from that volatility  
12 is a significant benefit. For TLC-licensed  
13 drivers, there can be major savings on  
14 maintenance, and there are state and federal  
15 incentives that vehicle owners who switch  
16 over to EVs can take advantage of, to really  
17 drive down the cost of driving an EV.

18 We also just looked at the kind of  
19 state of the industry and the state of  
20 electrification efforts statewide as well.  
21 So, currently there are about 2,500 FHV EVs,  
22 which represents about three percent of the  
23 TLC-licensed fleet. This is higher than  
24 numbers for private vehicles in New York City  
25 or in New York State. So, the TLC-licensed

1 fleet is already ahead because of some of  
2 those benefits, like reduce maintenance and  
3 reduce fuel are particularly attractive to  
4 TLC drivers. So, we are expecting that the  
5 TLC-licensed fleet will continue to be ahead  
6 of the private vehicles fleet. So, while the  
7 number is low, it has been rapidly growing,  
8 both for TLC vehicles and private vehicles.

9 New York State is also requiring a  
10 hundred percent of new car sales to be EVs by  
11 2035, and 35 percent of new car sales to be  
12 EVs by 2026. So, there's a lot of action at  
13 the state level as well, that will impact the  
14 market in New York City. And we analyzed a  
15 lot of trip patterns for the current EV fleet  
16 and compared them to Internal Combustion  
17 Engine or ICE vehicles, and we found that the  
18 current growth of TLC-licensed EVs has been  
19 fairly smooth, that they have similar trip  
20 patterns and earnings to gas-powered  
21 vehicles. And we found this both in the data  
22 and through more qualitative interviews with  
23 EV drivers, about their experience, and it  
24 seems like the transition, while there's  
25 still a lot more to go, has been smooth so

1 far.

2 We did identify three major obstacles  
3 that I'll address because I expect that that  
4 will be a lot of what you are interested in  
5 and a lot of the testimony that we get from  
6 the public at today's hearing. So, one of  
7 those is charging infrastructure, how much  
8 charging infrastructure there is and where it  
9 is. I know there is vehicle costs, and third  
10 is wheelchair accessibility.

11 So, on charging infrastructure, we  
12 analyzed the existing EV charging landscape,  
13 and we compared how it aligns with trip  
14 patterns, where drivers are doing their  
15 driving. And also driver residence  
16 information, where drivers actually live.  
17 Because we assume that primarily drivers  
18 either want to charge where they're doing  
19 their trips or they want to charge off shift  
20 while they're at home.

21 So, our conclusions were that drivers  
22 live in areas that are not particularly  
23 well-served by EV charging infrastructure,  
24 and it's because drivers predominantly live  
25 in outer borough communities, communities of

1 color, more low-income communities, and those  
2 are not the areas that, so far, the private  
3 sector has really invested in for charging  
4 infrastructure. But a lot of trip pattern  
5 analysis that we did, did show that trips are  
6 more likely to occur where EV chargers  
7 already are because trips are more likely to  
8 occur in Manhattan or in the inner ring of  
9 Brooklyn and Queens, for example.

10 So, another kind of interesting  
11 element, and what gave us a lot of the idea  
12 for the Green Rides Initiative, is that  
13 existing chargers often have low utilization,  
14 showing that there's a lack of demand and  
15 there's this, sort of, chicken-and-egg  
16 problem with EVs and charging infrastructure.  
17 Nobody wants to invest in charging  
18 infrastructure if there's not going to be  
19 vehicles that are interested in charging  
20 there. And people may not want to buy an EV  
21 if they're not confident that there is going  
22 to be charging available for them. So, our  
23 basic finding here was that the  
24 infrastructure and vehicles need to grow  
25 together in order for the transition to be

1           successful.

2                       On vehicle costs, there's a lot here,  
3           but I'll just go through it quickly -- that  
4           EVs are currently more expensive than  
5           comparable ICE vehicles, but EVs on the  
6           market are already getting cheaper.  
7           Estimates show that in the next few years,  
8           namely by 2027, comparable EV and ICE  
9           vehicles will be similarly priced or EVs will  
10          be even cheaper. So, we do expect that while  
11          right now there are more high-end EVs  
12          available, we've seen a lot of lower end EVs  
13          come to market in recent years, and a lot of  
14          the major companies have plans to really  
15          expand their EV fleet in the next few years,  
16          so we fully expect that that will continue to  
17          address the issue of vehicle costs as the  
18          vehicles continue to gets less expensive.

19                    And, you know, if our expectations are  
20           incorrect, either the market grows quicker  
21           than we expect or slower than we expect, of  
22           course, TLC always can go back and revise  
23           these rules, revise percentages, timelines,  
24           specifics on vehicle types, but these are our  
25           best expectations at the moment. And we also

1 have tools, like the driver pay formula that  
2 cover driver expenses, to ensure that drivers  
3 do not have to bear the cost of any increased  
4 vehicle costs, if there are any.

5 For wheelchair accessibility, this is a  
6 really big topic for TLC, and TLC has made a  
7 lot of progress in recent years on  
8 accessibility. So, we really wanted to make  
9 sure that any initiative that's trying to  
10 push vehicle types in a certain direction is  
11 really accounting for wheelchair  
12 accessibility and is putting more emphasis on  
13 wheelchair accessibility, even than TLC has  
14 previously because it really is a top  
15 priority for us.

16 The issue here, though, is that there  
17 are currently no wheelchair accessible  
18 electric vehicles available on the U.S.  
19 market. So, as much as TLC would love to  
20 consider requiring a certain percentage of  
21 vehicles to be EVs and WAVs, that they would  
22 have to be both, we really just can't mandate  
23 something that doesn't currently exist. And  
24 we don't want to be in a position where we're  
25 behind the curve with how much progress is



1 being made on electrification and emissions  
2 reduction of just waiting until the ideal  
3 vehicle exists.

4 So, we wanted to make sure that both  
5 EVs and WAVs are captured by this policy and  
6 it builds on our existing FHV accessibility  
7 rules, which require Uber and Lyft,  
8 specifically, to fulfill 80 percent of their  
9 wheelchair accessible vehicle requests in  
10 ten minutes or less, and 90 percent of those  
11 requests in 15 minutes or less. Of course,  
12 we can consider adjusting those numbers,  
13 reevaluating that program, but we think TLC  
14 has a really strong foundation on our FHV  
15 accessibility policy and that the Green Rides  
16 Initiative builds on that and does not, in  
17 any way, alter our existing FHV accessibility  
18 requirements, and does not give the companies  
19 any way to avoid those requirements. They  
20 will still absolutely have to comply with our  
21 existing FHV accessibility rules.

22 Now, as far as crafting the Green Rides  
23 Initiative, specifically, and determining  
24 what the benchmarks were going to be; so,  
25 first and foremost, we wanted to make it a

1           phased approach knowing that, as I alluded to  
2           earlier, a gradual expansion of rideshare EVs  
3           is not only going to be easier for the  
4           industry to comply with, you know, the slow  
5           growth over the next six years, rather than,  
6           you know, some sudden requirement. Not only  
7           is that the case, but it will also spur the  
8           demand for public and private charging  
9           infrastructure, both New York City government  
10          installing our own charging infrastructure,  
11          and the private sector will know based on the  
12          Green Rides Initiative, that there are going  
13          to be tens of thousands of EVs coming on  
14          board in New York City doing high mileage and  
15          will have high charging demand in the next  
16          six years.

17                 So, if you are a private sector company  
18          thinking about where to invest in charging  
19          infrastructure, we think the Green Rides  
20          Initiative will make you significantly more  
21          likely to invest and build out that  
22          infrastructure in New York City.

23                 There is this rapidly evolving market  
24          for EVs, as I mentioned, so with price parity  
25          in about 2027, we want a slower ramp up until

1           that point, of the percentage benchmarks.  
2           And then, after that point, the benchmarks  
3           proceed a little more quickly because the  
4           vehicles, EVs, will be even cheaper than  
5           their gas counterparts. And New York City EV  
6           sales mandate starting in 2026 aligns well  
7           with that price parity estimation.

8                         Again, on accessibility, we wanted to  
9           encourage the continued growth of the WAV  
10          fleet. We want drivers to have options to  
11          not just have to drive an EV over time, but  
12          also they will continue to have that WAV  
13          option, and the companies will continue to  
14          have the requirement to dispatch to  
15          wheelchair accessible vehicles, at least  
16          until there are electric WAVs available and  
17          then we can, you know, consider making  
18          changes at that point based on the existing  
19          market.

20                        We also did analysis of how often FHVs  
21          turn over or retire. So, we found that the  
22          figure is about seven years with higher  
23          mileage vehicles turning over more quickly,  
24          so that leads us to roughly the 2030  
25          timeline, where this gives the opportunity

1 for people, vehicle owners, to, the next time  
2 they buy a new vehicle, get an electric  
3 vehicle, but not have to go run out and get  
4 one tomorrow.

5 And to the element of new licenses, we  
6 do have the option of issuing new licenses  
7 that are specifically for electric vehicles.  
8 Currently, we issue new licenses only for  
9 wheelchair accessible vehicles, and we've  
10 seen how that has helped the WAV fleet grow,  
11 and that may also help spur the growth for  
12 EVs as well.

13 And then, finally, the actual  
14 benchmarks, so a hundred percent of trips  
15 dispatched by high-volume companies, which  
16 are currently Uber and Lyft. But any new  
17 high-volume company would also have to comply  
18 with these requirements; must be either EV or  
19 WAV by 2030, and we have benchmarks and  
20 evaluation along the way to ensure that  
21 steady progress. So, it's not, you know, in  
22 2029 everybody is playing catch up to hit the  
23 number.

24 We want to make sure that we see  
25 gradual progress along the way, with 2024

1 being five percent; 2025, 15 percent; 2026,  
2 25 percent, and then proceeding more quickly  
3 after that with 40, 60, 80, and 100 percent  
4 in the final four years. The compliance  
5 percentage will be determined on that  
6 calendar year basis, so we'll look at all of  
7 the trips that a company dispatch in a  
8 calendar year before evaluating how they did  
9 in that year. And if the company does not  
10 meet the benchmark, there are fines and also  
11 a requirement for a corrective action plan,  
12 to show how they will meet the upcoming  
13 benchmarks after that point.

14 So, that completes my presentation.  
15 I'd be happy to answer any questions you  
16 have.

17 CHAIR DO: Commissioners, are there any  
18 questions?

19 COMMISSIONER BADER: I do have one  
20 question.

21 Where does plug-in hybrids fit into  
22 this proposal?

23 MR. DIGIOVANNI: That's a great  
24 question.

25 Plug-in hybrids are not included. The

1           only vehicles that are included here are in  
2           the rule is zero-emission vehicles, which  
3           plug-in hybrids would not satisfy. And one,  
4           and the largest component of that, is  
5           electric vehicles, so it has to be fully  
6           battery electric. It cannot be gas-powered  
7           at all.

8                        COMMISSIONER BADER: Thank you,  
9           Commissioner.

10                      CHAIR DO: Commissioner Velazquez.

11                      COMMISSIONER VELAZQUEZ: Hey, there.  
12           Thank you very much, James, for the  
13           presentation. I just wanted to ask, and I  
14           know I'm probably going to get testimony  
15           about this shortly.

16                      But just from your perspective and the  
17           TLC's perspective, because there is not a lot  
18           of the charging infrastructure in the outer  
19           boroughs where a lot of the drivers reside,  
20           what do we know about, potentially, the  
21           private sector, some of these, you know,  
22           whether it's, you know, Revel or some of  
23           these other -- Tesla, who -- private  
24           companies, private industry that has charging  
25           infrastructure, are there any plans? What

1 has -- has the TLC been coordinating? How do  
2 you foresee that kind of growing out? If you  
3 could talk about that a little bit.

4 MR. DIGIOVANNI: Sure. Yeah, so I'll  
5 give a little more detail on the charging  
6 infrastructure as a whole.

7 So, within New York City Government,  
8 you have the City DOT that has done a lot of  
9 the charging infrastructure on the public  
10 side, and, you know, we expect just like gas  
11 stations, New York City is not going to own  
12 or operate all of the EV chargers. It's  
13 going to have to be a significant private  
14 sector input, but the City DOT has really  
15 been great partners for TLC on the issues of  
16 electrification from the commissioner on  
17 down.

18 They really understand TLC issues and  
19 are being mindful of their own efforts,  
20 emphasizing outer boroughs communities of  
21 color, areas where people are more likely to  
22 live in apartment buildings, which means  
23 they're parking at the curb, rather than in  
24 their garage. New York City is just a very  
25 different beast compared to most other places

1 in the United States.

2 So, you know, they have discounted  
3 charging programs for TLC-licensed drivers.  
4 They created a survey just for TLC-licensed  
5 drivers to get input on where EV charging  
6 should go, expecting that drivers will want  
7 it in their neighborhood or where they hang  
8 out, and they'll be able to get -- DOT will  
9 be able to get a lot of insight from the  
10 drivers' perspective. And we've also worked  
11 closely with them on some grant applications  
12 for the federal government to try to install  
13 EV charging in the areas that would be most  
14 useful for TLC drivers, and they use a lot of  
15 TLC data to inform those applications. So,  
16 that's sort of the public side.

17 On the private side, I'll say there has  
18 been -- since our Charged Up report, there's  
19 been a lot of interests from the private  
20 sector in talking to TLC about the needs of  
21 the TLC-licensed industry, how they can get  
22 involved in the market, where they'd, you  
23 know -- the data that we've released on where  
24 drivers live, where the trip patterns are, I  
25 think seems to have been very useful for a



1 lot of companies that are interested. You  
2 have a large company like Revel that is  
3 really rapidly installing charging  
4 infrastructure all over New York City, and it  
5 takes years to install charging  
6 infrastructure with all the complications of,  
7 you know, conduit and all the -- like, the  
8 sort of Con Ed side and the utility side,  
9 that I won't pretend to be an expert on, but  
10 those plans really are very active right now.

11 There are some private sector chargers,  
12 like a lot of the Revel stuff because they  
13 started working on it a few years ago, it's  
14 already up. But between them and other major  
15 companies, there's a lot that's in the works,  
16 and we're in constant communication with them  
17 to try to emphasize how important the TLC  
18 aspect of the private charging market is  
19 going to be in the coming years.

20 COMMISSIONER VELAZQUEZ: And just a  
21 quick follow-up on the grants, the grant  
22 applications. I guess I don't know if it's a  
23 question as much if it is a kind of  
24 statement, but I'm making an assumption.  
25 Some of those grant applications to some of

1 the -- to access some of the federal funds  
2 that have become available for this, and I  
3 guess just, you know, asking or maybe just  
4 saying, you know, if there's -- you know, to  
5 ensure that we have, as an agency working  
6 with the sector, identified all of those  
7 opportunities and figured out how to chase  
8 those down. I think that's really important,  
9 so I just wanted to say that.

10 MR. DIGIOVANNI: Yeah, absolutely.  
11 It's something that TLC is very focused on,  
12 City DOT, City Hall, the deputy mayor's  
13 office, federal funding for these kinds of  
14 big initiatives is incredibly important. So,  
15 yes, we're paying very close attention to any  
16 opportunities and doing our best to obtain  
17 and make good use of any funds that become  
18 available.

19 COMMISSIONER VELAZQUEZ: Thank you very  
20 much.

21 MR. DIGIOVANNI: Thank you.

22 CHAIR DO: Thank you, Commissioner  
23 Velazquez.

24 Commissioner Kaufman.

25 COMMISSIONER KAUFMAN: Hi. Thank you

1 so much for the presentation. It was really  
2 helpful to learn more about the program.

3 I guess I'm wondering, on top of what  
4 Commissioner Velazquez was just asking, what  
5 plans are in place or in the works to  
6 collaborate with other city agencies,  
7 especially in the areas of workforce  
8 development, to ensure that these vehicles  
9 can be maintained and repaired as necessary?

10 And also, as the sidewalk charging  
11 culture gets developed, what kind of traffic  
12 enforcement will be put into place to ensure  
13 that EVs get priority in these spots? Are  
14 there already agreements in place to help  
15 manage and enforce these sidewalk charging  
16 locations can be prioritized for EVs?

17 Thanks.

18 MR. DIGIOVANNI: Yeah, great questions.

19 So, I think on the question of  
20 enforcement, it is a very good and a very  
21 important question. I think from the TLC's  
22 perspective, we want to really work with City  
23 DOT and the Police Department on enforcement  
24 because it's likely, and I think in the  
25 scenario that you're imagining, it's a

1 TLC-licensed driver with an EV who's trying  
2 to get into the spot, and it's some private  
3 vehicle that is gas-powered that is taking up  
4 that spot. So, there would not be a direct  
5 opportunity there for TLC enforcement of a  
6 non-TLC-licensed vehicle, but it is something  
7 that I know is an emphasis for City DOT and  
8 PD because City DOT can install tens of  
9 thousands of curbside chargers, but if  
10 they're never available for EVs, then it's a  
11 lot of money without any payoffs.

12 So, it is something that, as that  
13 curbside program continues to expand, there's  
14 going to be, I think, more and more emphasis  
15 placed on ensuring that it's used properly.

16 CHAIR DO: And I would just add,  
17 Commissioner, is that we work very closely  
18 with NYPD's transportation unit, in  
19 particular traffic, for a lot of our relief  
20 stands and our taxi stands across our city,  
21 to ensure that they're available for drivers  
22 who drive either for-hire vehicles or  
23 traditional taxis. So, that partnership will  
24 continue to develop and, indeed, make sure  
25 that when curbside charging becomes more

1           widespread, that it's enforced so that they  
2           are quote/unquote not ICE'd or blocked by  
3           internal combustion engine.

4                       Second question, James.

5                       MR. DIGIOVANNI: Sorry. You'll have to  
6           remind me what the second question is.

7                       COMMISSIONER KAUFMAN: Is there a  
8           workforce development program in place?  
9           Because these vehicles are new and there may  
10          not be a maintenance and repair workforce in  
11          place or there likely is not just yet, so are  
12          there plans to work with other parts of the  
13          City to help develop that workforce?

14                      MR. DIGIOVANNI: It's an important  
15          point, and something that I'm not  
16          particularly familiar with, so I don't want  
17          to speculate too much. But it's something  
18          that I can follow up with you and the other  
19          commissioners for sure. I know that there  
20          are some efforts by other city agencies to  
21          focus more on workforce development, but I'll  
22          have to get the details there and get back to  
23          you.

24                      COMMISSIONER KAUFMAN: Thank you.

25                      CHAIR DO: All right. If there are no

1 other questions, I'm going to go ahead and  
2 move on to our public hearing today.

3 Today's public hearing is to hear from  
4 our community, and we are not voting on these  
5 rules today. And so, without further ado,  
6 I'm going to turn it over to our general  
7 counsel to begin the public hearing.

8 Sherryl.

9 MS. ELUTO: Good morning. When I call  
10 your name, you can unmute your microphone and  
11 begin your testimony. Each speaker will be  
12 allotted three minutes to speak. The time  
13 limit will be strictly enforced. A 30-second  
14 warning will be provided, and then you will  
15 need to conclude your testimony when your  
16 time limit is up. The video of this hearing  
17 and copies of all written comments will be  
18 provided to the Commissioners prior to the  
19 vote on these rules at the next Commission  
20 meeting.

21 And with that, we will begin our public  
22 hearing. Our first speaker is going to be  
23 Jessica Cruz from the Mayor's Office of  
24 Climate and Environmental Justice. She will  
25 be followed by David Chernack and Patrick

1 McClellan.

2 So, Ms. Cruz, you can unmute your  
3 microphone and begin.

4 MS. CRUZ: Good Morning, Commissioners.  
5 My name is Jessica Cruz. I work as a senior  
6 advisor for the Mayor's Office of Climate and  
7 Environmental Justice. I'm here to testify  
8 in support of the newly proposed rules for  
9 the TLC Green Rides Initiative, requiring  
10 high-volume for-hire services, like Uber and  
11 Lyft, to have fleets comprised entirely of  
12 zero-emission vehicles or wheelchair  
13 accessible vehicles by 2030.

14 Currently, vehicles licensed through  
15 TLC make 250 million trips and produce  
16 approximately 600,000 metric tons of carbon  
17 dioxide a year, accounting for roughly  
18 four percent of the citywide transportation  
19 emissions. Adoption of the Green Rides  
20 Initiative would have a profound impact on  
21 reducing New York City's greenhouse gas  
22 emissions and improving our air quality.

23 Reducing PM 2.5 levels from sources  
24 like transportation are critical to  
25 protecting the health of New Yorkers. We

1 know that particulate matter from emissions  
2 contributes to a multitude of health issues,  
3 including asthma, heart disease, and lung  
4 cancer. Improving air quality, especially in  
5 our environmental justice neighborhoods, can  
6 help reduce the number of emergency room  
7 visits New Yorkers experience today.

8 In April of this year, our office  
9 released our climate strategic plan, PlaNYC:  
10 Getting Sustainability Done, which outlines  
11 initiatives to reduce emissions from  
12 buildings, waste, and transportation,  
13 including cutting our transportation  
14 emissions in half by 2030. We have committed  
15 to electrifying the city fleet and ensuring  
16 that all New Yorkers are within 2.5 miles  
17 from a charging station by 2035.

18 Our plan highlights the importance of  
19 New Yorkers that must drive, should drive  
20 electric. And the Green Rides proposal is  
21 critical to meeting our transportation and  
22 air quality goals. The Green Rides roadmap  
23 takes advantage of unprecedented new  
24 incentives for purchasing electric vehicles  
25 and will help expand charging infrastructure



1 in the City. The benchmarks and goals in the  
2 proposal also proactively help New York City  
3 meet electric vehicle requirements. It is a  
4 big step in helping combat climate change  
5 while providing accessibility, mobility,  
6 and good jobs for New Yorkers.

7 Thank you, Commissioners.

8 MS. ELUTO: Thank you.

9 Our next speaker is David Chernack from  
10 Empire Clean Cities.

11 Mr. Chernack, you can unmute your  
12 microphone.

13 MR. CHERNACK: Hello. Hi, thank you.

14 Yeah. My name is David Chernack. I'm  
15 here from Empire Clean Cities. Empire Clean  
16 Cities is a 501(c)(3) not-for-profit  
17 environmental organization in the designated  
18 U.S. Department of Energy Clean Cities  
19 Coalition for New York City and the Lower  
20 Hudson Valley.

21 We work to reduce transportation  
22 emissions and petroleum usage in our region.  
23 Our mission is to ensure clean air for future  
24 generations by providing citizens and  
25 stakeholders with reliable information about

1 alternative fuels and advanced vehicle  
2 technology. ECC applauds the TLC's  
3 commitment to transitioning New York City's  
4 rideshare fleet to zero-emission vehicles by  
5 2030 and strongly supports the Green Rides  
6 Initiative.

7 The success of ECC's recent electric  
8 vehicle ride and drive event, held on  
9 August 29th, in partnership with the TLC, at  
10 Revel's superhub in Bedford-Stuyvesant in  
11 Brooklyn, was a testament to the growing  
12 interest and enthusiasm about electric  
13 vehicles among New York City's for-hire  
14 vehicle drivers. In total, 60 drivers took  
15 over 100 test rides and attended charging  
16 demonstrations at the event for electric  
17 vehicles.

18 Based on ECC's broad experience, we are  
19 sharing a few key points that we believe will  
20 be critical in the Green Rides Initiative's  
21 success: The first is infrastructure,  
22 expanding public charging infrastructure,  
23 especially DC fast charging sites, is not  
24 only imperative for the GRI program, but it  
25 will have the ancillary benefit of supporting

1 vehicle electrification across New York City.  
2 The need for reliable EV charging  
3 infrastructure is especially acute in  
4 neighborhoods where for-hire vehicle drivers  
5 live, including the Bronx, Eastern Queens,  
6 and Southern Brooklyn.

7 Second, the expansion of the for-hire  
8 vehicle sector in New York City is a trend  
9 that is expected to continue and presents an  
10 unprecedented opportunity to transition to  
11 zero-emission vehicles and mass. The impact  
12 of retiring internal combustion vehicles will  
13 have an outsized impact on vehicle emissions,  
14 reductions, and public health in the City.

15 Third, the Green Rides Initiative  
16 recognizes that the purchase price of  
17 electric vehicles is higher than  
18 zero-emission -- is higher than ICE vehicles,  
19 and is predicted to reach parity in 2027.  
20 Although, there are incentives offered to  
21 defray the upfront cost of purchasing an EV,  
22 the higher cost of EVs can be a deterrent for  
23 for-hire vehicle drivers. As such, we  
24 recommend that TLC-licensed drivers received  
25 an additional discount at publicly-owned

1 charging stations until '27, at which time it  
2 could be phased out.

3 Fourth, and finally, in order to scale  
4 up the use of zero-emission vehicles, the TLC  
5 should issue additional EV-only licenses  
6 for --

7 THE TIMEKEEPER: 30 seconds remaining.

8 MR. CHERNACK: -- for-hire vehicle  
9 drivers, beyond the 1,000 issued earlier this  
10 year by the TLC. TLC has a valuable resource  
11 in the form of approximately 3,000 expired  
12 licenses from the long-term FHV storage  
13 program. These can be repurposed to promote  
14 clean rideshare.

15 ECC looks forward to continuing to  
16 support the TLC during this transition, and  
17 we encourage the TLC to lean on our nonprofit  
18 and our DOE resources to make reliable,  
19 unbiased information on EVs available and  
20 charging infrastructure available to drivers,  
21 fleets, and riders.

22 Thank you.

23 MS. ELUTO: Thank you.

24 Our next speaker, Patrick McClellan,  
25 from the New York League of Conservation

1 Voters.

2 MR. MCCLELLAN: Good morning. Thank  
3 you for the opportunity to testify. My name  
4 is Patrick McClellan. I'm the Director of  
5 Policy at the New York League of Conservation  
6 Voters. We're a statewide environmental  
7 advocacy organization that's based in  
8 New York City.

9 NYLCV strongly supports the Green Rides  
10 Initiative, and we commend the TLC for  
11 proposing these regulations to advance the  
12 previously announced goal of having one  
13 hundred percent of high-volume for-hire  
14 services be either zero-emission vehicles or  
15 wheelchair accessible vehicles by 2030.  
16 Transportation is one of the largest sources  
17 of greenhouse gas emissions and air pollution  
18 in New York City, behind only buildings, with  
19 the subsector of for-hire vehicles accounting  
20 for approximately four percent of all  
21 transportation emissions.

22 Therefore, electrifying for-hire  
23 vehicle fleets is important to achieving the  
24 City's statutory goal under Local Law 66 of  
25 2014, of reducing greenhouse gas emissions

1 80 percent by 2050. The proposed rules are  
2 well-considered and clearly demonstrate that  
3 HVFHSS will be able to comply with the  
4 escalating ZEV and WAV requirements between  
5 now and 2030 without hardship.

6 Furthermore, electrifying FHV fleets on  
7 an advanced timetable, compared to a  
8 business-as-usual alternative will, help to  
9 accelerate the decarbonization of other  
10 light-duty vehicles in the City. First, most  
11 of these vehicles and drivers are based in  
12 the outer boroughs, where a relative paucity  
13 of direct current fast chargers is a major  
14 contributing factor to the limited uptake of  
15 new zero-emission vehicles, despite  
16 light-duty zero-emission vehicles rapidly  
17 approaching cost parity with internal  
18 combustion engine vehicles, and the state and  
19 federal purchase incentives for these  
20 vehicles.

21 The Green Rides initiative will lead to  
22 a significant build out of DCFCs in the outer  
23 boroughs, benefiting not just TLC-licensed  
24 drivers, but also their neighbors who may be  
25 considering purchasing a zero-emission

1           vehicle. And second, we know that increased  
2           consumer awareness of zero-emission vehicles  
3           leads to increased interest in owning them as  
4           personal vehicles. So, the Green Rides  
5           Initiative will dramatically increase the  
6           number of zero-emission vehicles that most  
7           New Yorkers see on a daily basis, and will be  
8           the reason why many New Yorkers take their  
9           first ride in a zero-emission vehicle.

10                        So, this initiative could lead to  
11           increased consumer interest in zero-emission  
12           vehicles in the five boroughs. I'll note  
13           here that we can't drive our way out of the  
14           climate crisis. We must reduce our total  
15           vehicle miles traveled by mode shifting to  
16           mass transit, micromobility, and walking.  
17           But that does not free us from our  
18           responsibility to transition the vehicle  
19           miles traveled that we are still making to  
20           zero-emission vehicles as rapidly as  
21           possible --

22                        THE TIMEKEEPER: 30 seconds remaining.

23                        MR. MCCLELLAN: -- and we believe that  
24           the Green Rides Initiative will help to  
25           accelerate that progress. NYLCV supported

1 the TLC's decision earlier this year to  
2 release 1,000 EV-only licenses from the  
3 long-term FHV storage program. While the  
4 addition of more TLC-licensed vehicles to the  
5 streetscape must always be considered in the  
6 context of congestion, especially with the  
7 congestion pricing set to finally take  
8 effect, the TLC should consider, again,  
9 releasing some number of these warehouse  
10 licenses as EV-only licenses.

11 Thank you.

12 MS. ELUTO: Thank you.

13 The next three speakers will be Andrew  
14 Greenblatt, followed by Bhairavi Desai and  
15 Julian Kline.

16 So, Andrew Greenblatt from IDG, you can  
17 unmute your mic and begin.

18 MR. GREENBLATT: Hi. I'm Andrew  
19 Greenblatt. I'm the Policy Director of the  
20 Independent Drivers Guild. I'll be  
21 submitting written testimony that explains  
22 more about our organization and some other  
23 things. But I want to respond to the  
24 presentation that James gave earlier and  
25 raise some issues that I haven't heard being



1 raised. The first is about charging  
2 stations.

3 I want to make sure that the Taxi and  
4 Limousine Commission is actually looking at  
5 charging stations that are available to FHV  
6 drivers. So, I couldn't see the details on  
7 the slide, but I want to make sure we're not  
8 counting things, charging stations that, for  
9 example, are in parking lots and only  
10 available to people who are, you know,  
11 monthly users of the parking and things like  
12 that.

13 Also, I want to point out that with  
14 congestion pricing coming online, more and  
15 more trips are going to be taking place  
16 outside the central business district. And  
17 so, looking at charging stations only inside  
18 the central business district isn't going to  
19 get the job done. More and more trips are  
20 going to be taking -- or a higher percentage  
21 of trips are going to be taking place outside  
22 of the central business district.

23 I also want to raise some issues that  
24 haven't been raised already. For example,  
25 getting repairs done to electric vehicles can

1 be a problem sometimes. Tesla, for example,  
2 is notorious for taking months to get parts  
3 for their cars, and dealing with that by  
4 giving owners access to loaner cars. But if  
5 you're a TLC driver, you need special plates  
6 on your cars, and having a loaner car for  
7 five months that doesn't have the right  
8 plates means you're not earning a living.

9 The TLC needs to come up with some way  
10 that they can have temporary plates for these  
11 loaner cars during repair time. I also want  
12 to point out that yellow cabs should be  
13 included in this program. There's no reason  
14 why Black Cars can make this transition but  
15 yellows can't. Black Cars are already  
16 disadvantaged by having higher taxes on all  
17 kinds of rides and things like that. This  
18 would be another unbalancing of the market  
19 that -- and there's no reason for that.

20 I also want to point out that any new  
21 EV licenses that are put out into the market  
22 should go first to drivers, and only be made  
23 available to fleet owners if drivers don't  
24 pick up the licenses that are available.  
25 There's no reason why this third-party

1 industry that just lives off of preying on  
2 drivers who couldn't get access to licenses  
3 should be able to draw money off of this  
4 industry and put in the --

5 THE TIMEKEEPER: 30 seconds remaining.

6 MR. GREENBLATT: -- pockets of  
7 investors, rather than into drivers.

8 Thank you very much for your time.  
9 You'll be getting written testimony from me  
10 soon.

11 MS. ELUTO: Thank you.

12 Our next speaker, Bhairavi Desai, from  
13 NYTWA.

14 MS. DESAI: Good morning. My name is  
15 Bhairavi Desai. I'm the Executive Director  
16 of the New York Taxi Workers Alliance.

17 You know, I mean, there's no question  
18 that we fully support the goals of this  
19 program, as the chairman laid out. Who does  
20 not want a world that's more sustainable?  
21 You know, and that means we have to tackle  
22 climate change; there's no doubt about it.  
23 Drivers not only suffer these issues on the  
24 streets, many drivers have serious  
25 respiratory illnesses as a result of being on

1 the streets. But, also, we're a workforce  
2 that, you know, comes predominantly from the  
3 parts of the world that have been on the  
4 front lines of suffering the impact of  
5 climate change.

6 Having said that, I feel that this  
7 approach is a bit disingenuous. I'm really  
8 kind of shocked and really disappointed to  
9 hear from environmental activist who would  
10 actually come on here and suggest that  
11 putting more vehicles on the streets is  
12 somehow, you know, logical with their  
13 position, that at the same time, we need to  
14 address congestion and the impact of more  
15 vehicles on the streets.

16 You can do this in a way that does not  
17 harm the drivers. We feel that there needs  
18 to be an alternative approach to this. Right  
19 now, your proposed rule really puts the  
20 control in the hands of the companies. You  
21 do not need to align these goals with  
22 management of the trips. Instead, what you  
23 can easily do, as the TLC, is require that  
24 when the companies are onboarding a new  
25 driver after, let's say, 12 months after the

1 effective date of these rules, that that  
2 driver must have a vehicle that's either EV  
3 or WAV. And when a current driver changes  
4 their car, that the new car must be either EV  
5 or WAV. If you believe that there's going to  
6 be a natural transition, anyway, within the  
7 next seven years, then you allow drivers to  
8 control this transition, rather than drivers  
9 being left insecure about, you know, needing  
10 to rush to buy a new car, especially when  
11 they won't have saved up enough money to buy  
12 that car.

13 I don't think, Chairman Do, from, you  
14 know, from the work that you have done on the  
15 raise rules, or any of you on this  
16 Commission --

17 THE TIMEKEEPER: 30 seconds remaining.

18 MS. DESAI: -- want to harm drivers  
19 economically. And so, we ask you strongly to  
20 consider this new approach, and we would look  
21 forward, Chairman Do, to working with you and  
22 your staff on this approach. We believe it  
23 is within your legal realm, and we believe it  
24 will also achieve the same goals of  
25 transition, but leave the drivers harmless

1 without having to spend for a new car.

2 Secondly, you cannot issue new plates.

3 You're going to undo --

4 THE TIMEKEEPER: Time has expired.

5 MS. DESAI: -- with one hand what  
6 you're trying to do with the other. Please  
7 take these issues seriously. We can have  
8 climate justice, and we can have worker  
9 justice. Do not sell us out for the sake of  
10 a larger goal. We breathe the same air and  
11 have those same goals for our larger society.

12 Thank you.

13 MS. ELUTO: Thank you.

14 Out next speaker is Julian Kline from  
15 Tech:NYC.

16 MR. KLINE: Good morning, Commissioner.  
17 I'm Julian Kline, Head of Policy at Tech:NYC,  
18 a nonprofit member-based organization  
19 representing New York City's tech ecosystem.

20 Earlier this year, rideshare providers,  
21 Uber and Lyft, committed to converting their  
22 fleets to be entirely electric vehicles or  
23 wheelchair accessible by 2030, and Revel  
24 already operates EVs exclusively. The  
25 for-hire vehicle sectors helping to lead EV

1 adoption in New York City, especially as a  
2 statewide requirement for all new car sales  
3 to be electric, doesn't begin until 2035.  
4 For-hire vehicles also account for nearly  
5 four percent of transportation emissions in  
6 New York City, and this electrification will  
7 reduce over 600,000 tons of carbon dioxide  
8 annually, as mentioned by others before me.

9 Tech:NYC applauds the TLC for proposing  
10 rules to codify this commitment, in creating  
11 a plan to increase the number of electric and  
12 wheelchair accessible FHV rides completed  
13 leading up to 2030. While this plan and  
14 timeline is realistic, the proposed rules do  
15 not prescribe how TLC will implement this  
16 conversion to electric and wheelchair  
17 accessible vehicles.

18 The proposed rules focus on the number  
19 of rides dispatched and do not reflect a  
20 breakdown of for-hire vehicle licenses, which  
21 are assigned to either internal combustion  
22 engine, zero-emission, or wheelchair  
23 accessible vehicles. While some drivers will  
24 transfer their license to EVs as their  
25 current vehicle leases or financing

1 concludes, others will need the TLC to  
2 actively issue new EV for-hire vehicle  
3 licenses. Additionally, there are roughly  
4 5,000 for-hire vehicle licenses in the TLC's  
5 long-term FHV storage program, prior to the  
6 program recently ending, which poses an  
7 opportunity to reissue those new licenses to  
8 drivers of EVs.

9 To help the City meet its EV goals, it  
10 will also be important for the TLC and other  
11 city agencies to address charging  
12 infrastructure. It is critical that future  
13 plans for EV charging infrastructure take  
14 into consideration where for-hire vehicles  
15 will be traveling and parking, balancing the  
16 needs to install both slow L2 and fast L3 EV  
17 chargers throughout these areas. Chargers  
18 can be installed in a variety of places,  
19 including curbside and parking lots and  
20 garages, and dedicated EV lots, like those  
21 built by Revel.

22 At the moment, there are roughly 200  
23 fast chargers in New York City. But in  
24 accordance with these rules, there will be  
25 roughly 80,000 electric for-hire vehicles on



1 city streets in 2030 --

2 THE TIMEKEEPER: 30 seconds remaining.

3 MR. KLINE: -- which greatly increase  
4 demand.

5 Thank you for your consideration. And  
6 Tech:NYC looks forward to supporting New York  
7 City Taxi and Limousine Commission, as it  
8 seeks to electrify its for-hire vehicle  
9 fleet.

10 MS. ELUTO: Thank you.

11 The next three speakers will be Joseph  
12 Rappaport, Mary Barber, and James Parrott.

13 So, Joseph Rappaport from the Brooklyn  
14 Center for Independence of the Disabled, you  
15 can begin.

16 MR. RAPPAPORT: Good morning. I am Joe  
17 Rappaport, the Executive Director of the  
18 Brooklyn Center for Independence of the  
19 Disabled.

20 BCID is a longtime member of the Taxis  
21 for All Campaign, a coalition of disability  
22 groups that won a lawsuit against the TLC  
23 ten years ago. In that settlement, the TLC  
24 committed itself to making 50 percent of  
25 yellow taxis wheelchair accessible. Later,

1 we won accessibility commitments for for-hire  
2 vehicles. Our groups haven't gone away, and  
3 for good reason. The TLC talks a good game,  
4 but it has faltered in its commitment to  
5 accessibility. It's fallen seriously beyond  
6 -- behind on its commitment to yellow taxi  
7 accessibility, in spite of an extension we  
8 granted in 2021. And FHV accessibility is  
9 far behind the promise of equivalent service  
10 the TLC says it seeks.

11 It's also significant that the TLC  
12 never once talked with disability groups  
13 before making this proposal, even at a  
14 meeting with advocates a few weeks before it  
15 made the proposal. Yesterday, we submitted  
16 comments about the proposal from all of the  
17 groups involved in the Taxis for All Campaign  
18 and several other groups as well, including  
19 the Tri-State Transportation Campaign and the  
20 Riders Alliance. The Drivers Cooperative  
21 also signed on, after I sent the letter to  
22 the TLC.

23 I urge the Commissioners to read our  
24 comments. Our groups applaud the proposal to  
25 move toward a zero-emission fleet. We all

1 breath, so cleaner air is essential. And  
2 through the -- cleaner air through the  
3 increased use of electric vehicles will  
4 benefit everyone. And cleaner air is of  
5 particular importance for the many disabled  
6 people who have conditions that are  
7 exasperated by particulate pollution.

8 But our view is that the Green Rides  
9 proposal is seriously flawed because the City  
10 and TLC are missing an extraordinary  
11 opportunity. Yes, the proposal would mandate  
12 the use of electric vehicles, but it does  
13 nothing, absolutely nothing, to increase the  
14 number of wheelchair accessible FHV's, or  
15 yellow taxis for that matter. You gotta take  
16 another approach. You've got to alter this  
17 proposal, to make it the green and accessible  
18 rides initiative, so that every for-hire  
19 vehicle in New York City is both electric and  
20 wheelchair accessible --

21 THE TIMEKEEPER: 30 seconds remaining.

22 MR. RAPPAPORT: -- by 2030. We also  
23 urge you to work to reach a hundred percent  
24 accessibility in medallion yellow taxi  
25 fleets. You take this new approach, you have

1 the potential to revolutionize the nature of  
2 the for-hire industry, not only in New York,  
3 but across the country, by making accessible  
4 electric vehicles the norm. If you assert  
5 your influence, you'll have -- the vehicle  
6 manufacturer will have a strong incentive to  
7 produce accessible electric vehicles.

8 THE TIMEKEEPER: Time has expired.

9 MR. RAPPAPORT: A hope won't do that.

10 A mandate will.

11 Thank you.

12 MS. ELUTO: Thank you.

13 Our next speaker is Mary Barber from  
14 the Environmental Defense Fund.

15 MS. BARBER: Good morning.

16 Again, my name is Mary Barber, and I'm  
17 the New York State director for the  
18 Environmental Defense Fund. Thank you for  
19 the opportunity to comment on the Green Rides  
20 Initiative. EDF supports the Green Rides  
21 Initiative, which will require the transition  
22 of New York City's rideshare fleet to either  
23 zero-emission vehicles or wheelchair  
24 accessible vehicles by 2030. The TLC's Green  
25 Rides Initiative continues the fight against

1 climate pollution, since the transportation  
2 sector is the second highest source of  
3 greenhouse gas emissions in New York City,  
4 with most of those emissions coming from  
5 passenger cars.

6 The Initiative's aggressive yet  
7 achievable goals set a high bar for climate  
8 action in the City and the region. While  
9 reducing greenhouse gas emissions is  
10 critical, zero-emission vehicles will also  
11 improve air quality by reducing fine  
12 particulate matter, a major contributor to  
13 health issues, including asthma and other  
14 lung diseases.

15 EDF recognizes the challenges related  
16 to charging infrastructure, including the  
17 need to ensure the electric grid is able to  
18 accommodate the additional load and is built  
19 out in a cost-effective manner that doesn't  
20 overburden ratepayers, especially the most  
21 vulnerable ratepayers.

22 EDF is engaged at the Public Service  
23 Commission and in discussions with key  
24 stakeholders, including utilities, on a best  
25 paths forward, and believes that this

1 infrastructure can be available to support  
2 the Green Rides program, as well as the other  
3 city and state electric vehicle goals,  
4 including goals to electrify medium and  
5 heavy-duty vehicles critical to climate and  
6 clean air, and look to the -- it's really a  
7 Whole-of-Government Approach. All the  
8 agencies should be working together with the  
9 utilities, to ensure this all moves forward  
10 in an equitable way.

11 The importance of transportation equity  
12 can't be overstated, and the Green Rides  
13 Initiative to increase accessibility of  
14 for-hire vehicles is so important, and hopes  
15 the Commission will, of course, take into  
16 account the comments by the previous speaker.

17 The Green Rides Initiative together  
18 with modern and reliable subways, buses, and  
19 ParaTransit, will move New York City closer  
20 to an equitable and zero-emission  
21 transportation system.

22 Thank you very much.

23 MS. ELUTO: Thank you.

24 James Parrott from The New School.

25 MR. PARROTT: Good morning. James

1 Parrott, Director of Economic and Fiscal  
2 Policies at the Center for New York City  
3 Affairs at The New School. Thank you for the  
4 opportunity to testify on the proposed Green  
5 Rides Initiative.

6 Along with Professor Michael Wright of  
7 the University of California, Berkeley, I was  
8 coauthor of the 2018 and 2019 studies that  
9 were the basis for the TLC's high-volume  
10 for-hire vehicle minimum pay standard, that  
11 took effect in February 2019. Professor  
12 Wright and I also prepared a similar report  
13 for the City of Seattle.

14 I support the TLC's Green Rides  
15 Initiative to set annual percentage  
16 requirements for electric and wheelchair  
17 accessible vehicles. My testimony discusses  
18 three concerns; one, the availability of  
19 sufficient charging infrastructure; two, the  
20 importance of adequate reimbursement to  
21 drivers for the cost of acquiring and  
22 operating electric vehicles and WAVs; and  
23 three, the importance of direct licensing of  
24 vehicles to drivers. Uber and Lyft have both  
25 committed to use only EVs by 2030. Revel now

1 has a fleet of 500 EVs in New York City  
2 operated by 1,200 employee drivers, and has  
3 installed 40 public fast charging stations  
4 with ambitious expansion plans.

5 The GRI is part of a broader set of  
6 public policies, that promises to reduce the  
7 cost of owning and operating EVs and help to  
8 dramatically reduce emissions in the process.  
9 Speeding up the adoption of EVs and expanding  
10 charging infrastructure go hand in hand.  
11 Since few New York City drivers have  
12 driveways where they can park their vehicles  
13 while being charged, the build out of an  
14 accessible and affordable vehicle charging  
15 infrastructure is essential.

16 Factors that should be considered in  
17 signing charging vehicles -- charging  
18 facilities, include areas adjacent to  
19 high-demand districts, including airports and  
20 neighborhoods where high concentrations of  
21 drivers live. It will be critical to make  
22 adjustments, if needed, in the mileage  
23 component of the pay standard, to ensure that  
24 drivers are able to cover all of the costs of  
25 acquiring, maintaining, and operating an



1 electric vehicle.

2 THE TIMEKEEPER: 30 seconds remaining.

3 MR. PARROTT: The TLC and the companies  
4 need to ensure that drivers are adequately  
5 reimbursed through the pay standard, so that  
6 they will not be deterred from acquiring an  
7 EV in line with the proposed EV and WAV  
8 phase-in schedule. The TLC should prioritize  
9 making any new licenses available directly to  
10 drivers. The TLC notes that leasing expenses  
11 per drivers, "may be higher than the cost of  
12 owning one's own TLC-licensed vehicle." It  
13 is very encouraging that the recent issuance  
14 of a thousand new EV licenses set aside 600  
15 for individual drivers --

16 THE TIMEKEEPER: Time has expired.

17 MR. PARROTT: -- who had been leasing a  
18 TLC-licensed vehicle.

19 Thank you for the opportunity to  
20 testify this morning.

21 MS. ELUTO: Thank you.

22 Our next three speakers are Anthony  
23 Willingham, Adalgisa Payero-Diarra, and  
24 Herbert Harris.

25 So, Anthony Willingham of Electrify

1 America, go ahead.

2 MR. WILLINGHAM: Greetings,  
3 Commissioners. I'm Anthony Willingham, State  
4 Government Affairs Manager at Electrify  
5 America, and I appreciate the opportunity to  
6 testify today in support of the Taxi and  
7 Limousine Commission's Green Rides  
8 Initiative.

9 The transition of the high-volume  
10 for-hire service fleets to EVs is a huge step  
11 forward in the electrification of New York  
12 City's transportation sector. Electrify  
13 America is the largest open direct current  
14 fast charging network in the U.S. and is  
15 investing two billion or ten years in EV  
16 infrastructure. Our network has grown to  
17 include over 3,500 chargers across 800  
18 stations nationwide. In New York City,  
19 Electrify America has 16 chargers across  
20 three stations.

21 To meet the growing demand for fast and  
22 convenient EV charging, Electrify America  
23 continues to invest in the deployment of  
24 public charging infrastructure, particularly  
25 chargers providing 350-kilowatt charging

1 speeds, capable of recharging EVs in minutes.  
2 Fast charging speeds are critical, not only  
3 for the City's larger electrification goals,  
4 but also for electrifying rideshare vehicles  
5 whose drivers cannot afford to spend a lot of  
6 time at a charging station.

7 In order to realize the objectives of  
8 Green Rides and to support the expansion of  
9 fast charging infrastructure in New York  
10 City, we encourage the TLC to issue exclusive  
11 FHV licenses dedicated to EVs, empowering  
12 drivers and accelerating the broader  
13 electrification of the industry. The TLC  
14 already released 1000 EV-only licenses  
15 earlier this summer and should continue to  
16 evaluate additional licenses needed to  
17 electrify the for-hire fleet.

18 This aligns with the overarching goal  
19 of fostering greater inclusivity for drivers  
20 interested in transitioning to EVs. We also  
21 note there are only 200 direct current fast  
22 charging stations currently operating within  
23 New York City. Of those 200, only a few have  
24 the number of chargers and provide charging  
25 speeds compliant with the National Electric

1 Vehicle Infrastructure investment plan, or  
2 NEVI. The current number of DCFCs in  
3 New York City cannot support the high-volume  
4 of for-hire vehicle service -- cannot support  
5 the high-volume for-hire vehicle service  
6 transition to EV adoption.

7 We ask that the TLC work with the City  
8 to expand charging access through  
9 public/private partnerships and through RFPs  
10 of City-owned land. We also suggest that the  
11 Commission amend the proposed rules to tie  
12 percentage of EV rideshare trips required  
13 each year to match DCFC infrastructure to the  
14 number of rides. Electrify America commends  
15 the TLC for its Green Rides Initiative, as it  
16 represents a significant stride towards  
17 electrifying transportation in New York City.

18 Thank you.

19 MS. ELUTO: Thank you. I think our  
20 order of speakers switched up a little, so  
21 next up is Herbert Harris.

22 Mr. Harris, you can unmute your mic.

23 (No response).

24 MS. ELUTO: Mr. Harris, go ahead, sir.

25 MR. HARRIS: Yes. My name is Herbert

1 Harris. I'm a TLC-licensed driver here in  
2 New York City. And I just wanted to give a  
3 few points on my journey to try to comply  
4 with the EV mandate so far. The main  
5 deterrent to compliance is the price of the  
6 vehicle. And like the price includes the  
7 basic down payment for EV vehicle, visa vee  
8 (phonetic), the down payment for an ICE  
9 vehicle, which is almost triple the amount.  
10 So, that increase in cost is a threat to my  
11 basic yearly, weekly, monthly income, and,  
12 thus, my economic survival while doing this  
13 job.

14 And that's for a vehicle that will  
15 likely be smaller than the vehicle that I  
16 currently drive and have to fit passengers  
17 into, which leads to another question; what  
18 about much larger vehicles, like suburbans  
19 and Highlanders, people who drive those type  
20 of cars, are those cars currently on the  
21 market?

22 Because what's happening is that we are  
23 going to be currently charged starting in  
24 2024, that five percent of rides are not  
25 coming to us, assuming that there are a lot

1 of rides, and that we're not struggling to  
2 find rides at the moment as it stands. So,  
3 if we're going to be charged, then maybe they  
4 should push it back just 12 months, to give  
5 us a chance to save up the money, so we can  
6 purchase a larger vehicle or as larger  
7 vehicle as we're driving now, as they come  
8 you know, into play in the marketplace.

9 And a lot of the other things people  
10 brought up about the charging stations -- I  
11 live in the Bronx -- are also relevant to me  
12 and have been pointed out well before I began  
13 speaking. So, the main cause -- the main  
14 thing is the actual cost of the vehicle. And  
15 if anything goes wrong, like the percentage  
16 rate for the interest rate for the loan, that  
17 also brings your income down from week to  
18 week. And the time you spend charging your  
19 car will also bring your income down from  
20 week to week.

21 So, these things need to be out in  
22 front, so people understand the practical  
23 cost of driving an EV vehicle, you know, when  
24 you actually comply with the rule.

25 Thank you very kindly.

1 MS. ELUTO: Thank you.

2 Our next speaker is Justin Wood from  
3 the New York Lawyers for the Public Interest.

4 MR. WOOD: Good morning. Hi, can you  
5 hear me? Okay, sorry.

6 MS. ELUTO: Yes. Uh-huh.

7 MR. WOOD: Hi, good morning,  
8 Commissioners. My name is Justin Wood. I'm  
9 the Director of Policy at New York Lawyers  
10 for the Public Interest. I'm going to try to  
11 keep my comments brief, and we've just  
12 submitted a full written statement as well.

13 We strongly support the goals of  
14 increasing accessibility and electrification  
15 in the Green Rides program. However, we join  
16 with Taxis For All and other transportation  
17 disability and environmental justice groups  
18 in issuing strong concern about the TLC's  
19 either-or approach to electrification and  
20 accessibility, that we've been hearing some  
21 other testimony about. Instead, we urge the  
22 City to support the development and rapid  
23 adoption of vehicles that are both fully  
24 accessible and zero-emissions.

25 NYC is one of the largest markets in

1 the world for Uber, Lyft and for-hire  
2 vehicles, and we currently only have 3736;  
3 that's the latest number published by TLC,  
4 accessible WAVs in the FHV fleet. We see the  
5 disparities in wait times every day. We see  
6 the impact this has on the Access-A-Ride  
7 program which contracts with these fleets to  
8 provide ParaTransit trips.

9 So, we urge the City to be a global  
10 leader in accelerating the development and  
11 rapid adoption and setting firm benchmarks by  
12 the TLC, for the deployment of fully  
13 accessible electric vehicles. I'm going to  
14 read a few of our recommendations, and we'll  
15 submit a full written statement.

16 We urge the Mayor and the TLC to push  
17 for state legislation, authoring an FHV  
18 surcharge on trips that would subsidize the  
19 purchase and operation of fully accessible  
20 EVs. Second, we urge the Commission to take  
21 steps to incentivize the development of these  
22 vehicles, and send a strong signal to auto  
23 manufacturers and retrofitters, that New York  
24 will be a robust global market for fully  
25 accessible electric vehicles.



1                   Third, we urge the TLC to adopt a  
2                   benchmark for the adoption of these vehicles  
3                   and to guarantee specific subsidies for  
4                   drivers to purchase, lease, and operate  
5                   accessible EVs effective as soon as these  
6                   vehicles are available on the market.

7                   Fourth, we're concerned about the  
8                   environmental justice implications, of  
9                   course --

10                   THE TIMEKEEPER: 30 seconds remaining.

11                   MR. WOOD: I'll just say that as  
12                   hundreds of thousands of new electric  
13                   vehicles come on the grid, we urge the TLC to  
14                   work with other city agencies to ensure that  
15                   the electricity used to charge these vehicles  
16                   is 100 percent renewable, and that this  
17                   doesn't increase the use of dirty peaker  
18                   power plants and other fossil fuel energy,  
19                   that will have a disproportionate impact on  
20                   environmental justice communities where both  
21                   these vehicles and those power plants are  
22                   concentrated.

23                   Thank you very much for the opportunity  
24                   to testify.

25                   MS. ELUTO: Thank you.

1 Our next speaker is Israel Acevedo.

2 Mr. Acevedo, you can unmute your mic  
3 and begin.

4 MR. ACEVEDO: Good morning.

5 Can you hear me?

6 MS. ELUTO: Yes.

7 MR. ACEVEDO: Good morning. My name is  
8 Israel Acevedo, and I'm an owner/operator.  
9 Mayor Eric Adams, Commission David Do, Uber,  
10 and Lyft support this because they do not  
11 purchase or maintain vehicles, and they know  
12 nothing about the true lives of for-hire  
13 drivers in New York City.

14 I keep hearing Uber and Lyft's fleet.  
15 We are not Uber and Lyft's fleet. We are  
16 New York City TLC drivers, and we are  
17 independent contractors. I reside in a  
18 residential building in Brooklyn where there  
19 are no EV chargers. Monday through Saturday,  
20 I wake up at 2:00 a.m., leave my house at  
21 2:40 a.m., get gas, coffee, pick up my  
22 sister, drop her off, and then start my day  
23 around 4:00. I try to be home by 2:00 p.m.  
24 That's ten hours, six days a week.

25 What works best for you; should I wake

1 up at 1:00 a.m. so I could sit inside my EV  
2 and charge it? Or should I stay out and sit  
3 in my car after work, so I can charge it?

4 In addition, do you know that EV  
5 batteries could cost between 15 to \$20,000?  
6 That is way more than a \$200 battery for a  
7 gas car. Did you know that from the moment a  
8 driver buys an EV, he has to begin to save  
9 money for that battery? Did you know that if  
10 a driver buys an EV, that vehicle must be  
11 brought back to its respective dealership for  
12 service because offsite mechanics are not  
13 equipment to service those vehicles?

14 Did you know that Toyota charges  
15 \$179.99 an hour to service their vehicle?  
16 Did you know that for a job that may take one  
17 hour, a car dealership may charge that  
18 customer four hours of labor? Did you know  
19 that most drivers take their vehicles for  
20 service to an outside mechanic because they  
21 cannot afford to service their vehicles at a  
22 dealership? Did you know that many drivers  
23 buy aftermarket parts for their vehicles  
24 because they cannot afford OEM parts?

25 I'm mentioning these things because

1           these are some of the realities of drivers in  
2           New York City that you may not be aware of.  
3           These are some of the things to consider when  
4           forcing EVs on us. My question for New York  
5           City and the New York City Taxi and Limousine  
6           Commission -- because it seems like you want  
7           to force the EVs on us, right? And Uber and  
8           Lyft supports this wonderful idea, right?

9                         But what has the New York City Taxi and  
10           Limousine Commission done to prevent Uber and  
11           Lyft from unfairly deactivating their  
12           drivers? Because the moment a rider makes a  
13           false report on a driver, Uber and Lyft --

14                         THE TIMEKEEPER: 30 seconds remaining.

15                         MR. ACEVEDO: -- will deactivate that  
16           driver, and that driver will be stuck with  
17           that debt of that EV, so what has the TLC  
18           done?

19                         Thank you for allowing me to talk.

20                         MS. ELUTO: Thank you.

21                         Our next speaker is Adalgisa  
22           Payero-Diarra.

23                         You can unmute your microphone and  
24           begin.

25                         MS. PAYERO-DIARRA: Good morning,

1           Commissioners. Good morning, Commissioner  
2           Do. Thank you for letting me speak. Many  
3           drivers and other members have already said  
4           most of the things that I would like to say,  
5           so I'm just going to reiterate a little bit.

6                         We understand this proposal is for the  
7           environment, and we agree on that. But we do  
8           not -- we oppose the way that the TLC wants  
9           to implement it. We think that a seven-year  
10          program is not going to make it. The City is  
11          not really prepared. The industry of the EV  
12          has a lot of questions. People have a lot of  
13          question where the demand that will create  
14          the charging stations, the time to repair  
15          car, like the previous taxi driver said. So  
16          many things that need to be taken in  
17          consideration.

18                        But right now, we have thousands of  
19          drivers that just finished paying their cars,  
20          that are under the legislation of 144B, and  
21          they have a waiting of three months or more,  
22          waiting for the plates to be processed.  
23          Those drivers are incurring on extra charges  
24          and struggling to support their family  
25          because they need to have that car parked in

1 a parking lot until they wait for their  
2 process to be done, while they have to rent  
3 another car.

4 I think that TLC needs to concentrate  
5 on also helping those drivers before they  
6 move forward and analyze this proposal  
7 better. Yes, we want the changes, but I  
8 think that seven-year period is not enough  
9 time, and it's going to force so many drivers  
10 and their family to a more struggling  
11 situation than they are right now, so it  
12 needs to be reconsidered.

13 Like I said, I agree with most of the  
14 speakers previously. So, we support helping  
15 the environment, but the program needs to be  
16 reanalyzed, and drivers need to be helped now  
17 with the struggles that they have, before we  
18 are forced to turn into a greater debt than  
19 we already have, many of us.

20 So, thank you for your time and have a  
21 good day.

22 MS. ELUTO: Thank you.

23 Our next speak is Shannon Dulaney, and  
24 she should be followed by Florian Xhuti and  
25 Jean Ryan.

1 Ms. Dulaney, go ahead.

2 MS. DULANEY: Thank you so much.

3 My name is Shannon Dulaney, and I'm the  
4 Urban Development Director at Itselectric, a  
5 curbside EV charging start-up headquartered  
6 at the Brooklyn Navy Yard.

7 Itselectric is EV charging  
8 purpose-built for cities. In New York City  
9 alone, one million drivers park on the  
10 street, many of them for-hire vehicle  
11 drivers. If we want all New Yorkers to have  
12 access to electric mobility, we must provide  
13 them with convenient and affordable public  
14 charging options where they already park, the  
15 curb.

16 Itselectric sets themselves apart in  
17 two ways; how we connect to the grid and our  
18 hardware. First, instead of connecting  
19 directly to the grid, we connect behind the  
20 meter, harnessing spare electrical capacity  
21 from nearby buildings. In exchange, we give  
22 host properties 20 percent of the charger  
23 revenue. Second, our level two charging  
24 hardware is sleek and unobtrusive, designed  
25 to complement the urban landscape with a

1 small footprint and a detachable cord.

2 Now, turning to the Green Rides

3 Initiative, a policy that we support.

4 According to a recent study, 54 percent of

5 Uber drivers park on the street, and, thus,

6 do not have ready access to overnight

7 charging. It is not surprising that access

8 anxiety is particularly acute for these

9 drivers who rely on their vehicles to earn a

10 living. Drivers need to have confidence that

11 they can start their shifts with a fully

12 charged battery, and have a place to reliably

13 charge at the end of the day.

14 In the recent Charged Up report, the

15 Commission projected that TLC drivers will

16 use DC fast chargers 70 percent of the time

17 and level two chargers the remaining 30

18 percent. To us, this seem precisely

19 backwards. Perhaps this is simply a

20 concession to the reality that many Uber and

21 Lyft drivers do not have access to off-street

22 parking. But with grid limitations and

23 significant time and cost associated with

24 installing DC fast charging infrastructure,

25 not to mention the operational and



1 opportunity cost that drivers would incur  
2 with frequent usage of DC fast charging.

3 We urge the Commission to reconsider  
4 the rule that curbside charging can play in  
5 serving this population. Itselectric is  
6 supportive of policies that will ensure the  
7 transition to EVs is a success. We support  
8 the Commission issuing additional EV-only  
9 plates to incentivize drivers to make the  
10 switch to EVs, but we know that many drivers  
11 live in multifamily housing in Queens,  
12 Southern Brooklyn, and the Bronx,  
13 neighborhoods that do not yet have sufficient  
14 public level two chargers available.

15 It will be difficult for Uber and Lyft  
16 drivers to confidently make the switch to EVs  
17 until this situation is rectified. In the  
18 meantime, Itselectric supports parking  
19 regulations that reserve overnight access to  
20 curbside EV chargers for Uber and Lyft  
21 drivers in places where the Commission --

22 THE TIMEKEEPER: 30 seconds remaining.

23 MS. DULANEY: -- and City DOT determine  
24 is appropriate. Finally, Itselectric  
25 welcomes the opportunity to work with you in

1 launching a charging accelerator, similar to  
2 the program that was envisioned in the  
3 Charged Up report, with the focus on offering  
4 curbside solutions to communities without  
5 off-street parking.

6 Thank you for the work you are doing to  
7 accelerate the transition to EVs in New York  
8 City. We look forward to working with you to  
9 make this vision a reality.

10 MS. ELUTO: Thank you.

11 Our next speaker is Florian Xhuti.

12 You may begin.

13 MR XHUTI: Hello?

14 MS. ELUTO: Hello.

15 MR XHUTI: My name is Florian Xhuti. I  
16 work full-time Uber driver, and I have a very  
17 good high rating. I'm a longtime TLC car  
18 renter. I start to rent the car since  
19 November 2019, and I pay right now \$2,420 per  
20 month for rent for the car. I work six days  
21 per week from Monday to Friday, around  
22 60 hours during the day. I should work at  
23 least 20 hours per week just paying the TLC  
24 car rent, which means two days. After doing  
25 money toward the rent, I start to work for

1           myself and my family.

2                       When I heard the Commissioner about the  
3           Green Rides Initiative, I thinking to join it  
4           and to give my modest contribution by buying  
5           an electric car or wheelchair vehicle, and I  
6           would like to have my own TLC plate, to  
7           change my -- to change positively my  
8           financial situation.

9                       Thank you so much for listening.

10                      MS. ELUTO: Thank you.

11                      Our next speak is Jean Ryan from Taxis  
12           For All Campaign.

13                      MS. RYAN: Hi. I'm Jean Ryan. I'm  
14           president of Disabled in Action of  
15           Metropolitan New York, and we are a founding  
16           member of Taxis For All Campaign.

17                      While the environmental goals of the  
18           Green Rides Initiative are very worthy in  
19           discounting the need for precious metals and  
20           the impact on the communities which mine them  
21           because we all need clean air. And we are  
22           concerned that, again, disability access to  
23           for-hire vehicles and taxis will eventually  
24           decrease, as the price of EVs and their  
25           batteries eventually goes down and EVs become

1 very popular and mandated.

2 We are concerned that the possible bump  
3 up in accessibility will be temporary. Why  
4 pit disability access against clean air when  
5 you could have both and mandate a wheelchair  
6 accessible vehicle that's electric? If that  
7 isn't available now, you could look into  
8 hybrid accessible vehicles for the interim;  
9 that's better than nothing, as long as  
10 they're accessible.

11 Without a mandate from our city, which  
12 has many thousands of for-hire vehicles,  
13 manufacturers are going to want to continue  
14 making and selling the easier, inaccessible  
15 electric vehicles. They will think that  
16 there is no market for an EV WAVs. It's up  
17 to the TLC to create that market. Instead of  
18 the TLC always being reactive on  
19 accessibility, this is a chance for the TLC  
20 to be an active -- to be active and bold on  
21 accessibility.

22 The only way we will truly reach  
23 100 percent accessibility, so that everyone  
24 can take any vehicle, is by mandating it.  
25 As years go by, of course, there are new

1 inventions and problems to solve, but lasting  
2 accessibility should not always be an  
3 afterthought and something to catch up on.  
4 TLC commissioners have been promising a  
5 hundred percent disability access since 2001.  
6 That's a long time to wait, and we still do  
7 not have it. We are afraid that accessible  
8 for-hire vehicles will almost disappear with  
9 EVs, unless accessible EVs are mandated by  
10 the TLC.

11 THE TIMEKEEPER: 30 seconds remaining.

12 MS. RYAN: Everyone can use accessible  
13 vehicles. They are not restricted to  
14 wheelchair users.

15 Respectfully submit, Jean Ryan. Thank  
16 you.

17 MS. ELUTO: Thank you.

18 Our next speaker is Dawood Mian.

19 MR. MIAN: Hi, Commissioners. Thanks a  
20 lot for the opportunity to speak. I wanted  
21 to mention something. So, a lot of people  
22 are talking about issuing new EV-only TLC  
23 plates, and I think something that's  
24 forgotten in that discussion is, right now,  
25 there's four to 5,000 inactive taxi

1 medallions. And so, it's kind of confusing  
2 why that is not targeted as a way, number  
3 one, to electrify the fleet, and why the TLC  
4 would decide to issue more TLC plates, when  
5 there's four to 5,000 inactive taxi  
6 medallions. And the active taxi medallions  
7 also are currently single shifts, so to  
8 really have a healthy taxi medallion sector  
9 need double-shifted taxis.

10 And so, before one new TLC plate is  
11 issued, I would say that the four to 5,000  
12 medallions that are in storage should be  
13 target for electrification in them. So,  
14 similar to the storage program that said  
15 that -- okay, on August 31st, all the plates  
16 have to come out of storage, maybe a similar  
17 thing can be done with the taxi medallions  
18 industry where it says -- okay. Why are  
19 these taxi medallions inactive? And how do  
20 we get them out of storage? So, I think  
21 that's a point that very few people are  
22 missing in this, that there are four to 5,000  
23 inactive taxi medallions.

24 Another point I wanted to make is: For  
25 a healthy taxi medallion sector, things have

1 to be double-shifted. And so, in the 2013  
2 Bloomberg Report, so the Bloomberg  
3 Administration very nobly wanted to  
4 electrify, I think, one-third of the taxi  
5 fleet back in 2013, and they did analysis on  
6 double-shifted cars and how that would affect  
7 battery degradation and things like that.  
8 And so, that analysis is not being done in  
9 the most recent reports.

10 But I do commend the TLC. There's a  
11 lot of good really data in the Charged Up  
12 report, but that double-shifting point is not  
13 really addressed there. Because that's  
14 what's going to happen, cars are going to be  
15 double-shifted. And so, can charging  
16 infrastructure support double-shifted cars?

17 The last point I want to make is a more  
18 technical point. It's on insurance. A lot  
19 of people right now -- and there's a lot of  
20 news articles on this. A lot of TLC drivers  
21 and fleets do not have physical damage  
22 insurance. And so, I actually kind of agree  
23 with the conclusion that EVs are cheaper to  
24 maintain. When you talk about routine  
25 maintenance, there's less moving parts.

1           There's no oil changes; all of that makes  
2           sense, but --

3                   THE TIMEKEEPER: 30 seconds remaining.

4                   MR. MIAN: -- a thing that's missed is  
5           that, what if a fender bender happens, or  
6           something like that? And so, if Uber and  
7           Lyft are -- there's a claim that Uber and  
8           Lyft will -- well, that will be on Uber and  
9           Lyft. In the driver minimum pay formula, the  
10          cost of physical damage insurance is not  
11          embedded into that, so I think that's  
12          something that needs to be embedded.

13                   Thank you very much for the time, and I  
14          appreciate the opportunity to speak. Thank  
15          you.

16                   MS. ELUTO: Thank you.

17                   Our next speaker is Sharob Panjiyev, to  
18          be followed by Cara Liebowitz, and then Aziz  
19          Bah.

20                   MR. PANJIYEV: Yes, good morning. My  
21          name is Sharob Panjiyev. I am Uber/Lyft  
22          driver. And now, I have rental car, I pay  
23          514 weekly. You know, it's, for me, very  
24          expensive. I have three kids, big family,  
25          five-person family. I have no note payment.



1 Rental is over 8,000 because, you know, I  
2 only I work the money going to rent, and then  
3 Con Edison company, you know, food expensive,  
4 you know, everything, you know. In 2012, I  
5 applied to TLC, then I take to -- I have  
6 heart surgery with the money. That's a  
7 problem.

8 Then, I -- 2018 or '19, I take TLC  
9 license. And how many times I applied to  
10 TLC, to SHL, EV. EV is, you know, when I go  
11 online, after five -- like five minutes, it's  
12 full, no space to fill out the application.  
13 I -- SHL, I fill out form and I go to  
14 Department of Council, it's Shianna and Rita  
15 Joseph, he's helped me to apply. When I call  
16 to TLC, he says he doesn't have nothing,  
17 information. You not fill out form. You  
18 know, problem is that TLC have -- don't take  
19 my application. Very difficult, you know.  
20 Very difficult to have the plate.

21 I have my -- over 10, 20, times I call  
22 and report also to TLC, "I don't have own TLC  
23 plate," and no -- just pay for the rental  
24 car, gas, everything expensive. It's all  
25 money, money. I work and usually I no work

1 full-time. I work part-time because I have  
2 kids I take to school and bring back, also,  
3 you know, money problem. And I need my own  
4 plate, please, because some company have over  
5 2,000 plates. Why doesn't have -- for poor  
6 people, nobody doesn't have -- for poor  
7 people, doesn't have own plate, you know?

8 It's very hard for me. I ask if you  
9 can please help me to own plate. SHL also  
10 for me was no problem, but I applied and it's  
11 again, too many wheelchair in the street.  
12 Wheelchair car is expensive, you know?  
13 Wheelchair car --

14 THE TIMEKEEPER: 30 seconds remaining.

15 MR. PANJIYEV: -- 95,000 price. Also,  
16 for EV car, also too many -- I live  
17 apartment. If I -- EV car also very hard for  
18 me. No space to parking and it's not space  
19 to charging. 80 percent the driver live into  
20 apartment house using EV. For me, hybrid is  
21 good, you know? Always, I think my idea is  
22 hybrid is good for New York and also save  
23 money, also. You know, please, if you can  
24 help me for my own plate, please.

25 THE TIMEKEEPER: Time has expired.

1 MR. PANJIYEV: Thank you very much.  
2 Thank you. Have a great day.

3 MS. ELUTO: Thank you.

4 Our next speaker is Cara Liebowitz from  
5 the Brooklyn Center for Independence of the  
6 Disabled.

7 MS. LIEBOWITZ: Good morning. My name  
8 is Cara Liebowitz. I'm the Advocacy  
9 Coordinator at the Brooklyn Center for  
10 Independence of the Disabled. I'm also a  
11 wheelchair user who does not drive due to my  
12 disability. I rely on the subway and areas  
13 where it is accessible, buses and wheelchair  
14 accessible for-hire vehicles; such as Uber  
15 and Lyft.

16 The TLC's new proposed Green Rides  
17 Initiative needlessly pits climate change  
18 activists and wheelchair users against each  
19 other. By requiring that for-hire vehicle  
20 fleets become 100 percent zero-emission or  
21 wheelchair accessible by 2030, the rules sets  
22 up a false dichotomy. Moreover, the proposed  
23 rule offers incentives for converting to  
24 electric fleets, but no incentives for  
25 converting to wheelchair accessible fleets.

1 This shows a clear bias on the part of the  
2 TLC toward converting to electric, rather  
3 than wheelchair accessible fleets.

4 While the TLC says it will continue to  
5 enforce its for-hire vehicle accessibility  
6 rules, it has not proposed a reduction in the  
7 response times for wheelchair accessible  
8 vehicles, service already is inadequate.  
9 Ultimately, this new rule would result in  
10 pressure on the TLC to reduce the number of  
11 accessible vehicles or to find noncompliant  
12 companies. But why use the stick of fines  
13 after these companies deliver poor service?  
14 Why not, instead, use the TLC's influence to  
15 encourage the development of accessible  
16 electric vehicles, so we get decent service  
17 in the first place?

18 Revising the rules will require fleets  
19 to become one hundred percent zero-emission  
20 and wheelchair accessible, and giving fleets  
21 more time to reach the goal would benefit all  
22 involved. The TLC has an opportunity to  
23 advance innovation and help bring wheelchair  
24 accessible electric vehicles to the U.S.  
25 market.

1                   New York City could lead a wave of  
2                   wheelchair accessible electric vehicles in  
3                   cities across the world. In the meantime,  
4                   there are more ecofriendly wheelchair  
5                   accessible vehicles on the market here; such  
6                   as a wheelchair accessible hybrid vehicle  
7                   made by Toyota. Encouraging the move to  
8                   accessible hybrid vehicles would be a great  
9                   interim step, while manufacturers and  
10                  policymakers work together to create a  
11                  wheelchair accessible electric vehicle that  
12                  meets ADA standards.

13                  The TLC's commitment to reducing  
14                  dispatch times for wheelchair accessible  
15                  vehicles is admirable. No one wants to wait  
16                  three times as long as a non-disabled person  
17                  for an Uber or Lyft. But the only way  
18                  companies will meet and exceed dispatch goals  
19                  for WAVs is if they have the vehicles to  
20                  fulfill the requests. Giving companies the  
21                  option to --

22                  THE TIMEKEEPER: 30 seconds remaining.

23                  MS. LIEBOWITZ: -- convert fleets to  
24                  electric, instead of wheelchair accessible,  
25                  is not moving -- making progress; in fact,

1           it's moving backwards. We're all committed  
2           to cleaner air. Air pollution both creates  
3           and exacerbates disability. But making  
4           accessibility and clean air an either-or  
5           preposition benefits no one. Let's do this  
6           right and find a solution that is better for  
7           the planet and better for the wheelchair  
8           users who live in the City.

9           Thank you.

10          MS. ELUTO: Thank you.

11          Our next speaker is Aziz Bah from IDG.

12          MR. BAH: Good morning, everyone. My  
13          name is Aziz Bah. I am a driver and the  
14          organizing director of the Independent  
15          Drivers Guild. Thank you for giving me the  
16          opportunity to comment on this proposed rule.

17          The IDG supports a cleaner future for  
18          our city, and we appreciate Mayor Adams'  
19          promise in this -- in his Working People's  
20          Agenda unveiled last January, that our city's  
21          hardworking drivers wouldn't bear the cost of  
22          this initiative. However, the proposed rule  
23          fall short by neglecting to shield drivers  
24          from price fluctuation and inadequate  
25          charging infrastructure. These rules

1           unfairly shift compliance responsibility onto  
2           hardworking drivers, while high-volume FHV  
3           companies, like Uber and Lyft, escapes  
4           obligation to assist. Their support remain  
5           vague on addressing affordability and  
6           charging infrastructure concerns.

7           The mandate to transition to entire --  
8           the entire fleet of high-volume FHV's to EV  
9           and WAV vehicle by 2030 face significant  
10          challenges and concerns related to overall  
11          planning, charging infrastructure,  
12          affordability for drivers, enforcement  
13          parking logistics, and inequitable treatment  
14          within the industry. Given that exempting  
15          taxis from these rules creates a big industry  
16          inequity.

17          TLC's approach unfairly place  
18          responsibilities on high-volume companies  
19          which do not own or lease the vehicles.  
20          While exempting medallion owners with the  
21          means to comply, given that medallion fleet  
22          owners actually have parking lots and garages  
23          that can easily provide for the installation  
24          of hundreds, if not thousands, of charging  
25          stations; TLC has more explaining to do on

1           this.

2                   TLC must also think about issuing more  
3           vehicle licenses to individual drivers over  
4           leasing companies and fleet to empower  
5           drivers and combat exploitation. This will  
6           expedite wider adoption of the EVs. And  
7           while incentives like the New York State  
8           Drive Clean Rebate and federal tax credit are  
9           generous, they may not fully alleviate  
10          upfront cost.

11                   Please allow me to share just a story  
12          as a driver, a personal story. I've been a  
13          proud, you know, non-Tesla electric vehicle  
14          owner since 2019. One day, after a long day  
15          of work, I found myself with just  
16          eight percent battery charge left, while  
17          desperately searching for a charging station.

18                   THE TIMEKEEPER: 30 seconds remaining.

19                   MR. BAH: The nearest one was a few  
20          miles away, and I was worried, you know,  
21          hoping and praying I wouldn't hit traffic as  
22          I sped to get there. Finally, when I arrived  
23          there, there were four level three charging  
24          terminals, three of them were out of order  
25          with one car in line -- with four cars in



1 line, besides the one plugged on to the only  
2 functioning port. At that moment, it was  
3 clear to me that I would be there for at  
4 least five hours, which means sacrificing  
5 four very precious hours that I would be  
6 spending with my family.

7 THE TIMEKEEPER: Time has expired.

8 MR. BAH: The question should not be,  
9 "How frequently does this happen?" Instead,  
10 the focus should be on ensuring easy access  
11 to charging stations, and guaranteeing that  
12 when an exhausted driver arrives after a long  
13 day of work, the charging station must be  
14 operational and ready to serve their need.  
15 IDG stand ready to work with Commission Do  
16 and his very capable team, to address all  
17 these concerns.

18 Thank you very much.

19 CHAIR DO: Thank you, Aziz.

20 Sherryl, we'll take a five-minute break  
21 after the next set of speakers.

22 MS. ELUTO: Okay. All right.

23 CHAIR DO: Do you want to --

24 MS. ELUTO: Oh, take a break now? Yes.

25 CHAIR DO: Not yet. So, a couple more

1 speakers.

2 MS. ELUTO: Okay. Sure.

3 CHAIR DO: And then, we'll take a  
4 five-minute break. Just as a FYI for our  
5 commissioners, your mic will continue to be  
6 live.

7 So, let's do two or three more  
8 speakers, Sherryl.

9 MS. ELUTO: Okay. Next up is Saif  
10 Aizah, followed by Julieta Poghosyan.

11 Saif Aizah, I hope I am saying that  
12 correctly. Yes, go ahead, please.

13 MR. AIZAH: Yes, can you hear me?

14 MS. ELUTO: Yes.

15 MR. AIZAH: Okay. That's good.

16 My name is Saif Aizah. I'm a member of  
17 the NY -- New York Taxi Workers Alliance.  
18 And I've heard a lot of stories of the  
19 struggle and the misery and the agonies that  
20 we have to go through all of this, from  
21 finance and worrying about paying our rent  
22 and all other expenses that we have to go  
23 through and struggle.

24 And most of us, especially me, I just  
25 have like at least \$30,000 to pay my finance

1           on this vehicle. So, by the time I finish  
2           paying it, I gotta worry about buying a new  
3           electrical vehicle, which is another loan  
4           added to all the expense and the struggle we  
5           have to go through just to make ends meet,  
6           besides other living costs. And we are just  
7           independent contractors, you know. We have  
8           no job security. We have zero job security.

9           Like one of the brothers before me said  
10          that you can be deactivated the next day, and  
11          then you're going to be stuck with this loan,  
12          and then you're going to, like, be by  
13          yourself. So, the swift and quick transition  
14          to make from gas vehicles to EV vehicles is a  
15          short time, you know. At least, if I can  
16          suggest, you know, give us until 2030 to  
17          switch to hybrid vehicles or anything like  
18          another alternative, besides just switching  
19          quickly to electric vehicles, and then we  
20          have to worry about this new loan.

21          And besides, if you can do that, you  
22          know, the swift and quick transition and  
23          you're only giving us like seven years, I  
24          mean, at least help us with some kind of  
25          grants or funds, you know, to make the switch

1 to electric vehicles.

2 And another thing a lot of brothers  
3 mentioned before me is adding new permits,  
4 you know. When you add new permits, it's  
5 like you're chasing drivers that's already in  
6 the fleet. Uber and Lyft doesn't care.  
7 They, you know -- they'll just add new  
8 workers or like, you know, that's how --  
9 because we don't work for Uber and Lyft.  
10 And, you know, and it's better for them when  
11 they deactivate us. They don't -- it's like  
12 less worry for them to just get rid of a  
13 driver and, you know, because the new one  
14 will put up with them, so please, you know,  
15 give us a break --

16 THE TIMEKEEPER: 30 seconds remaining.

17 MR. AIZAH: Yeah. Please give us a  
18 break and understand the struggle we go  
19 through and the expense as drivers, that we  
20 have no job securities. And then, all of  
21 this, you know, rules and new things are just  
22 added up on the back of the drivers, and we  
23 are just, you know, trying to live a nice,  
24 normal life and trying to make ends meet, and  
25 we are struggling as is.

1 Thank you.

2 MS. ELUTO: Thank you.

3 Next speaker is Julieta Poghosyan.

4 MS. POGHOSYAN: Hi. My name is Julieta  
5 Poghosyan. I am a TLC driver. Thank you for  
6 the opportunity to speak up. I will be  
7 speaking up from the drivers' side.

8 So, there are too many wheelchair  
9 accessible cars, and there is a slack in  
10 for-hire vehicle market now. And so, Uber  
11 and Lyft don't care about it. They -- so, if  
12 I do hundred rides per week, only two and  
13 three of them are wheelchair accessible cars.  
14 I mean, there is not really high demand for  
15 wheelchair rides.

16 And, also, TLC increased drivers pay a  
17 little bit, but instead there is the prices  
18 for gas and everything increased. So, this  
19 impact drivers economically and financially.  
20 And Uber, also, doesn't give long rides. It  
21 gives short rides, so the situation for  
22 drivers now is not good.

23 So, please, I want to -- I want TLC to  
24 pay attention, also, for existing drivers.  
25 They don't get rides, and the pay compared to

1 living is not high -- is not good, I mean.  
2 So, please pay attention on the slack for  
3 wheelchair car in the market now.

4 Thank you.

5 MS. ELUTO: Thank you.

6 So, I think now is a good time for a  
7 five-minute break.

8 CHAIR DO: So, yeah. So, we'll go on a  
9 break. So, Commissioners and team members at  
10 the TLC, please remain on mute, as mics will  
11 still be live. We'll take a five-minute  
12 break. We'll come back at 11:45.

13 Thank you.

14 (Whereupon, a short break was  
15 taken.)

16 CHAIR DO: All right. Sherryl, let's  
17 go ahead and begin.

18 MS. ELUTO: All righty. So, our next  
19 speaker is Ibrahim Zoure.

20 MR. ZOURE: Yes, can you hear me?

21 MS. ELUTO: Yes.

22 MR. ZOURE: Yeah, hi. My name is  
23 Ibrahim Zoure. I'm a member of NYTWA, and I  
24 drive for Lyft and Uber.

25 So, my take in this proposal of TLC is

1           that we all in support of climate justice,  
2           but the problem here is that in our  
3           profession, we're already struggling with our  
4           finances. If Uber and Lyft go in support of  
5           the proposal, so they should contribute of us  
6           getting these vehicle, and they should  
7           contribute in helping us to really be in  
8           position to get loans from the banks to  
9           purchase the vehicle.

10                        Why I'm saying that, because as a taxi  
11           driver, this profession is not even  
12           recognized by the financial institution to  
13           get a loan. So, how, all of a sudden, we --  
14           it need to be imposed on us to get electric  
15           vehicle which is expensive, so expensive that  
16           not every driver making enough money to be  
17           able to go and buy one cash and even to get  
18           the down payment for it. And, also, it's a  
19           problem to the charging stations.

20                        So, I think before we implement this  
21           rule, we need to come into a better  
22           technology when the vehicle could recharge  
23           themselves, you know, or to have a spare  
24           charger in our vehicle. 'Cause if all taxis,  
25           Uber driver and Lyft driver, turn into

1 electric vehicle, it's going to be a problem  
2 to get into the line to charge your vehicle.

3 And Uber is not a secure career. It's  
4 not a safe job 'cause driver is being  
5 deactivated for minor problems left and  
6 right. So, if TLC force us to get into debt  
7 and the next day we are deactivated, so it's  
8 going to be a crisis in the driver community.  
9 So, we have family to raise, we have kids to  
10 send to school, so we need a safe job, a safe  
11 career. As yet, this job, this profession is  
12 not safe.

13 THE TIMEKEEPER: 30 seconds remaining.

14 MR. ZOURE: So, no one should impose on  
15 TLC, Uber driver, and Lyft driver to get into  
16 debt when their profession is not secure.  
17 So, we need to think of better technology and  
18 safe profession, before we try to impose this  
19 rule on Uber and Lyft drivers.

20 Thank you very much.

21 MS. ELUTO: Thank you.

22 Our next speaker is Alpha Barry, to be  
23 followed by Robert Hidalgo.

24 Mr. Barry, you can unmute your mic and  
25 begin.



1 MR. BARRY: Hello. Can you hear me?

2 MS. ELUTO: Yes.

3 MR. BARRY: Okay. Hi. My name is  
4 Alpha Barry. I'm an NYTWA member. I've been  
5 driving for almost 20 years.

6 I think this is a good idea, you know,  
7 for everybody. We all -- nobody -- everybody  
8 wants to have an electric vehicle, by the  
9 way. They're easy to drive, is more  
10 convenient for the environment, and we all  
11 know what happened in Libya. They have so  
12 many people died. We all -- nobody oppose to  
13 have electric vehicle. But most of the  
14 people that's advocating this, they have  
15 never been a cab driver. They don't know  
16 what is on -- what it is on the street. They  
17 don't know how -- what is -- how we -- our  
18 picture. They don't know what we're going  
19 through.

20 So, setting up a time limit for a  
21 driver to have electric vehicle, I think  
22 that's not a good idea. We don't have enough  
23 charging stations. We don't have enough  
24 mechanics to fix this car. We don't have --  
25 where's the money? We don't have the money.

1           Some drivers still have to pay off their car.  
2           They don't even have finished paying off  
3           their car.

4           And then, the other lady came out about  
5           the accessible for wheelchair. You know, all  
6           this need to be done. Nobody has -- oppose  
7           to have an electric vehicle, but we need to  
8           do it the right way, so nobody have to be  
9           left out in the, you know -- so, my own thing  
10          is that drivers -- it should be a plan  
11          that -- okay. If you do this, we're going to  
12          give you this. If you do this -- but there  
13          should be no time limit set up for a driver  
14          to get an electric vehicle. I think that's  
15          going to be too much pressure on us because  
16          it's not every driver that will have the  
17          money to buy an electric vehicle.

18          We all know the electric vehicle is  
19          very expensive, very expensive. And most of  
20          the people that I'm talking about, some of  
21          them don't even have electric vehicles. We  
22          all come here, we talk, we talk, we talk.  
23          But the implementation, that's the thing, but  
24          we need to do it the right way.

25                    THE TIMEKEEPER: 30 seconds remaining.

1 MR. BARRY: Thank you very much.

2 That's all I have to say. Thank you.

3 MS. ELUTO: Thank you.

4 Our next speaker is Robert Hidalgo.

5 Go ahead, sir.

6 MR. HIDALGO: Hello.

7 MS. ELUTO: Yes.

8 MR. HIDALGO: Hi, there. My name is  
9 Robert Hidalgo. How are y'all doing? Thank  
10 you for the opportunity to talk. I am a  
11 driver. I advocate the drivers as well, and  
12 I'm an owner/operator. I'm lucky. I'm one  
13 of the lucky ones. I'm one of the blessed  
14 ones. I have my own TLC vehicle license, you  
15 know, it's very coveted. And I feel for a  
16 lot of the drivers who don't have that who  
17 have to rent.

18 And I know much has already been  
19 discussed, much has already been said before.  
20 A lot has been stated. A lot of great points  
21 have been brought up already, issues around  
22 the charging infrastructure, you know, the --  
23 oh, the auto body shop infrastructure as  
24 well, insurance costs that are going to be  
25 way higher for electric vehicles, things like

1           that. But I wanted to talk about the cost of  
2           the EV vehicles themselves.

3                       I think that drivers are mostly  
4           motivated by financial circumstances. I have  
5           a lot of friends in the industry, and I know  
6           that that's what this is about. We've heard  
7           from the other drivers who have said that,  
8           who have said as much. And I think the idea  
9           here for the Green Rides to expand --  
10          (Inaudible) -- the seven years.

11                      The only way to really do that is to  
12          provide incentives, incentives for the  
13          drivers. And, specifically, two sets of  
14          drivers, the ones -- (Inaudible). Firstly,  
15          the ones who are renters, the ones who --  
16          (inaudible) -- vehicle license, that want  
17          their own license plate. They should be the  
18          ones targeted, specifically, with incentives  
19          to pay for those electric vehicles which are  
20          much, much, more expensive right now. Let's  
21          face it, the parity for vehicle types is just  
22          not the same between the ICE vehicles and the  
23          EV vehicles.

24                      And the other group that I think should  
25          be targeted, specifically, for incentives are

1           those who already have -- like me, the hybrid  
2           vehicles, the plug-in vehicles, like we are  
3           ready to invest in environmental protection.  
4           We paid more for our vehicle. We have done  
5           our part, and we should have incentives  
6           brought towards us, so we can make the next  
7           transition to these fully zero-emission  
8           vehicles.

9                         And how can some of these things be  
10           paid for? Obviously, there's grants, the  
11           city budget can allocate for this, there are  
12           federal and state grants, there's --

13                         THE TIMEKEEPER: 30 seconds remaining.

14                         MR. HIDALGO: -- a great number of  
15           organizations. But, you know, there's also  
16           the opportunity -- you got it -- from  
17           electric utilities who stand to profit  
18           immensely from this. Even those  
19           organizations, like Electrify America, who  
20           spoke earlier, and Itselectric, these people  
21           stand to make a lot. So, they should be the  
22           ones who are also offering opportunities for  
23           drivers to get electric vehicles.

24                         I actually want to say to all of my  
25           people, you know, we have work hard -- you

1 know, my people are the drivers. I'm talking  
2 really to the drivers. You know, we have to  
3 work hard. We have to play fair with all the  
4 other players in the industry who have a  
5 stake in this industry. We have to fight  
6 warriors. We have to think like business  
7 people --

8 THE TIMEKEEPER: Time has expired.

9 MR. HIDALGO: -- and we have to love  
10 each other. Peace and love, everybody.

11 Thank you. Thank you for the time.

12 MS. ELUTO: Thank you.

13 Next up is Zubin Soleimany from NYTWA.

14 MR. SOLEIMANY: Good morning. My name  
15 is Zubin Soleimany. I'm a staff attorney at  
16 the New York Taxi Workers Alliance.

17 So, an ambitious timeline for the  
18 electrification of the fleet is a good and  
19 just thing, and it must be achieved. But the  
20 method that TLC has chosen for the transition  
21 in the GRI is not the right approach.  
22 Unlike, for example, Revel, most  
23 owner/drivers are not well-capitalized  
24 businesses, but they are low-waged workers.  
25 And they're going to need clarify and

1 predictability about when this transition  
2 will actually affect them. That is, when  
3 they will be effectively required to drive an  
4 EV in order to keep working full-time for  
5 Uber and Lyft. They need this so that they  
6 can budget and save for a new vehicle on a  
7 predictable timeline, and this proposal does  
8 not provide that.

9 The proposed rule regulates trips  
10 dispatched by the companies instead of the  
11 vehicles, and it passes off the  
12 responsibility for that timeline onto the  
13 companies themselves. The problem with this  
14 approach is that drivers will have no idea  
15 when the companies may start to require them  
16 to have an EV in order to keep receiving  
17 dispatches, to keep receiving as many  
18 dispatch as other drivers, or to avoid being  
19 locked out of the app during periods of low  
20 demand.

21 We know the companies have a history of  
22 making unilateral changes to driver  
23 eligibility policies. We have seen them  
24 claim that the utilization rate and driver  
25 pay rules force them to limit app access in

1 response to TLC regulation. And we are very  
2 concerned that the current proposal in this  
3 form incentivizes this dynamic again.

4 For the drivers who bought vehicles  
5 this past year, there's no assurance here  
6 that they will actually be able to use their  
7 vehicles through 2030. Given that Uber  
8 recently pushed for an effective five percent  
9 decrease in the utilization rate, it seems  
10 they don't want to come close to the margins.  
11 They don't want to worry about bumping up  
12 against the fines that this rule impose.

13 So, looking at, for example, the  
14 60 percent benchmark in 2028, it's reasonable  
15 to believe they would want to surpass that,  
16 maybe perhaps go to 65 percent. That can  
17 only happen, even assuming a 60 percent EV  
18 fleet, by giving a disproportionately low  
19 number of trips to the drivers who, at that  
20 point, even before 2030, haven't transitioned  
21 yet. And this proposal doesn't, it just  
22 doesn't give drivers the assurance they'll  
23 get the full life of their vehicle and not  
24 have to put that car into early retirement,  
25 that they won't be able to save for.



1           Compare this to in the past when TLC  
2           proposed the transition for a 50 percent WAV  
3           taxi fleet, owner/drivers had a clear  
4           understanding of --

5           THE TIMEKEEPER: 30 seconds remaining.

6           MR. SOLEIMANY: -- when exactly their  
7           vehicle would phase out, when exactly they'd  
8           be required to get a new vehicle, and there  
9           were programs in place to defray those costs.  
10          TLC can and should pursue an ambitious  
11          timeline for electrification to combat  
12          climate change, but it must address the  
13          impact this transition will have on the  
14          80,000 drivers who for high-volume for-hire  
15          vehicle services.

16          We look forward to working with you and  
17          seeing a version of this proposal that can  
18          serve both climate justice and worker  
19          justice.

20          Thank you for the time.

21          MS. ELUTO: Thank you.

22          Our next speaker is Mimmos Mohammed,  
23          followed by Aleksandra Tkach.

24          Mr. Mohammed, go right ahead.

25          MR. MOHAMMED: Hi. My name is Mohammed

1 Mohammed. I'm driving for Uber and Lyft and  
2 a member in Taxi Workers Alliance.

3 About, you know, the EV, of course, I  
4 agree about the idea, but I'm against the  
5 mandate to force the driver to have it, even  
6 after six years. We have to vote different  
7 between the fleet and the individual driver  
8 like me. I own my car. The fleet work to  
9 make more profit, and the driver work to make  
10 his living. And since the COVID, we still  
11 suffering and paying, you know, our debts.

12 And not only that, I'm thinking to  
13 retire after, you know, six or seven years.  
14 Why you enforce me or you mandate to change  
15 my car and I'm going to be retired after, you  
16 know, six or seven years or eight years or  
17 any some other driver like me, 55 years old,  
18 or 50 years old, 58 years old; why you  
19 forcing him to change his car and you put him  
20 in a struggle financially, especially after,  
21 you know, we have a lot of debts?

22 Secondly, I had couple trips out of  
23 town, like in Connecticut by Hartford. It's  
24 like 125 miles from Brooklyn to Hartford,  
25 took like two hours to go there. What's the

1           guarantee that if it was even like 11:30,  
2           11:30 in the morning, okay, what's the  
3           guarantee when I reach, you know, the other  
4           destination there my battery, I have enough  
5           charge to go back to the City, or even if I  
6           have another fare to give, you know, lift  
7           another passenger?

8                        So, you have to work with  
9           infrastructure first, you know, the EV  
10          infrastructure first, make sure that you have  
11          enough, you know, station everywhere, even  
12          the tristate area; like Pennsylvania, New  
13          Jersey, and Long Island, and Connecticut  
14          because this is the area that we serve, so  
15          you have to keep your mind in that area. You  
16          don't leave the driver up in the air over  
17          there and suffering, and you don't know how  
18          he's going to go back.

19                       Should I go, like, stay one hour to  
20          charge my car? Or I take the passenger with  
21          me and tell him -- oh, excuse me, I'm going  
22          to -- you stay with me half an hour to charge  
23          my battery? So, there's a lot of issue you  
24          have to think about.

25                       Also, the mechanical, why you force us

1 in future to go only for the dealer to fix  
2 our car? And everyone know about the dealers  
3 how they rape the driver about expenses. You  
4 should give the chance for the mechanic shops  
5 to understand about electric cars, how to fix  
6 electric cars. You're also going to put the  
7 mechanic out of business. You're going to  
8 see a lot of people taking welfare or, you  
9 know, that's the message for the --

10 THE TIMEKEEPER: Time has expired.

11 MR. MOHAMMED: So, also, what's -- what  
12 about the charge, you know, infrastructure  
13 has to be enough for all the drivers, only  
14 for the drivers, not for the private car.  
15 So, please help us, not the big corporate,  
16 like the car dealer or the banks. You  
17 serving them, not the driver, not the poor  
18 driver.

19 Thank you.

20 MS. ELUTO: Thank you.

21 Next up, Aleksandra Tkach.

22 MS. TKACH: Hello. My name is  
23 Aleksandra Tkach, and I'm a Uber and Lyft  
24 driver for one year. And I was so lucky to  
25 own one of those EV plates, and I was so

1 happy to run and buy a car, and was  
2 originally so happy to become owner/operator  
3 instead of rent and paying \$575 a week for  
4 the car. So, I don't even know how TLC and  
5 my city that I lived 20 years, like failed me  
6 with that. Because with the renting car, it  
7 took me three minutes near any gas station,  
8 and I can actually work as much as I can and  
9 never run out of gas as I run right now out  
10 of energy in my car.

11 Right now, I'm not sure if I mentioned,  
12 I have my own car. I kind of happy, but I'm  
13 not able to even use it because we don't have  
14 enough fast chargers in the City. And when I  
15 say it's not enough, we have only seven  
16 locations in the City with about 60 chargers.  
17 Out of the 60 chargers, about maybe  
18 30 percent are broken, and there is no even  
19 signs on them.

20 I listened to Mr. James Giovanni (sic)  
21 who presented report. And as always, any  
22 report sounds great, and he threw there a lot  
23 of great words, like great, good. Someone  
24 also mentioned like 200 chargers throughout  
25 the City, 200 fast chargers throughout the

1 City; this is absolutely incorrect. I'm  
2 sorry.

3 So, I'm not sure if I mentioned, I'm  
4 single mother. So, right now, my child is in  
5 school. I work in Uber and Lyft as a  
6 part-time, and because I need to watch my  
7 child. I need to bring her at school at  
8 8:00, start my work right after I bring her  
9 to school, and I have to be back by the  
10 school at 2:00 p.m. sharp.

11 So, now, instead of start working, I  
12 actually forced to go and find charger. And  
13 believe me or not, closest fast charger from  
14 me, from South Brooklyn, which is Coney  
15 Island area, is at JFK Airport. So, and just  
16 to get to JFK in the daytime, you know, it  
17 take you like almost what, 45/50 minutes just  
18 to get there and it's about 20 miles.

19 Plus, my car --

20 THE TIMEKEEPER: 30 seconds remaining.

21 MS. TKACH: Plus, my car takes about  
22 hour and a half to charge, so I basically not  
23 able to work, all the time I'm charging.  
24 Just recently, I was working at night, I had  
25 a ride. I was going home. I had about

1 50-mile charge left. I had a ride for about  
2 45 minutes. I thought maybe it's going to be  
3 home, you know, closer to home. So, I came  
4 to my rider and she happens to go to Bronx.  
5 I was 35 miles from where I was supposed to  
6 pick her up. And imagine, I have left 50  
7 miles charge --

8 THE TIMEKEEPER: Time has expired.

9 MS. TKACH: -- in my vehicle, and I  
10 have to bring this girl home in Bronx in the  
11 middle of the night, and then I would be  
12 stranded somewhere in the Bronx without  
13 enough energy to get back home. So, and this  
14 is reality we face right now. So, I'm not  
15 sure -- I'm not sure, but it doesn't work  
16 right now, and I doubt it's going to work in  
17 seven years. You guys have to do something  
18 with the infrastructure first and support us  
19 a little bit better, instead of just talking.

20 Thank you so much for allowing me to  
21 talk.

22 MS. ELUTO: Thank you.

23 Our next speaker is Abderrahmane Anes.

24 Okay. Go ahead.

25 MR. ANES: Hello?

1 MS. ELUTO: Yes.

2 MR. ANES: My name is Abderrahmane  
3 Anes, and I've been, like, listening to this  
4 since it started at 10:00 a.m. Hello,  
5 Commissioners. How are you?

6 I'm a New York City TLC driver as well.  
7 I work for Uber and Lyft. And I was  
8 listening about like, you know, releasing the  
9 electric vehicles by 2030. Me, myself, I  
10 rent a car. I rent a car. It's like almost  
11 like 500 weekly. It's like 2,000 a month. I  
12 actually wanted to like, you know, go and  
13 start with the wheelchair, so I can purchase  
14 my own plate. And now I'm listening about  
15 the electric vehicles.

16 If I have the chance to get me an  
17 electric vehicle, I will still get it. Even  
18 though I know there's not, like, much  
19 electric portables here to charge your car  
20 and stuff, but you still have the time to  
21 charge it afterwards, like later at night,  
22 early in the morning or like, you know, the  
23 next day because it's your personal car. You  
24 don't have to worry about, like, every Monday  
25 to go like, you know, pay your rental car



1 every week.

2 If I had my personal car, the electric  
3 car, like I would worry less. It's not like  
4 when you rented the car. Like, imagine if  
5 you rent an electric car and then you waste  
6 all that time where you have to go find where  
7 to charge your car, and then go spend like  
8 hours or make a line to go charge your car;  
9 that's like a waste of time and a waste of  
10 money. Me, myself, if I have the chance to  
11 go purchase the wheelchair car or the  
12 electric car, I would go for it right now,  
13 instead of renting it.

14 With the wheelchair, it's kind of  
15 difficult right now. If you go buy or  
16 purchase a new one, you put the down  
17 payments, like around 80, 90,000, and I don't  
18 know if these rules are going to change, if  
19 they're going to go to electric soon by 2030.  
20 I don't know what's going to happen. What  
21 are you going to do a the wheel -- with a car  
22 that's like 80, \$90,000?

23 Are we able to like, you know, change  
24 the model? Like, I don't know what's the  
25 like -- what's going to be the purpose

1 afterwards? Are we going to be able to  
2 return the car, get the money back, purchase  
3 the electric one? Or like -- that's like I'm  
4 kind of stuck. It's kind of frustrating.  
5 So, I'm actually waiting, and I don't know  
6 when -- when are we going to have the chance,  
7 maybe, to get our own plates for us to  
8 purchase like, you know, an own personal  
9 electric car? That's what I'm waiting for  
10 right now.

11 That's all I think I have to say, and  
12 it's just kind of different. It's just kind  
13 of different, people who have their own  
14 plates, people who rent their own cars  
15 weekly. It's kind of different. It's kind  
16 of difficult. It's kind of difficult. You  
17 have to put in much more hours, sometimes the  
18 business could be slow, sometimes, like, you  
19 know, you make the day. Sometimes you don't  
20 make the day --

21 THE TIMEKEEPER: 30 seconds remaining.

22 MR. ANES: And I appreciate this talk  
23 with you guys. I've been waiting for a while  
24 to talk right now.

25 Thank you.

1 MS. ELUTO: Thank you.

2 Our next speaker is Barbara Osowski, to  
3 be followed by Cynette Wilson.

4 Ms. Osowski, you can unmute your mic  
5 and begin.

6 MS. OSOWSKI: Hello, can you hear me?

7 MS. ELUTO: Yes.

8 MS. OSOWSKI: Good Afternoon. I am the  
9 once owner/driver for almost four decades.  
10 (Inaudible) develops license to 2026.

11 Once profitable industry, now turns out  
12 to shambles. It is a shame that the TLC are  
13 still issuing, under pretense of the EV  
14 vehicles, new plates. We still have at least  
15 about 5,000 plates in the storage. And why  
16 we saturate the market with cars, especially  
17 when we are thinking about the pollution, we  
18 put new cars on the road?

19 Please, Commissioner, take that under  
20 consideration and stop issuing new plates.  
21 That really create a corruption. Some people  
22 got hundreds of plates, and really, really,  
23 the corruption is unbearable. So, might as  
24 well, you should put stop on issuing new hack  
25 license. Let the drivers who are in this

1 business for decades make some living,  
2 please.

3 Thank you.

4 MS. ELUTO: Thank you.

5 Our next speaker is Cynette Wilson from  
6 The Drivers Cooperative.

7 MS. WILSON: Good evening, or  
8 afternoon, everyone. I will be brief.

9 While the transition to electric is  
10 commendable and anticipated and we're all  
11 looking forward to it, the time frame is  
12 skewed, as we've heard from many, many  
13 drivers. I am a driver. I own two electric  
14 vehicles. I was an early adopter of  
15 electric, so I won't -- many of the concerns  
16 are quite valid, and I would invite the TLC  
17 to ensure that they have electric driver  
18 representatives as they're making these  
19 decisions moving forward. Because it's one  
20 thing to create policy and another thing to  
21 live the policy.

22 Secondary to that, I am also active  
23 with the Green Transition Authority which is  
24 working with New York City Council Member  
25 Farías, and we've begun -- we've submitted a

1 bill which has gotten traction at the state  
2 level, which comprises a public/private  
3 solution to some of these issues that have  
4 been raised. So, the City and the TLC should  
5 make sure they are reaching across to all  
6 interested parties and we're not duplicating  
7 the wheel and squandering resources. We're  
8 spreading our resources thin.

9 As a driver, and speaking to the time  
10 it takes to charge, the availability of  
11 chargers, et cetera, while we're all for  
12 electric and zero-emissions, a hybrid option  
13 is far more practical from a driver  
14 perspective. It allows the driver to get the  
15 mileage that they need. And with the cost of  
16 gas, they are way more likely to fill up  
17 electrically and only sparingly utilize their  
18 takes; from every hybrid owner I've talked  
19 to, this seem to be the case, where they're  
20 getting 500 miles of range, versus an EV  
21 where most drivers are topping out at about  
22 250 miles, which doesn't take you through a  
23 full eight-hour shift.

24 So, to allow drivers to continue to  
25 make a standard of living where they can

1 actually afford to live and remain and work  
2 in New York City and contribute to our  
3 vibrant city, we have to consider a  
4 transition that makes sense. Most EV cars  
5 are out of reach price-wise. The repairs,  
6 which I have personally experienced, you  
7 know, insurance companies don't want to  
8 provide collision and comprehensive. They  
9 will drop you after the first claim,  
10 especially if it's a Tesla.

11 The rates have gone through the roof  
12 after the flood impacted the majority of  
13 those fleets in Queens. Costs are just sky  
14 high and unsustainable for the average  
15 driver. And as others have mentioned,  
16 drivers are independent contractors, they are  
17 not employees. So, unless we're looking to  
18 change that, the drivers --

19 THE TIMEKEEPER: Time has expired.

20 MS. WILSON: Thank you.

21 MS. ELUTO: Thank you.

22 Ms. Wilson was our last speaker, so  
23 that concludes our public hearing.

24 Commissioner Do, I'm turning it over to  
25 you, to close out the hearing.

1 CHAIR DO: Thank you so much, Sherryl.

2 And we heard a lot of diverse voices  
3 today, and the TLC continues to look at all  
4 of our public comments, reviews them, and  
5 consider them as we go towards a vote in a  
6 few weeks. I thank everyone for their  
7 comments. I also thank our commissioners  
8 and, of course, our general counsel and our  
9 assistant commissioners for their  
10 presentation today.

11 And with that, at 12:17, I'll call this  
12 public hearing to an end.

13 (TIME ADJOURNED: 12:17 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 September 20, 2023.

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 24rd day of September, 2023.

*Sabrina Brown Stewart*  
Sabrina Brown Stewart



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