

In Re TLC Regulatory Review Hearing NYC - Taxi & Limousine
Commission
November 9, 2021

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NEW YORK CITY
TAXI & LIMOUSINE COMMISSION
REGULATORY REVIEW HEARING
-----X

November 9, 2021
10:15 a.m.

Held Remotely
via Zoom

B E F O R E:

RYAN WANTTAJA, General Counsel

Board of Commissioners:

CHAIR ALOYSEE HEREDIA JARMOSZUK

BILL AGUADO

STEVEN KEST

THOMAS SORRENTINO

Julia M. Speros
Court Reporter

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S P E A K E R S:

Luis Useda

Sonam Lama

Mohammad Islam

Balhar Singh

Michele Dottin

Jinwen Wu

Deqian Chen

Fayzi Nurulloev

Jacky Lin

Alex Kanan

Israel Acevedo

Huascar Medina

Aladdin Jabber

Manuel De La Cruz

Larbi Aitaabou

Joziel Andujar

Gerson Fernandes

Peter Mazer

Andrew Vollo

Lloyd Dinma

Julio Batista

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S P E A K E R S C O N T I N U E D:
Tina Raveneau
Ashraf Ahmed
Clinton Brown
Richard Dakota
Raul Rivera
Anwar Malik
Pedro Accosta

PROCEEDINGS

1
2 MS SCOTT: Good morning. Today's
3 Commission Meeting and Public Hearing is
4 about to begin.

5 This meeting is being conducted
6 remotely via Zoom and simulcasted to the
7 TLC's website and Facebook accounts.
8 All persons wishing to testify were
9 asked to sign-up in advance of the
10 hearing. All registered speakers are
11 joining the meeting via Zoom.

12 If you are speaking today, your
13 audio and video were automatically
14 muted. When your name is called, the
15 moderator will activate your account and
16 you will have control of your camera and
17 microphone. When ready, please state
18 your name and affiliation, and then
19 proceed with your testimony.

20 Public testimony will be limited to
21 two minutes per speaker. Any additional
22 comments may be submitted in writing to
23 the Commission. When your testimony is
24 complete, your audio and video will be
25 muted by the moderator.

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1 Closed captioning is available for
2 today's meeting.

3 Consecutive interpretation is also
4 available. During the sign-up process,
5 individuals were asked if they require
6 language assistance. Spanish, French,
7 and Mandarin interpreters have been made
8 available. When your name is called,
9 please speak and the interpreter will
10 repeat your testimony in English.

11 Thank you for your attention.
12 Please hold until we are ready to begin.

13 We will repeat this message in
14 Spanish, French, and Mandarin.

15 For our participants who have signed
16 up to speak, please ensure that the name
17 that you're using on your display screen
18 matches the name that you used in the
19 sign-up, as we'll be using that to
20 contact you.

21 Spanish interpreter, please go
22 ahead.

23 (Message was repeated in Spanish.)

24 MS. SCOTT: French interpreter,
25 please go ahead.

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1 (Message was repeated in French.)

2 MS. SCOTT: Mandarin interpreter,
3 please go ahead.

4 (Message was repeated in Mandarin.)

5 MS. SCOTT: Madame Chair, the floor
6 is yours.

7 CHAIR HEREDIA JARMOSZUK: All right.
8 Good morning and welcome to today's
9 online Public Hearing of the New York
10 Taxi and Limousine Commission. Today is
11 Tuesday, November 9, 2021 and it is
12 10:24 a.m. and I call this meeting to
13 order.

14 I am Aloysee Heredia Jarmoszuk,
15 Commissioner and Chair of the TLC. We
16 are joined this morning by Commissioners
17 Bill Aguado, Steven Kest, and Thomas
18 Sorrentino. Additionally, we are joined
19 by a large set of participants from the
20 public, 89 presently, who have signed up
21 to testify at this morning's meeting.

22 During my Confirmation Hearing
23 before the New York City Council in
24 February of 2020, I committed to
25 conducting a wholesale review of the

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1 TLC's regulatory framework in order to
2 ensure that our rules are equitable and
3 adapted to the 21st century needs of our
4 licensees, passengers, and industry
5 members, as well as the public.

6 The TLC has begun this review, with
7 myself and our staff from across the
8 agency, working internally and
9 externally with stakeholders, including
10 through Black Car and Livery Task Force
11 and our Taxi Advisory Group, and
12 industry stakeholders, to identify
13 sections of our rules that are in need
14 of changes or adaptation and
15 modernization.

16 Today's meeting is part of that
17 ongoing review. Specifically, today we
18 are inviting stakeholders and members of
19 the public to testify and share with us
20 what rules are thought should be changed
21 and why.

22 We are particularly looking for
23 testimony that addresses some of the
24 following questions, but are not limited
25 to these -- but are there rules outdated

1 and no longer justified in light of the
2 industry, regulatory and public needs
3 and practices.

4 Are there rules that impose
5 different requirements on different
6 industry sectors without adequate
7 testification (sic). Are there rules
8 that would be -- that could be amended
9 to be more effectively -- or to more
10 effectively accomplish the rules; goals
11 or rules that should be streamlined and
12 made clearer to improve industry
13 compliance, regulatory oversight, and
14 public transparency.

15 Additionally, are there rules that
16 would help modernize the industry,
17 strengthening the driver and customer
18 experience with strengthening the
19 licensee and customer experience.

20 We are looking for -- forward to
21 hearing your testimony and using your
22 insights to inform the TLC's regulatory
23 review and rule changes as we move
24 forward.

25 Before we begin, we would like to

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1 share some updates with you from the TLC
2 and the City.

3 So, New York City's commitment to
4 the taxi industry and its success
5 continues to be steadfast. The
6 Medallion Relief Program has been
7 distributing grants since September of
8 2021, delivering critical debt
9 forgiveness to medallion owners. As of
10 today, we have 204 medallion owners with
11 -- who originally had a cumulative total
12 debt of 58.6 million -- and they have
13 cumulatively received 23 million dollars
14 in debt relief and forgiveness.

15 We have had over 1,100 medallion
16 owners make appointments with the TLC
17 Owner/Driver Resource Center and we
18 anticipate reaching a fair number of
19 those licensees, in addition to the 204
20 already fully serviced before the end of
21 this calendar year and in the weeks
22 ahead, into the new year.

23 As many of you may be aware, New
24 York City, with assistance from Senator
25 Schumer, reached an agreement for

1 borrowers with the New York Taxi Workers
2 Alliance and Marblegate, one of the
3 larger medallion loaning -- lending
4 institutions, to build on the success of
5 the medallion relief program.

6 The agreement includes a City funded
7 deficiency guarantee to reduce
8 principals and monthly payments further.
9 The City will provide funding for a
10 guarantee on the loan principal and its
11 interest, and will work with all other
12 lenders to reach similar terms or better
13 terms.

14 Obviously, participation is optional
15 for all parties involved. We have been
16 disbursing grants since September and we
17 encourage all individual medallion
18 owners, who have a need for relief, to
19 please contact the TLC Owner/Driver
20 Resource Centers so that we can get your
21 case underway.

22 Obviously, this is a very bespoke
23 process and several meetings have to
24 take place between the medallion owners
25 and the lenders. So, the sooner we can

1 initiate the process for each medallion
2 owner, the better.

3 So, if you are a medallion owner --
4 an individual medallion owner in need,
5 we strongly encourage you to schedule
6 your first initial appointment if you
7 have not already done so and we're very
8 much looking forward -- the TLC -- to
9 having our iconic taxi sector thrive in
10 New York City and we continue to see an
11 increasing number of taxis on the road
12 as the industry gains greater market
13 share and more -- and our passengers
14 overall, and so we're very hopeful for
15 this bolster for the -- for the taxi
16 segment.

17 We are also cognizant of the needs
18 of our other segments, including the
19 black car and livery sectors, and we are
20 working also to bolster those areas.
21 So, we are working on a comprehensive
22 approach for the entire industry so that
23 we can continue to be the best for-hire
24 transportation industry in the world.

25 Just a quick point on COVID-19:

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1 We are very much seeing that nothing
2 will help the industry recover faster
3 than New York City defeating COVID-19
4 and we continue to urge TLC licensees
5 and all New Yorkers to receive the
6 vaccine.

7 Vaccines offer the best protection
8 against hospitalization and death, and
9 we are very glad to be at a point where
10 everyone who is five-years and older can
11 receive the vaccine. You've all seen
12 the public service announcements, that
13 if you go to a New York City run site,
14 there are incentives there for the first
15 dose for all ages -- or all age groups
16 -- and so we encourage you to do that.

17 We'd also like to remind everybody
18 that there are other things health-wise
19 to be cognizant of. So, if people can
20 also take advantage of getting their flu
21 shot, that is also very important. The
22 flu is obviously the -- most common
23 during the fall and winter months and we
24 are approaching that time, and we want
25 to make sure that we are taking care of

1 ourselves and our whole City here.

2 A few words on our Taxi Improvement
3 Fund:

4 If you drive a green or yellow
5 wheelchair accessible taxi, please make
6 sure that you're enrolled with the TLC's
7 Taxi Improvement Fund and the
8 Street-Hail Livery Improvement Fund to
9 earn extra money for every trip you
10 take. You will also receive a one time
11 \$100 signing bonus after completing your
12 first 20 trips in a wheelchair
13 accessible vehicle.

14 When you drive a wheelchair
15 accessible taxi, you have more access to
16 fare opportunities. Wheelchair
17 accessible taxi drivers are needed for
18 accessible dispatch trips, especially
19 our green taxis.

20 In addition to the metered fare,
21 drivers receive an additional dispatch
22 payment. No enrollment is necessary and
23 drivers receive accessible dispatch
24 trips through the Taxi Driver's
25 Information Moderator.

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1 So, we thank those who are and will
2 be taking wheelchair accessible
3 passengers -- wheelchair accessible --
4 providing wheelchair accessible rides to
5 passengers to help make New York City
6 more accessible to everyone.

7 A short -- or brief words on seat
8 belts:

9 We all know that there have been
10 seat belt law changes underway for the
11 last year and in New York State, no
12 matter where you sit in the car,
13 everyone must buckle up, and as of
14 November 1st of this year, the New York
15 State law requires all TLC licensed
16 vehicles to have a visible notice in the
17 cars that remind everyone that the seat
18 belts must be available and that is the
19 law to buckle up.

20 The TLC has provisioned those
21 stickers -- or those informational
22 decals for free for all of our TLC
23 licensed drivers that need them and
24 those are available at the TLC's Long
25 Island City licensing office, as well as

1 the TLC's inspection facility in
2 Woodside, Queens.

3 TLC licensed vehicle owners and
4 drivers can also create their own signs
5 and we ask that you follow the language
6 that is available and the decals that we
7 have available online and that we have
8 available at no cost.

9 And a quick word on Vision Zero:

10 So, daylight savings time ended over
11 the weekend this past Sunday. Our days
12 are much shorter now and the same
13 intersections that you or we have
14 traveled last week at 5 p.m. is now
15 darker this week making it harder for
16 all motorists on the road to see
17 pedestrians and cyclists during the late
18 afternoon and early evening rush hours.

19 So, I am -- I'd like to just ask
20 that all of our TLC licensees exercise
21 more caution and diligence, and I'd like
22 to thank you for being extra careful
23 during this time of year.

24 We ask that you go slowly while
25 turning and to please scan the road with

1 as much caution as possible,
2 particularly with left-hand turns.
3 Please always come to a full stop at red
4 lights. Please obey the speed limit of
5 25 miles per hour, and fully obey all
6 traffic signals.

7 And just as a reminder, you know,
8 the faster you or we drive, the longer
9 it takes to stop, and we really want
10 this to be a happy holiday season for
11 all of our licensees and New Yorkers,
12 and driving safely is the best way to
13 make sure that everybody gets home to
14 their families intact.

15 As always, we'd like to thank you,
16 all of our TLC licensed drivers, for
17 being world class transportation
18 professionals, and we're grateful for
19 your hard work to keep our City streets
20 safe. Our licensed drivers are the best
21 partners in the Vision Zero.

22 And before we get into the public
23 session, I want to take a moment to
24 formally acknowledge Commissioner Nora
25 Marino, who has stepped down from our

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1 Commission.

2 She has dutifully served the
3 Commission for over a decade and we'd
4 like to thank her for her tenure and her
5 commitment of all of those years, and as
6 appropriate, given all that she has done
7 over her service, I'd like to afford her
8 an opportunity to address all of you.

9 So, Commissioner Marino, the floor
10 is yours.

11 COMMISSIONER MARINO: Thank you,
12 Madame Chair. I'm not going to take up
13 too much time -- so emotional for me.

14 I've served on this Commission for
15 10 years. I can't even believe it has
16 been 10 years. I was appointed in 2011
17 by Mayor Bloomberg. I've served under
18 four Chairs -- three Chairs, one Acting
19 -- so that's four Chairs. I have seen
20 this industry grow, and change, and
21 evolve in ways none of us could have
22 imagined.

23 I've served with many Commissioners
24 -- I wish Commissioner Polanco was able
25 to be here today because she was the

1 only one out of the current Commission
2 that was on the Commission when I came
3 on all those years ago and Libby and I
4 have, you know, really gotten to be
5 friends.

6 I made a lot of friends here.
7 There's a lot of amazing people at the
8 TLC. It has been quite a ride.

9 When I first came on, I knew
10 nothing, really, about this industry and
11 I always really wanted to make it a
12 point to learn from the people in the
13 industry because as a small business
14 owner myself, I always felt -- you know,
15 I always tried to figure out -- you
16 know, put myself in their shoes. Like,
17 how would I feel if nine people were
18 making decisions about my business who
19 had never been in my business.

20 So, I always wanted to really learn
21 as much as I could and understand
22 people's perspectives cause this
23 industry is just so -- it has so many
24 moving parts and if you make a decision
25 on one thing, it affects so many other

1 things. It's like taking a balloon --
2 if you push in on one side, it pushes
3 out someplace else and that's what, you
4 know, our decisions -- that's the affect
5 they have. If you make one decision for
6 one of the industry, it seems to have an
7 affect somewhere else.

8 So, every rule we've ever voted on
9 -- every regulation -- is just -- you
10 know, it has been very important, even
11 if it doesn't seem like an important
12 one, it can have some unintended affect
13 on someone else. So, I've done my best
14 to take all those factors into
15 consideration and I hope I've done a
16 good job.

17 I tried to be an independent thinker
18 and do what I always felt was right with
19 respect to whatever rule, or regulation,
20 or vote was before me. But after
21 10 years, it's just time -- it has been
22 time for me -- or it is time for me to
23 just move on.

24 I want to thank the public and thank
25 the City of New York for allowing me to

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1 serve in this capacity. It has been a
2 great honor and I've learned a lot. I
3 know a lot about the industry now after
4 10 years compared to that first day and
5 I remember the first day when I walked
6 in and sat at that dais. I was a
7 nervous wreck and I was just like, "Oh,
8 my God. I don't know anything about
9 this industry".

10 So, I really tried to dive right in
11 and speak to as many people as I could
12 from the black cars, the yellow cars,
13 and -- you know, back then, we didn't
14 even have green cars. There was no Uber
15 and Lyft. I mean, it has just been such
16 a wild ride and there have been so many
17 changes in this industry and God only
18 knows where it's going to be 10 years
19 from now.

20 But I really appreciate these few
21 minutes. I felt I owed it to the
22 public, and to the Commission itself,
23 and to the City to just say a few words
24 and not just disappear. I wanted to
25 just thank everybody and thank the City

1 for giving me this opportunity.

2 It has been an honor and I've done
3 my best to do a good job, and I just
4 wish everyone the best and I hope
5 everyone in this industry and beyond --
6 but for purposes of today, in this
7 industry -- and everyone at the TLC,
8 just has a bright, successful future and
9 I am confident that they will.

10 I think the industry is in very good
11 hands with this current Board and I
12 think everyone cares, and that's just so
13 important to care about the people
14 you're regulating cause that's one thing
15 I learned. Like, this wasn't -- this
16 was never about me. This was about the
17 industry that we regulate and the
18 effects that our decisions have on these
19 individual people and families.

20 There are people and families
21 involved and there shouldn't be any, you
22 know, unwarranted pressure from any side
23 just for some agenda that has nothing to
24 do with the purpose of why we were here
25 and I always tried to keep that in mind,

1 that's there's people whose lives are
2 affected by our decisions and I always
3 tried to take that into consideration no
4 matter what vote was before us.

5 So, I just wanted to take these
6 couple of minutes, and I appreciate you,
7 Madame Chair, for allowing me to have
8 this time just to tell everyone that it
9 has been a wild ride. Like I said, we
10 didn't even have the green cars, or Uber
11 and Lyft back then and I remember Taxi
12 Tomorrow was a big deal and that's like
13 completely obsolete now. It has just
14 been -- that was like the biggest deal.
15 It was in the papers every week and it's
16 completely obsolete.

17 It's just things like that that have
18 really changed, and evolved, and grown,
19 and shrunk, and it has just been just a
20 wild 10 years. So -- and a lot of votes
21 and a lot of chaos at some times, but it
22 has been an incredible experience that I
23 feel very blessed to have.

24 So, I want to thank everyone. I'm
25 going to miss everyone a lot and I hope,

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1 you know, we can stay in touch. The
2 public -- you know, I'm always
3 accessible for whatever. I always tried
4 to be accessible and still am.

5 But just thank you all and thank you
6 for this opportunity to say good-bye.
7 It really means a lot to me. It's a
8 little emotional -- 10 years, wow. I
9 can't believe it. So, thank you.

10 COMMISSIONER AGUADO: If I may --
11 may I say a few words?

12 CHAIR HEREDIA JARMOSZUK: Sure.

13 COMMISSIONER AGUADO: Nora, it has
14 been a pleasure working with you. You
15 had such a significant moral compass
16 that helped define the issues for us in
17 many, many ways. Your independence in
18 thinking, your fairness to all,
19 especially the commitment to communities
20 and labor, I'm going to miss it and I'm
21 going to miss having you at these
22 meetings.

23 Thank you for the pleasure and honor
24 of working with you.

25 COMMISSIONER MARINO: Thank you,

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1 Bill. That means a lot. Thank you.

2 COMMISSIONER SORRENTINO: I'd like
3 to also say to Nora, it has been a
4 pleasure serving with you as well for
5 the last four years that I've been on
6 the Commission and I wish you well and
7 all the best to you. Thank you.

8 COMMISSIONER MARINO: Thank you --
9 thanks, Tom. Sorry.

10 CHAIR HEREDIA JARMOSZUK: It's all
11 right. Well, we're happy to see you and
12 have had you on this morning -- and,
13 again, I've expressed this to you
14 individually -- we appreciate your
15 service and everything that you've done
16 for the City and for the Commission, and
17 we are forever grateful for your service
18 and I appreciate that you've taken the
19 time to join us today -- okay --

20 COMMISSIONER MARINO: Thank you.

21 CHAIR HEREDIA JARMOSZUK: -- and
22 we'll certainly be in touch and we want
23 you to be in touch as well, please.

24 COMMISSIONER MARINO: Thank you. I
25 just want to -- I just want to add

1 really quick, that the TLC staff is
2 really the best.

3 I mean, Alan, and Brian, and Tanya
4 -- and just all these people that come
5 together -- Brian -- to make these
6 things happen and it's just an amazing
7 group of people and I'm just very
8 blessed to have been able to be a part
9 of it for the last 10 years -- and every
10 time I say that, I can't even believe it
11 has been a decade -- 2011.

12 But life goes on and I wish everyone
13 the best, and I wish the industry the
14 best and I'm confident that it will be
15 the best.

16 CHAIR HEREDIA JARMOSZUK: Thank you,
17 again, and thank you for your kind words
18 and we wish you all the best.

19 COMMISSIONER MARINO: All right.
20 Thank you, everyone. I'm going to log
21 off.

22 CHAIR HEREDIA JARMOSZUK: Bye-bye.

23 All right. And so now we'll proceed
24 back to the business of today and we'd
25 like to thank everyone who has signed up

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1 for taking the time in advance to share
2 your feedback with the TLC and we look
3 forward to hearing from you now at this
4 public meeting.

5 And with that, I turn things over to
6 our general counsel, Ryan Wanttaja.

7 MR. WANTTAJA: Thank you and thank
8 you, again, Nora, for the kind words and
9 thank you for your service to this
10 Commission.

11 Good morning. Before we begin, if
12 you have signed up to speak today and
13 are logged into Zoom, please make sure
14 your display name in Zoom is the same
15 name you signed up to speak with. If
16 your name in Zoom does not match the
17 name you signed up to speak with, we
18 will not be able to identify and call on
19 you.

20 Also, due to the volume of speakers
21 who have signed up, testimony will be
22 limited to two minutes. I will give you
23 a warning when 30 seconds are remaining
24 and then ask you to conclude your
25 testimony.

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1 If you would like to submit written
2 testimony to supplement, or in lieu of
3 testifying today, you may do so by
4 emailing your comments to
5 tlcrules@tlc.nyc.gov. Again, that email
6 is tlcrules@tlc.nyc.gov.

7 And with that, we will begin our
8 Public Hearing. When I call your name,
9 you will be promoted to a speaker and
10 may un-mute yourself and begin your
11 testimony.

12 Our first speaker will be Luis Useda
13 followed by Sonam Lama.

14 (No response.)

15 MR. WANTTAJA: Luis Useda, you may
16 un-mute and begin your testimony.

17 (No response.)

18 MR. WANTTAJA: It appears you are
19 still muted. You may un-mute and begin
20 your testimony.

21 MR. USEDA: Good morning. My name
22 is Luis Useda. Can you hear me now?

23 MR. WANTTAJA: Yes, we can. Thank
24 you.

25 MR. USEDA: Okay. Thank you guys

1 for giving me another opportunity. I
2 spoke a couple months ago.

3 The last time I spoke to you, my
4 situation has been bad -- economic
5 situation -- but through so many
6 problem. But, again, I'm here for --
7 see if you can do something for people
8 like me who own TLC license but we don't
9 got opportunity to have TLC plate.

10 Right now I'm (indiscernible) in
11 Westchester County cause the pay in
12 Westchester County is not fair. You
13 don't make money. You (indiscernible) a
14 mile, gas, toll and at the end of the
15 day, you don't make money at all. So,
16 I'm stuck but I have to work cause I got
17 four kids and my regular job is not much
18 money what I make.

19 So, I decided to rent a car, so
20 right now, I have four weeks already --
21 I'm back in New York City but I wish if
22 I can own my own plate and that way I
23 can save 1,400 a month and I can, you
24 know, use it for my kid and my family.

25 And I had the car but I don't have

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1 the plates, so I don't know if you can
2 do something about it or thinking about
3 it cause it's -- I don't see it fair to
4 people who got only one license, they
5 own around 5 or 10 license plates.

6 So, you know --

7 MR. WANTTAJA: 30 seconds remaining.

8 MR. USEDA: Pardon me?

9 MR. WANTTAJA: 30 seconds remaining.

10 MR. USEDA: Okay. So -- yeah, yeah
11 -- and thank you again for the
12 opportunity, guys, but please if you can
13 do something about the plate, you know,
14 I'd really appreciate it.

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

17 Our next speaker will be Sonma Lama
18 followed by Mohammad Islam.

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

20 MR. WANTTAJA: Yes, we can hear you.
21 Thank you. You may begin your
22 testimony.

23 MR. LAMA: Hi. Good morning to all
24 Commissioners and to all my fellow
25 drivers. My name is Sonam Lama. I'm a

1 driver -- TLC driver working for almost
2 six, seven years and I'm also an
3 organizer working for a nonprofit
4 organization.

5 So, my -- really simple question is,
6 I find -- I'm an immigrant first, right.
7 So, what I find (indiscernible) is in
8 every (indiscernible) in America, a
9 doctor becomes Chief of Medicine; a
10 police officer becomes a Police
11 Commissioner. Why in TLC a driver not
12 becoming a Commissioner? What is behind
13 this thing?

14 I have a huge respect for our
15 current Commissioners that are
16 working -- I give a big salute, okay.
17 But in terms of professional drivers
18 being on that (indiscernible), I never
19 see a good opportunity to the drivers.
20 Why? Because we're immigrant? That's
21 my question.

22 And what I also wanted to emphasize
23 is, when you have a driver -- a
24 professional driver -- a veteran driver
25 who has experience on that Commission

1 seat as a Commissioner, opportunity is
2 given. There are so many things that he
3 or she can deal with it. I take the
4 whole history till now, none of the
5 driver have become Commissioner. Why
6 not?

7 TLC is organization; it's not
8 different from the politics, right; or
9 now you guys want me to understand is
10 this a politics organization too.

11 So, please, we want the driver in a
12 place where other Commissioners are
13 there too -- a good opportunity to be
14 given. And my last thing is that --

15 MR. WANTTAJA: 30 seconds remaining.

16 MR. LAMA: Thank you.

17 My last question is, a police
18 officer -- not a regular one -- TLC
19 police officers, they are abusing
20 drivers like sheep. Why not giving them
21 a training to treat driver with respect
22 and dignity, not like sheep. Please, I
23 want you to amend and please, whatever
24 is behind the scenes, please take my
25 voice to them so that we, drivers, get a

1 lot of benefits and resources.

2 Thank you so much, TLC, for giving
3 me this opportunity.

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

6 Our next speaker will be Mohammad
7 Islam followed by Balhar Singh.

8 MR. ISLAM: Okay. You hear me?

9 MR. WANTTAJA: Yes, thank you. You
10 may begin your testimony.

11 MR. ISLAM: Hi. Good morning --
12 good morning, everyone, especially TLC
13 Chairwoman.

14 Okay. I am driving yellow cab taxi
15 more than two decades and I see lot of
16 unfair thing during TLC.

17 Number one, when the TLC sold the
18 medallion, there's two kind of
19 medallion, like wheelchair accessible
20 and regular one, and I bought the
21 medallion like 15 years before. I pay
22 more money to the -- for a regular
23 medallion. Now, I'm not in lottery; I
24 have to buy the accessible thing.

25 So, last 15 years, I pay more

1 interest, more down payment for
2 (indiscernible) medallion, so this is
3 kind of unfair to me.

4 Also, there is City creating the new
5 bus lane. The bus gives (indiscernible)
6 to the passengers -- City of New York --
7 whoever leaving the City. So, same job
8 we do. We give service to the public.
9 People need go to their office, go to --
10 need go to their -- make a doctor
11 appointment, hospital, or take their
12 kids to drop off to their school.

13 At least we can drive bus lane as
14 long as we have passengers. Sometimes,
15 no bus in the bus lane. We start in the
16 traffic, not able to move forward.

17 Also, we need more taxi
18 (indiscernible) in the City because like
19 so many taxi, we need to use sometimes
20 bathroom, or buy food, or buy tea,
21 coffee -- we can't find parking.

22 Also --

23 MR. WANTTAJA: 30 seconds remaining.

24 MR. ISLAM: But you gave me two
25 minutes on this so -- okay.

1 So, also the car, before it was very
2 (indiscernible). There also
3 (indiscernible) drivers. You recently,
4 about seat belt sticker, I want that on
5 there to put the sign. They don't want
6 to even talk. Oh, it's (indiscernible)
7 the thing.

8 So -- also, sometimes go to TLC
9 (indiscernible) employee. They treat
10 the cab taxi driver like
11 (indiscernible). Some of them nice, but
12 some of them very rude. You need to
13 give more training or more professional
14 people while you hire.

15 MR. WANTTAJA: Two minutes has
16 expired. Please conclude your
17 testimony.

18 MR. ISLAM: All right. Just thanks
19 for listening because I have some other
20 (indiscernible). It's hitting us, you
21 know. So, try to focus on it.

22 Also, bike lane, 70, 80 percent bike
23 lane never stay in their lane. If
24 anything happened, then all wrong with
25 the cab drivers. They do some of them

1 like snake. So, TLC --

2 MR. WANTTAJA: Time has expired.

3 Conclude your testimony.

4 MR. ISLAM: TLC owner -- the Uber
5 owner (indiscernible), the TLC
6 established 1969 or '70, '71 --
7 somewhere (indiscernible) -- the TLC is
8 not a good company. Now, I see --

9 MR. WANTTAJA: Thank you for your
10 testimony. We're going to move onto our
11 next speaker.

12 Our next speaker will be Mohammad
13 Islam followed Balhar Singh -- our next
14 speaker will be Balhar Singh followed by
15 Michele Dottin.

16 MR. SINGH: Hello. Good morning,
17 guys. Thanks for giving us opportunity.

18 First I want to tell, you know, the
19 electronic hands-free device should be
20 allowed by -- while working like as
21 (indiscernible) because we're living in
22 technology world. It is hard -- you
23 know, Uber and Lyft -- we are also using
24 a technology. Those kinds of -- because
25 it's business -- phones, apps -- these

1 also distracting driving -- everything
2 is hands-free driver means device
3 distract driving.

4 (Indiscernible) TLC officer, who is
5 like, you know, catching a driver
6 mistake should be judged at -- while,
7 you know, they're giving a ticket.
8 They're going to look to the TLC driver,
9 why they, you know, break the rules, you
10 know. It feels like, you know,
11 sometimes driver have no choice to break
12 the rule. So, they're going to consider
13 those things.

14 So, another thing that I have, that
15 taxi and FHV means taxi driver should be
16 allowed to make the U-turn. You know,
17 if they make the safe turn, you know, I
18 mean, they should be allowed to make a
19 U-turn.

20 So, I have one question. I see, you
21 know, Uber and Lyft, their business is
22 growing. What we don't have, TLC have
23 manpower -- everything -- money. They
24 have everything. Why is medallion go
25 down? Because it's (indiscernible)

1 fault. I mean, how is business running,
2 you know what I mean.

3 Those companies have the same
4 (indiscernible) technology but we're not
5 promoting; we're not advertising. We
6 have a card but we don't advertise
7 anything. So, it's like a feeling of
8 the TLC because Uber and Lyft, they're
9 using a technology.

10 They are growing day by day, but
11 medallion people getting loans. You
12 know, they are now bankrupt, you know.
13 So, they couldn't afford to, you know,
14 (indiscernible) loans. So, I want you
15 to think about, you know, these
16 concerns.

17 Thanks for giving me opportunity.

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

20 Our next speaker will be Michele
21 Dottin followed by Leonardo Lara.

22 MS. DOTTIN: Good morning. Can you
23 hear me?

24 MR. WANTTAJA: Yes, we can. Thank
25 you.

1 MS. DOTTIN: Hi. I'm Michele Dottin
2 and I'm an organizer.

3 First and foremost, I'd like to say
4 thank you. Second, I'd like to ask that
5 all licensee be given access to bus lane
6 to drop off passengers -- riders safely
7 -- elderly, the sick, the disabled
8 riders -- parents with children. The
9 drivers from all sectors have a right to
10 be able to drop off the riders safely.

11 You gave us this license. We should
12 be able to do the job properly without
13 being worried that we're going to be
14 ticketed and then end up earning no
15 money just by getting one ticket for the
16 day.

17 Second, all taxi stands should be
18 converted for all licensees. There
19 shouldn't be a separation of license or
20 type of vehicle you drive.

21 TLC point base on double jeopardy,
22 if you go to a court of law and you're
23 charged with a crime, you only pay for
24 it once. You shouldn't have to pay for
25 it twice.

1 So, it should be a way that you can
2 actually make it fairer to the driver.
3 If you give the ticket, then that's who
4 they pay. If DMV gives the ticket,
5 that's who they should pay.

6 Points on drivers shouldn't be so
7 high. You know that our drivers,
8 regardless, are on the road 10 times
9 more than a regular driver. Chances of
10 them getting a ticket is higher based on
11 all of these new rules -- putting bikes
12 lanes, bus lanes in the way.

13 For drivers' protection services
14 should be structured to protect the
15 drivers a little bit better because
16 leasing and rental companies have more
17 than one vehicle on a license, it is
18 impossible for them to track the actual
19 car to protect --

20 MR. WANTTAJA: 30 seconds remaining.

21 MS. DOTTIN: -- (indiscernible) when
22 there are -- you know, when there's an
23 issue with the leasing companies.

24 The ADA -- the service animals --
25 should be updated to make sure that app

1 companies recognize that emotional
2 support animals are not ADA compliant
3 and they should not be able to use that
4 against the drivers to deactivate them.

5 And last but not least, we -- WAV
6 vehicles, the incentives should be
7 across the board for all sectors --
8 yellow, green, and FHV because FHV
9 drivers are not getting the same
10 incentives as yellow cabs.

11 So, please -- and more rules and
12 regulations for bike riders. If you
13 expect the drivers to be responsible,
14 you need to hold the bike riders
15 responsible too in the way that they
16 drive, and we all know and you all know
17 that bikers have -- they do not follow
18 the laws and that --

19 MR. WANTTAJA: Time has expired.
20 Please conclude your testimony.

21 MS. DOTTIN: So, I ask you,
22 Commissioner, you have been a friend;
23 you have been listening to us. You have
24 been asking for our opinion and we're
25 giving it to you today to ask for a

1 little bit more fairness across the
2 board for -- especially for our black
3 car drivers because we're not seeing it.

4 We're still fighting to be treated
5 the same and considered the same. So,
6 thank you all and thank you for
7 listening, and let's hope that this will
8 make a change.

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

11 Our next speaker will be Jinwen Wu
12 followed by Deqian Chen, both of whom
13 have indicated they need a Mandarin
14 translator. So, if we can get our
15 Mandarin translator ready.

16 I see Jinwen Wu is in, so you may
17 un-mute yourself and begin your
18 testimony.

19 MS. SCOTT: Mandarin interpreter,
20 please provide instructions to Jinwen
21 Wu.

22 (Mandarin Interpreter used.)

23 MR. WU: Okay. I wanted to testify.

24 Three months ago when I came out
25 from the Grand Central Highway, I was

1 stopped by the police and they say that
2 I was over speed, and I say that it
3 takes a while -- once I get out from the
4 highway, it takes a little while to
5 reduce the speed.

6 So, there's a process, but the
7 police gave me a ticket so I feel a
8 little bit like confused. So, they
9 asked me to come here to give the
10 testimony. That's why I'm here.

11 MR. WANTTAJA: So, this is not a
12 hearing on that summons, but we will
13 have a member of our External Affairs
14 Department reach out to you to discuss
15 your issue.

16 MR. WU: I just want to know if
17 there's a video of the incident -- of
18 the highway and what people came out
19 from the highway right after passing
20 through the highway. So -- that there's
21 a video there.

22 So, I think most people will commit
23 extra speed, so I think is it a policy
24 problem? I mean, is it considered as a
25 policy and is it a policy problem?

1 MR. WANTTAJA: We will have a member
2 of our External Affairs team reach out
3 to you to discuss your specific
4 citation. Thank you.

5 MR. WU: Okay -- okay.

6 MR. WANTTAJA: Thank you.

7 And our next speaker will be Deqian
8 Chen who has also indicated they need a
9 Mandarin translator, and he'll be
10 followed by Fayzi Nurulloev.

11 MS. SCOTT: Mandarin interpreter,
12 please provide instructions to Deqian
13 Chen.

14 (Mandarin interpreter used.)

15 MR. CHEN: Okay. As a TLC driver in
16 Manhattan, we feel stressful because
17 sometimes we have the problem with the
18 bicycle and the walking people.

19 Sometimes when the light turn red,
20 the walking people still keep walking
21 across the road and once we turn, so
22 it's easy to get a ticket for us.

23 So, I just feel like our -- in
24 Manhattan, the bicycle and walking
25 people, they have higher priority than

1 us, the drivers. So, is it possible to
2 have better transportation policy to
3 allow -- to let the bicycle or the
4 walking people to obey the traffic light
5 so that we could drive safely?

6 MR. WANTTAJA: Does that conclude
7 your testimony?

8 MR. CHEN: Yeah, yeah, yeah -- is
9 there like a traffic disorder --
10 something -- yeah, I would like to
11 express.

12 Yeah, it's not all the problem; all
13 the problems are made by our TLC
14 drivers. There are a lot of different
15 reasons they cause a problem. So, is it
16 possible to ask the City to have better
17 traffic order or policies?

18 MR. WANTTAJA: Of course, that's
19 what the purpose of this hearing is, is
20 to hear feedback from the public about
21 ways we might change our rules and
22 regulation. So, we appreciate your
23 comments and your feedback, and we'll
24 take them into consideration.

25 MR. CHEN: Okay. TLC drivers, our

1 driver license, we got 12 points. So,
2 once we (indiscernible) two to three
3 points will be deducted. So, if we
4 (indiscernible) five to six times so we
5 don't have anymore -- don't have our
6 points anymore.

7 So, that's why we have been very
8 careful by driving very carefully. We
9 don't want to be -- all the points to be
10 deducted. So, we have been very careful
11 actually.

12 MR. WANTTAJA: Well, thank you for
13 your testimony and we will take all of
14 your comments into consideration for
15 today.

16 MR. CHEN: Okay. Thank you -- thank
17 you for your hearing.

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

20 Our next speaker will be Fayzi
21 Nurulloev followed by Jacky Lin.

22 (No response.)

23 MR. WANTTAJA: Fayzi, you may
24 un-mute yourself and begin your
25 testimony.

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1 MR. NURULLOEV: Hello. Can you --

2 MR. WANTTAJA: Yes, hello -- yeah,
3 we can hear you. Thank you.

4 MR. NURULLOEV: Hi. I don't know
5 how I became of this meeting, but I had
6 hearing date today at this time. You
7 sent me link and I become this meeting.
8 What should I do now?

9 MR. WANTTAJA: This is not a hearing
10 on any of your summons. This is an open
11 hearing on our regulatory review
12 process.

13 So, if you have an open summons,
14 somebody from our External Affairs
15 Division will be reaching out to you to
16 let you know what you should do.

17 MR. NURULLOEV: So, it's going to be
18 right now because I had at 9 o'clock
19 this hearing today --

20 MR. WANTTAJA: Yes --

21 MR. NURULLOEV: -- so I don't
22 know --

23 MR. WANTTAJA: Yes, we can have
24 somebody reach out to you right now. We
25 have your email address from you signing

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1 up to speak, so we can have somebody get
2 in contact with you right now.

3 MR. NURULLOEV: Okay. Now, can I
4 say something?

5 MR. WANTTAJA: Sure -- sure.

6 MR. NURULLOEV: Yes, I want to say
7 about the officers -- TLC officers --
8 how they treat the drivers.

9 Now, I have a summons. When he
10 stopped me, he asked me why I did the
11 U-turn. I explained why I did the
12 U-turn because that was a guy with
13 flack. He asked to -- don't go through
14 because there is a shooting movie.

15 When I make a U-turn after that --
16 he told me to do that -- the TLC officer
17 stop me and start screaming, "Why you
18 doing this", "You broke the law" --
19 blah, blah, blah. He treat me like I'm
20 a terrorist, you know. So, I explained
21 what happened -- what happened -- and I
22 showed him -- he didn't listen to me; he
23 just give me ticket.

24 I want to ask you to talk with the
25 officers. They can't do that to

1 drivers. I know we are all immigrant,
2 maybe we don't speak really good
3 English, but we're working in the City
4 like them and we pay all taxes. We do
5 whatever we need to do and I'm asked
6 you, just -- I don't know -- figure out
7 this problem because it's not going to
8 be good all the time.

9 They treating us like nothing and
10 about the dog rules -- about the dog
11 rules, I want you to do something with
12 this regulation because I understand
13 somebody love the dog, but if I'm taking
14 this customer to restaurant with his
15 dog, after dropping off, I have to clean
16 the car because there's too many hairs,
17 too many --

18 MR. WANTTAJA: 30 seconds remaining.

19 MR. NURULLOEV: Yeah, it's going to
20 take my time. I'm working for Uber.
21 This is my own car. I'm paying for the
22 insurance; I'm paying for gas. I'm
23 paying for everything, but I cannot
24 spend my time to clean after this dog.

25 So, there has to be, if there's a

1 dog, I have decline that customer. I
2 cannot take this.

3 MR. WANTTAJA: Thank you for your
4 testimony and we will have somebody from
5 our External Affairs reach out to you
6 about your hearing this morning.

7 MR. NURULLOEV: Thank you so much.

8 MR. WANTTAJA: Our next speaker is
9 Jacky Lin followed by Alex Kanan.

10 MR. LIN: Hi. Good morning,
11 everybody. My name is Jacky. I'm from
12 the -- one of the organizers at IDG.
13 You know, there's a few things I just
14 want to address here.

15 You know, one of the things is TLC
16 ticket. You know, I believe DMV
17 tickets, when you are -- plead guilty,
18 it's from the date of conviction, but
19 TLC ticket is like, you know, the date
20 you are pleaded guilty. That's when it
21 counts. You know, it would be a lot
22 easier for a driver if it was all at the
23 same date, like fall into DMV guidelines
24 kind of thing. That's the first thing.

25 Another thing I wanted to say was,

1 you know, if we could lower the fines or
2 even the settlements, right. And the
3 reason why I say that is because, you
4 know, drivers, we are suffering enough.
5 We're not earning as much as before.
6 You know, ever since the unemployment
7 ended, there's a large surplus of
8 drivers coming back. Our daily earnings
9 have dropped dramatically. That's
10 another thing.

11 Also, you know, faster response
12 times from -- like, whether we email
13 TLC, call TLC -- you know, this was
14 large -- long, long, long wait time. It
15 would be very helpful if we could have a
16 shorter wait time or even, you know,
17 have nicer people working at the desk as
18 well at the TLC office while we're doing
19 like the TLC work -- when I'm helping
20 some drivers out.

21 And also the call-back feature on
22 the TLC line, it doesn't really work in
23 my opinion. You know, like they call me
24 back two minutes later and they're like,
25 "Oh, you're now at the top of the line".

1 I'm still waiting there for like an
2 hour-and-a-half for them to answer the
3 phone.

4 Also, if we -- like, some drivers,
5 right -- like on the TLC system, the
6 licenses -- "Oh, your vehicle is not
7 active", "Your TLC license is not
8 active". You know, instead of doing it
9 on the weekend -- on a Friday afternoon
10 or a Thursday afternoon, could we push
11 all those to like a Monday or Tuesday --
12 or even a Wednesday -- and the reason
13 why I say that is because, you know, we
14 all know TLC system is not up and
15 running on the weekends.

16 They only shut the drivers off for
17 that time. It prevents the drivers from
18 earning during that time. You know --

19 MR. WANTTAJA: 30 seconds remaining.

20 MR. LIN: -- maybe we could push
21 that off to a Monday or Tuesday, that
22 way drivers can correct it and then they
23 only have one day downtime instead of a
24 whole weekends' worth of lost work.

25 Also, you know, like doing the

1 settlement -- right now, I believe you
2 guys stopped doing the settlements
3 online. You know, it was very helpful
4 when it was on -- through via email and
5 the reason why I say that is because,
6 you know, drivers, they can send it in
7 and they can get this thing done and it
8 was a lot easier process instead of just
9 waiting there three hours, four hours,
10 five hours. You know, that's a lot of
11 time that drivers have lost, you know,
12 from doing this.

13 You know, what I'm trying to say is
14 we've got to push for -- push for online
15 access for everything. It's much easier
16 that way. It modernizes the whole
17 system, you know, and that's something
18 that, you know, would help the drivers
19 achieve this -- do what they got much
20 faster.

21 MR. WANTTAJA: Time has expired.
22 Please conclude your testimony.

23 MR. LIN: Thank you for your time
24 today.

25 And -- but last but not least, yes,

1 I do also promote -- you know, I believe
2 we need a driver on the Commissioner
3 seats, you know, that way they
4 understand what drivers are going
5 through instead of just having, you
6 know, another person that says, "Oh, I
7 have a masters in this or that" or "a
8 bachelor's in this and that".

9 You know, I believe drivers deserve
10 a seat on the Commissioner's seat as
11 well because they understand the rules;
12 they understand what drivers go through.

13 Thank you for your time.

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

16 We will be moving onto our next
17 speaker. Next up is Alex Kanan followed
18 by Israel Acevedo.

19 MR. KANAN: Can you guys hear me?

20 MR. WANTTAJA: Yes, we can. Thank
21 you.

22 MR. KANAN: Hi. I'm Alex. I'm a
23 medallion owner of four years. I've
24 been driving taxi for seven years.

25 Overall, the devastation of this

1 industry, going from a million dollars
2 of a medallion to about 100,000 is more
3 than just, you know, these massive debts
4 on the medallions, you know. There was
5 an intrinsic value.

6 I mean, obviously, it was a little
7 bit inflated, yes, but there's an
8 intrinsic value here that needs to be
9 upheld. There's a competitive advantage
10 -- a competitive moat that has been
11 eroded over the years through
12 competition, through green cabs, through
13 Uber and Lyft, and just all this, like,
14 double-standard of regulation between
15 the industries, right.

16 I think something that definitely
17 needs to be addressed is a fare
18 increase. We've been -- it has been
19 long overdue. It needs to be a minimum
20 fare across the board.

21 So, for example, if I'm at the
22 airport and somebody wants to get in my
23 yellow cab and go to New Jersey, the
24 standard, you know, out of town rate is
25 \$5 a mile. So, why is it that Uber gets

1 to charge half of that and undercut me
2 by 50 percent, but then also when it's
3 busy, they charge two, three times the
4 price in the City or at the airport. I
5 don't think that's fair.

6 Another thing is eliminating the
7 congestion surcharge and the MTA -- all
8 this money that we give to the MTA as
9 yellow cab drivers, makes no sense at
10 all. Like, do we get health benefits
11 like the MTA does? Do we get a
12 retirement plan? Do we get to use the
13 bus lanes? No.

14 So, I don't see why we have to, you
15 know, pay the MTA all this money and how
16 we have to add to a congestion charge.
17 Like, why are we being charged to work
18 in the City that we pay medallion to --
19 you know, to work in. It makes no
20 sense.

21 Like, if anything, Uber and Lyft
22 drivers -- you know, the companies
23 should pay that congestion charge.
24 They're the ones who attribute (sic) to
25 the congestion. They outnumber us about

1 10 to 1 at this point. Also, all that
2 extra traffic that all these Uber and
3 Lyft drivers cause reduces the, you
4 know, earnings on the meter cause we're
5 stuck in traffic.

6 Also, I think the wheelchair
7 accessibility rules are out of date.
8 There's no reason to have 50 percent of
9 the fleet wheelchair accessible. I
10 think we can do the same job with like
11 20 percent or 10 percent of the capacity
12 with like better dispatching.

13 Those wheelchair accessible vans are
14 very noisy and it just reduces the
15 passenger experience; like, it's not as
16 good as a ride. What else --

17 MR. WANTTAJA: 30 seconds remaining.

18 MR. KANAN: All right. Let's see --
19 yeah, so ultimately, it's like how do we
20 make the drivers -- you know, how do we
21 make it so that, you know, there's more
22 money in drivers pockets also at the end
23 of the day.

24 Also, another thing I don't think is
25 fair is like the ad revenue that I make

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1 as a medallion owner is like \$100 a
2 month or whatever for the roof ad and
3 the screen in the back. There's no way
4 these companies are paying -- you know,
5 Verifone and CMT that much money.

6 So, I think the medallion owners
7 should see a little bit more money from
8 ad revenue too. So -- yeah, that's
9 about it.

10 MR. WANTTAJA: Okay. Thank you for
11 your testimony.

12 MR. KANAN: All right.

13 MR. WANTTAJA: Our next speaker will
14 be Israel Acevedo followed by Huascar
15 Medina.

16 MR. ACEVEDO: Good morning. Can you
17 hear me?

18 MR. WANTTAJA: Yes, we can. Good
19 morning.

20 MR. ACEVEDO: Good morning -- good
21 morning. Good morning Commissioner
22 Aloysee -- good morning all. For those
23 that don't know me, my name is Israel
24 Acevedo and I am a New York City TLC
25 owner, operator, and advocate and I have

1 been in the industry for six-and-a-half
2 years.

3 In hopes of protecting the
4 livelihood of thousands and thousands of
5 drivers, if the TLC must enforce the red
6 light camera violation with points, I
7 would like to suggest and hope the TLC
8 would consider amending the penalty for
9 red light camera from zero dollars and
10 three points to zero dollars and two
11 points per violation.

12 In addition, I would also like to
13 suggest that the TLC allow drivers to
14 take the point reduction course to
15 reduce points every 12 months versus
16 every 15 months.

17 Thank you for having me. That's all
18 I really have to say.

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

21 Next up, we will have Huascar
22 Medina, who has indicated they need a
23 Spanish translator.

24 MS. SCOTT: Spanish interpreter,
25 please give instructions to Huascar

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1 Medina.

2 (Spanish interpreter used.)

3 MR. MEDINA: Good morning. Thanks
4 for the opportunity --

5 SPANISH INTERPRETER: I'm so sorry.

6 MR. MEDINA: Good morning,
7 everybody. Thanks for the opportunity
8 to letting me to speak here in this
9 audience. My name is Huascar Medina.

10 A while ago the TLC promised to
11 suspend the medallions only for a year.
12 Now, I am a father with four kids and my
13 wife is pregnant. I know soon my kids
14 are going to go to college and I'm going
15 to be responsible for all these
16 expenses.

17 So, my question is, when are you
18 going to allow for me to recover this
19 medallion?

20 CHAIR HEREDIA JARMOSZUK: I just
21 want to clarify quickly that it was in
22 regards to the cap on new vehicle
23 licenses.

24 So, the question is, with respect to
25 when will the TLC allow for additional

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1 vehicle licenses. I just want to
2 clarify the testimony as I heard it.

3 SPANISH INTERPRETER: Okay.

4 MR. WANTTAJA: Thank you. That's a
5 good clarification and we are taking
6 testimony on all of this today. So,
7 your comments will be noted and taken
8 into consideration.

9 CHAIR HEREDIA JARMOSZUK: Ryan,
10 you're good to proceed.

11 MR. WANTTAJA: Okay -- all right.
12 Thank you.

13 All right. Well, thank you for your
14 testimony.

15 Our next speaker will be Aladdin
16 Jabber followed by Manuel De La Cruz.

17 (No response.)

18 MR. WANTTAJA: Alladin, you may
19 un-mute yourself and begin your
20 testimony.

21 MR. JABBER: Hi. Can you hear me?

22 MR. WANTTAJA: Yes, we can. Thank
23 you.

24 MR. JABBER: All right. Just raise
25 your hand when I'm at 30 seconds.

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1 MR. WANTTAJA: You got it.

2 MR. JABBER: I'd like to thank the
3 New York City Taxi and Limousine
4 Commission for having this hearing and
5 actually how do I share video as well --
6 one second.

7 I'd like to thank the New York City
8 Taxi and Limousine Commission for having
9 this hearing and giving the drivers the
10 opportunity to share their thoughts on
11 the TLC and providing ideas for
12 improvements.

13 I've been a licensed TLC driver for
14 almost three years. Since starting in
15 March 2019, I have been given -- I have
16 given 6,869 rides. I spent a good deal
17 of time working before the pandemic and
18 worked entirely through the pandemic at
19 this -- up until this point done
20 entirely on the Uber and Lyft platforms.

21 I've seen differences in traffic
22 conditions going from the pre-pandemic
23 and now post-pandemic times. I was born
24 in Flushing, Queens and I have lived in
25 New York City my entire life.

1 Currently, Uber and Lyft account for
2 over 80 percent of the ride hailing
3 market share. Of that, Uber accounts
4 for over 70 percent. Driver behavior is
5 almost entirely dictated based on the
6 monetary incentives that Uber and Lyft
7 offer.

8 From the 1980s up until the early
9 90s, Domino's Pizza offered a 30-minutes
10 guarantee, which led to so many fatal
11 car crashes that it made their drivers'
12 death rate comparable to minors and
13 construction workers. It wasn't until
14 several lawsuits that this promotion was
15 dropped in 1993.

16 We cannot depend on companies like
17 Uber and Lyft to self-regulate when it
18 comes to the health and the well-being
19 of the drivers. They base their bonus
20 structures and incentives entirely on
21 TLC regulation.

22 New York City and visitors of our
23 great City are finding unique and
24 different ways to get around the City
25 from Citi bikes, electrified scooters

1 and skateboards. On a daily basis, a
2 driver can experience several
3 inexperienced cyclists on the road with
4 thousands of rental scooters throughout
5 the City. Ride hailing drivers, more
6 than anyone, need to be well-rested and
7 diligent to protect themselves and the
8 countless others they share the road
9 with.

10 On a weekly basis, Uber offers
11 incentives for drivers Monday through
12 Friday. Drivers have to complete 100
13 trips to receive sometimes as much as
14 \$500. This is a dangerous
15 (indiscernible) that is being offered in
16 front of drivers.

17 The average trip takes 20 minutes.
18 That's 2,000 driving minutes to
19 complete.

20 MR. WANTTAJA: (Indicating.)

21 MR. JABBER: That doesn't account
22 for the time it takes for drivers to
23 reach the passenger, the wait time --
24 also the time it takes the driver to
25 drive back to areas that have no hails.

1 These types of incentives require
2 drivers to go well beyond the maximum
3 driving allowance that TLC drivers are
4 given. No monetary incentive should
5 contradict New York City's Taxi and
6 Limousine Commission mandated maximum
7 work hours. Drivers should never be
8 incentivized (sic) to drive longer or
9 harder to (indiscernible) safe.

10 Uber and Lyft also offer incentives
11 for driving multiple trips in a row
12 without being able to turn off the
13 app -- "consecutive trips" as Uber calls
14 them and "street bonuses" as Lyft calls
15 them -- usually offered during early
16 morning school hours when parents should
17 be feeling safe bringing their kids to
18 schools, TLC -- Uber and Lyft driver are
19 frankly trying to complete bonuses
20 during a time period when they should be
21 driving extra diligently.

22 MR. WANTTAJA: Time has expired.
23 Please conclude your testimony.

24 MR. JABBER: I'm just going to jump
25 to the end. I wrote quite a bit.

1 MR. WANTTAJA: You're welcome to
2 submit the comment to our email address
3 as well if you would like to do that in
4 lieu of --

5 MR. JABBER: Okay.

6 MR. WANTTAJA: Yeah.

7 MR. JABBER: Okay. I just want to
8 say this last part.

9 And, finally, the most important
10 issue requiring immediate attention is
11 the fact that there are only 30
12 locations with 122 parking spots in the
13 entire City available for for-hire
14 vehicle to rest.

15 Imagine 80,000 people trying to
16 share 122 parking spots; imagine over
17 60,000 active daily drivers all trying
18 to use the bathroom two or three times a
19 day and only having 30 locations to do
20 so. And even worse, only 18 of those 30
21 spots are in the island of Manhattan,
22 which almost all of them are being taken
23 up by vehicles owned by those who have
24 placards from other City Departments.

25 MR. WANTTAJA: -- testimony.

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1 MR. JABBER: Okay. Thank you very
2 much.

3 MR. WANTTAJA: And, again, you're
4 welcome to submit written comments to
5 tlcrules@tlc.nyc.gov.

6 MR. JABBER: Thank you.

7 MR. WANTTAJA: We will move onto our
8 next speaker. I see Manuel De La Cruz
9 has joined us, and next up after him
10 will be Larbi Aitaabou.

11 Manuel, please begin your testimony.

12 MR. DE LA CRUZ: Hi. Can you hear
13 me? Hello?

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

16 MR. DE LA CRUZ: Great. Thank you
17 for giving me this opportunity.

18 I want to bring up a point in
19 regards to the seat belt mandate as far
20 as statewide in New York State. I
21 believe most of the riders and public do
22 not -- are not aware of the seat belt.

23 So, as you speak, I'm doing some
24 research and getting like an audio
25 device that I can put on my vehicle so

1 the minute the passenger gets in a
2 vehicle, they will be able to hear that
3 they must buckle up.

4 And also another point I want to
5 bring in regards to car seats, there's a
6 major issue with that. My experience
7 where I see that a passenger brings in
8 an infant and don't have a car seat, so
9 obviously, I'm not going to be able to
10 assist them to bring their infant to the
11 vehicle. So, possibly the next driver
12 might accept that, which is no-no and
13 they may be not aware of that particular
14 issue.

15 And my next point is, can you
16 consider more in the future for drivers
17 to purchase or rent electrical vehicles
18 -- and that's something where it's
19 great, which I've seen yellow cabs and I
20 got a feedback from a couple of drivers
21 and the customers love that -- having
22 that electrical vehicle.

23 And also rest stops -- there should
24 be more rest stops in the City.
25 Obviously, it's going to be difficult

1 cause I see there's more bike lanes, and
2 hopefully that can be implemented more
3 improved.

4 Thank you and thank you for giving
5 me this opportunity.

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

8 Just one quick point of
9 clarification, any current FHV license
10 holder can put their FHV license on an
11 electric vehicle today.

12 So, there's nothing stopping anybody
13 from putting their FHV license on a
14 battery electric vehicle, but certainly
15 we take your comments that we should be
16 expanding the access to battery electric
17 vehicles and finding ways to make them
18 more widely available to drivers.

19 MR. DE LA CRUZ: Okay. Great.
20 Thank you. I appreciate it.

21 MR. WANTTAJA: Thank you.

22 Our next speaker will be Larbi
23 Aitaabou, who I see on screen now.

24 MR. AITAABOU: Yes.

25 MR. WANTTAJA: Following him will be

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1 Joziel Andujar.

2 So, thank you and you may begin your
3 testimony.

4 MR. AITAABOU: Thank you so much. I
5 like the way you pronounce my name but
6 it's Larbi Aitaabou. It's very easy,
7 just like a taboo, but I'm not a taboo.

8 Let's get into business:

9 I think -- one of the things I want
10 to start with -- well, thank you for
11 giving us the opportunity today to give
12 our feedback and opinion about what the
13 rules should be, you know, after COVID
14 basically.

15 So, long time no see you,
16 Commissioner. If you remember me --
17 moderate one of the meetings with the
18 drivers and thank you for that
19 opportunity that you give us at that
20 time. We hope to see you again.

21 But here's the thing with me today,
22 I feel like, you know, the industry has
23 been, you know, helping a lot of drivers
24 getting a job and, you know, the
25 licensing and everything -- creating the

1 independence and the flexibility that
2 everyone relied on.

3 One thing is that, yeah, we are
4 paying -- you know, FHV drivers right
5 now are paying congestion pricing, but
6 they're really not making a lot of money
7 when you get stuck behind the traffic.
8 And right now, as you can witness, a lot
9 of traffic in the City for whatever
10 reason. People probably get a lot of
11 money and they decided just to drive,
12 which caused a lot of congestion.

13 Drivers are not benefitting from
14 that since we are the drivers that have
15 been moving the City throughout the
16 whole pandemic and continue to do so.
17 So, you should probably consider to
18 speak to DOT and allow drivers with
19 passengers -- FHV with passengers to
20 actually use, you know, the bus lane,
21 which actually can help a lot of the
22 traffic as well.

23 Speaking of moving violation,
24 traffic-related tickets should not --
25 and I'm sorry to say this -- TLC

1 business. DMV is actually doing a great
2 job at that and when you add in actually
3 the fines that the TLC are charging the
4 drivers, that kind of put drivers in a
5 really, really bad hardship. You should
6 consider, you know, those fine --
7 eliminating them if possible and work
8 something with the DMV.

9 Right now, as we can see, cars are
10 very hard to get by, due to the
11 shipment. So, TLC plates not being used
12 by those big owner fleets, that they are
13 actually exploiting, you know, the
14 driver -- drivers everywhere -- should
15 be returned to the TLC and recycled back
16 to individuals.

17 Maybe you can create a list for
18 drivers actually that -- once you
19 actually -- be fully independent and get
20 those recycled TLC plates to them
21 because those are the workers and the
22 people that deserve to have independent
23 plates, and also you are closing the gap
24 on exploiting drivers.

25 The battery electric vehicles should

1 be open for individual drivers,
2 especially a person like me. I like to
3 go green. I want to help the
4 environment as well. I don't have a
5 plate right now, but I was, you know,
6 planning to get an e-vehicle --

7 MR. WANTTAJA: 30 seconds remaining.

8 MR. AITAABOU: Thank you -- and
9 should be considered for individual
10 drivers and well, and trust me, that
11 would help a lot.

12 One last thing, the consumer
13 complaint -- and been witnessing that a
14 lot of drivers are coming to me and
15 asking me for help -- how to deal with
16 that. I think that's a little bit --
17 you know, we need to eliminate the bias
18 on that.

19 Just look into it and see if we can
20 fix on that because I can call the phone
21 and complain about any TLC plates and
22 the person will get a hefty fine.

23 Thank you for your time. I
24 appreciate the work we're doing and we
25 hope to see you guys soon. Thank you.

1 MR. WANTTAJA: Thank you for your
2 testimony.

3 Our next speaker will be Joziel
4 Andujar followed by Gerson Fernandes.

5 MR. ANDUJAR: Hello -- yeah.

6 MR. WANTTAJA: Hello -- yes.

7 MR. ANDUJAR: Hey, hello. How are
8 you guys? Hi to you all -- everybody in
9 TLC. I really love the good
10 participation of drivers in this kind of
11 hearing. It's really -- I think it's
12 good for the industry.

13 I just want to say -- use my time
14 wisely and I just want to put out this
15 thing about the plates:

16 I know, like the Commissioner was
17 saying on (indiscernible) in the meeting
18 she had with the drivers, that, you
19 know, they're trying to reduce, you
20 know, the amount of cars that are
21 driving in the City because of
22 congestion and this and that, and -- but
23 I don't understand -- we have to find
24 ways that really, we the drivers, are
25 getting the plate because that's the way

1 the drivers can spend less time in the
2 road.

3 If they go east below the congestion
4 and get the congestion out of the way,
5 we need to get those plates so we can
6 make the most money and one way to do it
7 is we have TLC, that you got corporation
8 plates and you got individual plates,
9 and, you know, it can be transferred to
10 one another, but if you can make a
11 regulation that we can buy a plate for a
12 fellow driver -- the one that retired --
13 or a pay for a corporation, that can be,
14 you know, something.

15 It's a good solution and ban all
16 plate acquisition by corporation because
17 why it's fair that corporation can buy
18 plates -- one for others -- you know, I
19 buy this corporation for the
20 (indiscernible), I get all the plates.
21 You know, that's not really fair. Why
22 is that fair?

23 Another thing is inflation. We're
24 living in times where everything is up.
25 Since the pandemic start, it got

1 expensive and all this minimum pay, it
2 has to be reviewed. Why? I know before
3 the gas, it was higher before, but it
4 was only the gas. Now everything --
5 everything is an expense -- the gas, the
6 food -- everything has gone through the
7 roof --

8 MR. WANTTAJA: 30 seconds remaining.

9 MR. ANDUJAR: -- and we have to be
10 fair.

11 This minimum pay, it has to be
12 regulate and must, you know, in the
13 livery -- in the livery bases, because
14 we are the most that deal with those
15 people in low, you know, income
16 communities. You know, so we need the
17 help; we need that compromise.

18 Another thing, for end this, I think
19 we need a hearing. We need an audience
20 only for accessible because I know that
21 City struggling with the Access-A-Ride
22 and I have some ideas that we, the
23 drivers, can be in both -- make some
24 money and everybody is happy. This is
25 going to help the citizen; this is going

1 to help the MTA with it, and I think
2 everybody is going to be happy.

3 But we need to get things done, not
4 only talking, talking, talk -- blah,
5 blah, blah -- no, no. We need to
6 compromise.

7 Thank you all. Thank you,
8 Commissioner. Thank you, everybody.
9 Bye.

10 MR. WANTTAJA: Thank you for your
11 testimony.

12 Our next speaker will be Gerson
13 Fernandes followed by Peter Mazer.

14 MR. FERNANDES: Can you hear me?

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

17 MR. FERNANDES: Yeah, good morning.
18 I just want to say that I'm an
19 owner-driver from 2000 and I own my own
20 car and I own my medallion and the car.
21 And now in April, my car will be
22 expiring because I have to get a new one
23 because, of course, I got a long-time --
24 the TLC gave me a long time to change my
25 car.

1 But I would like to say that instead
2 of having a certain type of car, like
3 Uber or Lyft have, give us more
4 accessibility to other models so that we
5 are able to -- how you say -- even for
6 the payment, we are able to -- what do
7 you call that -- shop around.

8 So, I'm asking for this, if it's
9 possible, for TLC to make any plan for
10 that because from 2003, I had two of the
11 Crown Victorias and now I've got Transit
12 Connect, which is a regular one.

13 So, that's what I would like to ask
14 the TLC, to make like more models
15 accessible so, as owners, we can -- we
16 are more able to shop around.

17 That's one thing and the next thing
18 is in the bus lane, if you have elderly
19 customers -- I am not saying the regular
20 customers -- give us a chance to drop in
21 the bus lane so that way they take time
22 to come out. We cannot push them, "Go
23 out, go out, the bus is behind". So,
24 like, that way, so that we don't get a
25 ticket.

1 That's all I want to say. Thank
2 you.

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

5 Our next speaker will be Peter Mazer
6 followed by Andrew Vollo.

7 MR. MAZER: Good morning.

8 MR. WANTTAJA: Good morning.

9 MR. MAZER: My name is Peter Mazer
10 and I'm general counsel to the
11 Metropolitan Taxicab Board of Trade -- a
12 70-year-old trade association. We've
13 represented thousands of medallion
14 owners at hearings and our full service
15 driver center has represented 4,600
16 drivers at OATH hearings at no charge.

17 I first encountered the TLC rule
18 book 32 years ago when I started as an
19 Administrative Law Judge at the TLC's
20 tribunal. At that time, the rule book
21 contained 185 rules. There are 842
22 pages of rules regulating this industry.

23 Drivers are subject to 64 pages of
24 rules and 51 separate rules that can
25 result in suspension or revocation of

1 their licenses. So, any attempt to
2 streamline, or simplify, or revise these
3 rules is definitely a daunting task and
4 not a two-minute subject, but I would
5 like to address a couple of specific
6 areas.

7 The first relates to license
8 suspensions and I'll start with an
9 example. Drivers who are fined at a
10 hearing must pay their fine in full
11 within 30 days or the TLC license is
12 suspended. Most of the summonses
13 adjudicated today are for traffic
14 offenses and they carry a fine of \$400
15 plus points.

16 New York State recognized that
17 suspending a motorist driver's license
18 for nonpayment of fines creates an ever
19 widening circle of poverty from which
20 there is no escape since one cannot work
21 to pay the fine if the driver's license
22 is suspended.

23 Early this year, the State passed
24 legislation which prohibits the
25 suspension of drivers' licenses merely

1 for the nonpayment of a fine. It also
2 requires that payment plans be offered
3 and grants Hearing Officers discretion
4 to reduce fines below the statutory
5 minimum.

6 The statutory minimum fine for most
7 traffic offenses in the State is \$138
8 dots. TLC licenses face a fine of \$400
9 for the same offense, which the Hearing
10 Officers have no discretion by the
11 Hearing Officer to reduce the fine.
12 There are no payment plans and the
13 deprivation of one's ability to earn a
14 livelihood until the fine is paid in
15 full.

16 MR. WANTTAJA: 30 seconds remaining.

17 MR. MAZER: The TLC -- thank you.

18 The TLC can easily replicate the
19 State's approach to summonses and still
20 enforce its rules to protect the public.
21 Owners, agents, and non-driver
22 businesses face license suspensions also
23 for a whole array of rules. Most have
24 nothing to do with public safety and
25 many create untenable situations for

1 owners and businesses.

2 I will address these in written
3 comments that I will submit, but also
4 would point out that suspensions are
5 imposed immediately. Many times drivers
6 and owners do not know of the
7 suspensions. A grace period before the
8 imposition of a suspension would be a
9 fair and equitable way of looking at
10 this.

11 I will be supplementing these by
12 written comments and I'll answer any
13 questions that you may have. Thank you
14 for your time and giving me the
15 opportunity to testify today.

16 MR. WANTTAJA: Thank you for your
17 testimony and we look forward to those
18 written comments.

19 MR. MAZER: Thank you.

20 MR. WANTTAJA: Our next speaker will
21 be Andrew Vollo followed by Lloyd Dinma.

22 MR. VOLLO: Yes, hi.

23 MR. WANTTAJA: Hi.

24 MR. VOLLO: Hi -- I'm listening --
25 hi.

1 Yeah, my name is Andrew Vollo and
2 I've been a fixture in the Taxi FHV
3 Driver Institute for the industry,
4 actually, for 40 years, including
5 30 years as a LaGuardia Community
6 College director for the Taxi FHV Driver
7 Institute. I've consulted with the TLC
8 in conception, design, and
9 implementation of many successful driver
10 training programs.

11 The TLC requires its licensed
12 drivers to complete a continuing
13 education course as part of each license
14 renewal. The Agency rule mandates that
15 drivers complete an authorized license
16 renewal course, Rule 80-04J3. However,
17 this rule has not been enforced for
18 seven years, in that, the course is
19 currently nonexistent.

20 Taxi and FHV drivers do important
21 work. We all benefit when the work is
22 treated as such. It's time to require
23 truly professional standards from
24 drivers, as well as the TLC. The TLC
25 should enforce their mandates. Frankly,

1 we owe better to passengers,
2 pedestrians, but also to the drivers.

3 Look, all New York City taxi drivers
4 could serve as a valuable resource for
5 New York City. TLC licensed vehicles
6 are ubiquitous on the City streets, and
7 for that reason, TLC drivers set the
8 tone as how the rest of us drive. If
9 the TLC drivers set a better example for
10 other drivers, it would undoubtedly have
11 a major impact on street safety.

12 New York City should set the gold
13 standard for professional driver
14 training nationwide. The training
15 should TLC policies on moving
16 violations, sharing the road safely with
17 pedestrians and bicyclists, increasing
18 awareness about higher crash street
19 types, dangerous behavior, like
20 aggressive driving and driving while
21 distracted --

22 MR. WANTTAJA: 30 seconds remaining.

23 MR. VOLLO: -- and under the
24 influence, how to manage technology
25 distractions, and all the TLC rules

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1 mandated by the City's now unfamiliar
2 Vision Zero, as well as further
3 instructions on safe, courteous
4 professional driving.

5 Laws are important for a society.
6 They serve as a norm of conduct for
7 citizens. One can only hope that when
8 the Mayor-Elect, Eric Adams' new TLC
9 administration comes on board, they
10 properly enforce and enhance the
11 education of New York City's safest.

12 Thank you for your time. I
13 appreciate it.

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

16 Our next speaker will be Lloyd Dinma
17 followed by Andy Shirpa.

18 (No response.)

19 MR. WANTTAJA: And we have Lloyd
20 Dinma --

21 MR. DINMA: Okay. Thank you very
22 much.

23 Hello, everyone. I am an Uber
24 driver; I also drive for Lyft from time
25 to time. I say hello to all of you and

1 I wanted to thank you all for this
2 opportunity you've given to us to
3 express ourselves regarding how we feel
4 about the TLC rules. Here I come.

5 I feel that some of the TLC rules
6 are anti-immigrant and implicitly
7 racist. This is manifested in how
8 draconian and (indiscernible) they are.
9 Let's look at Cooper's Law
10 (indiscernible) and access
11 (indiscernible).

12 In Cooper's Law, this is a law that
13 says that whenever a TLC license is
14 suspended -- gets in an accident --
15 (indiscernible) -- his license has to be
16 suspended pending an investigation.
17 (Indiscernible.) Now, I have never met
18 Cooper's mother, but I can say
19 (indiscernible) to assume that she's
20 white and has a (indiscernible)
21 resources available to her
22 (indiscernible).

23 This law (indiscernible) the
24 (indiscernible) society.
25 (Indiscernible) white teenage girl,

1 however, the face of the taxi driver,
2 Uber driver, or Lyft driver is
3 (indiscernible) immigrants who can speak
4 English and comes from -- comes from my
5 socioeconomic status.

6 Two weeks ago, you had to clarify
7 your no-mask policy that (indiscernible)
8 every driver is guilty of
9 (indiscernible) complaints about not
10 wearing a mask. So, clearly, there is
11 some kind of bias here.

12 Whatever happened to the notion that
13 you were innocent until proven guilty?
14 Is this America? In what other industry
15 does this happen on a regular basis?

16 Regarding the fines and the
17 violations (indiscernible), there should
18 be a policy of first-time offender
19 (indiscernible), especially since the
20 fines are so steep. You pay as much as
21 \$300 for a stop sign. That's a lot of
22 money. We're always on the road.

23 MR. WANTTAJA: 30 seconds remaining.

24 MR. DINMA: No one is perfect in
25 their jobs. You all make mistakes. You

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1 made a mistake with your mask policy
2 rollout. Should you all be fined for
3 that? No. I look forward to your open
4 mindedness on this (indiscernible) and I
5 do agree with the sentiment that was
6 expressed.

7 We should have drivers on this seat
8 representing us as opposed to the
9 regular ultra-liberal ivy league
10 (indiscernible).

11 Thank you all and have a nice day.

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

14 Our next speaker will be Andy Shirpa
15 followed by Julio Batista.

16 (No response.)

17 MR. WANTTAJA: Andy Shirpa, you may
18 un-mute your line and begin your
19 testimony.

20 (No response.)

21 MR. WANTTAJA: Andy Shirpa, you may
22 un-mute your line and begin your
23 testimony.

24 (No response.)

25 MR. WANTTAJA: One more call for

1 Andy Shirpa here.

2 (No response.)

3 MR. WANTTAJA: Okay. Let's move
4 onto our next speaker then, Julio
5 Batista, followed by Galina Gaviniker.

6 MR. BATISTA: Hello. I'm here.

7 MR. WANTTAJA: Hi -- yes, hello.
8 You may begin your testimony.

9 MR. BATISTA: So, how are you?
10 Thank you very much for allowing me
11 here. Thank you, Commissioner; thank
12 you, everyone.

13 So, I just wanted to say something I
14 think. In my opinion, TLC is supposed
15 to review the rules in both things. One
16 thing is what is the rules now necessary
17 to make it (indiscernible) to improve
18 and (indiscernible) the service.

19 And the second thing is, how
20 enforcing the rule in street because in
21 my case, I just came in 2015 to TLC when
22 my life working was maybe ending. So,
23 I'm not ending since last year -- since
24 March last year. But I talk to many
25 drivers that are struggling. They

1 struggle (indiscernible) but they have
2 (indiscernible) like me. They have to
3 pay beginning of the year.

4 So, when you license -- when you are
5 DMV registered -- renew insurance,
6 sometimes, the (indiscernible)
7 inspection is very expensive. So, when
8 you check, they're spending all of this
9 on the (indiscernible) for the year.
10 So, this is a lot of money.

11 But when the New York City Office
12 down the street -- so they just to make
13 hard time for the driver. They're hard
14 working people. That's the drivers,
15 hard working people. I don't mind
16 they're working for Uber, yellow cab --
17 I don't mind. So, it's hard work
18 because I did for six years. I know how
19 it's done.

20 So, my car is full. I spent a lot
21 of money to make full my car
22 (indiscernible) and now it's in my
23 driveway. It's parked there in my
24 garage --

25 MR. WANTTAJA: 30 seconds remaining.

1 MR. BATISTA: -- doing nothing.

2 So, the best thing you can do, I
3 think the Commission, is check the
4 rules, which rule is (indiscernible) for
5 the betterment of the drivers.

6 Another thing is, how they
7 (indiscernible) to go through street to
8 enforce the rule because in my case, I
9 don't (indiscernible). They give him a
10 ticket. I went to airport with my
11 friend and they give me a ticket? One
12 ticket was \$500 and they send another
13 ticket for \$10,000 already. That's
14 ridiculous but I have it here -- \$8,000.

15 MR. WANTTAJA: Time has expired.
16 Please conclude your testimony.

17 MR. BATISTA: Thank you very much.

18 MR. WANTTAJA: Well, thank you for
19 your testimony.

20 MR. WANTTAJA: It looks like next we
21 have Tina Raveneau followed by Ashraf
22 Ahmed.

23 (No response.)

24 MR. WANTTAJA: Tina, you may un-mute
25 your line and begin your testimony.

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1 MS. RAVENEAU: Can you hear me?

2 MR. WANTTAJA: Yes, we can. Thank
3 you.

4 MS. RAVENEAU: Hi. Good morning.
5 Good morning all Commissioners.

6 I would like to like (indiscernible)
7 on a few things and (indiscernible)
8 opportunity.

9 I'm a driver and an organizer
10 helping drivers every day with issues in
11 the industry. One thing --
12 (indiscernible) -- a few concerns:

13 One, we need to -- if you guys can
14 really decrease the high fees that
15 drivers, you know, are facing right now.
16 The fees are very high; the tickets are
17 very high and we all know that if
18 drivers have, you know, all these high
19 fees coming to them, it does at some
20 point create hardship.

21 Also -- I also want to address, we
22 need more restrooms. As a woman driver,
23 it's very hard to get a restroom in the
24 City. It's very hard -- you know,
25 getting parking is very hard --

1 (indiscernible) -- rest stop, you know,
2 and the signs are not even all complete
3 at FHV. They still have the signs --
4 sometimes they can break and then come
5 back to a ticket. That has to be
6 priority.

7 I mean, not having access to a
8 restroom is also a health issue, right,
9 for specifically women drivers. So,
10 that also really needs to be addressed.

11 Okay. Drivers should be able to put
12 their license (indiscernible). As
13 workers, you know, we take
14 (indiscernible) -- (indiscernible) same
15 time as our friend. We should be able
16 to at least put our license in storage
17 temporary and have time for our family.

18 Like, you know, it's -- you have --
19 you guys have to help us really create
20 an environment where we can spend time
21 with our family and not be burdened by
22 having to, you know, still try to pay
23 all these fees -- insurance fees.

24 We should be able to take a break,
25 go overseas, and come back and have our

1 stuff storage and come back and continue
2 working. Like, (indiscernible), you
3 know, to pay money to an agency, like
4 TLC, I think you have the power to
5 really enforce -- you know, approve them
6 like that, to really have drivers spend
7 more time and quality time with their
8 family.

9 MR. WANTTAJA: 30 seconds remaining.

10 MS. RAVENEAU: You did it -- saw it
11 work in the pandemic and I think you can
12 continue to make it work.

13 Also -- I also want to say and
14 really stress, this is the second
15 meeting that you guys have really given
16 drivers like us late notice. 89 drivers
17 plus other people on this call does not
18 -- does not really represent the 200,000
19 drivers.

20 (Disruption in transmission.)

21 MS. RAVENEAU: Please give -- if you
22 really want to hear problems, give us
23 enough time to plan and get our thoughts
24 together to come to you and tell what's
25 really happening. This is not enough

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1 time, you know, to really have the
2 problems and cries of workers.

3 Thank you.

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

6 And I'll just note that anybody is
7 still welcome to provide written
8 comments on any part of the regulatory
9 review process here. We -- this isn't a
10 hearing on a proposed set of rules, so
11 there is no deadline for comments.

12 Obviously, the sooner the better,
13 but to the extent that anybody listening
14 would like to provide testimony at a
15 future date, again, please email those
16 comments to tlcrules@tlc.nyc.gov.

17 So, moving on, our next speaker will
18 be Ashraf Ahmed followed by Clinton
19 Brown.

20 (No response.)

21 MR. WANTTAJA: Ashraf, you may
22 un-mute and begin your testimony.

23 (No response.)

24 MR. WANTTAJA: Ashraf, you may
25 un-mute and begin your testimony.

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1 MR. AHMED: Hi -- hi, everyone.

2 MR. WANTTAJA: Yes, we can hear you.
3 Please begin your testimony.

4 MR. AHMED: Yeah, I'm just talking
5 about a few points and a short message.

6 Number one, I'm talking about the
7 meter. The meter is never raised like
8 more than 10 years ago. So, everything
9 raise, as you know -- as everyone here
10 knows what's going on with the price.

11 Like, small example, I take my wife,
12 my kid to restaurant. I used to pay
13 five, six years 50 something, now I pay
14 110, 120. It's the same restaurant. My
15 income going to double or no? My income
16 going down. So, for our life, it's not
17 easy for our cost as family.

18 So, the meter should be raised as
19 soon as possible. We're talking about
20 that before.

21 But something else is the same trip
22 a yellow cab driver make it 10, \$12 with
23 snow coming, like 10 inch, 12 inch -- we
24 ask the driver if you can work. You can
25 work; nobody stops a driver work. So,

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1 the same trip, make it Uber, like \$35
2 and we're talking to each other. We
3 know Uber driver as a friend. So, I
4 make this one 35 -- 40 -- I make \$200 --
5 \$15.

6 So, we need to see what's going on;
7 how we can control the meter with
8 pandemic -- I mean with hurricanes or
9 with the snow coming -- that 12 inch --
10 how we can do something for driver. The
11 same one trip, \$10, make it \$35. We do
12 that right now, you know, when it's busy
13 -- Uber or whatever.

14 Number two is the benefits. Uber
15 and Lyft, they give some benefit for
16 driver; like they have some driver
17 benefits. I know some friend. He can
18 go to the dentist; he can go to get
19 eyeglass or reading glass. He get free,
20 but I think they like 10 cents from each
21 trip -- 5 cents -- I don't know.

22 The TLC collected 30 cents from each
23 trip from us. As you know, the meter
24 start with \$3.30. I think 2.50 going to
25 MTA, 30 cents is going for TLC. The

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1 driver gets nothing. So, we should get
2 some driver benefits.

3 So, it's two message; one for the
4 meter, one for the driver, benefits. We
5 can do something. If you need to go to
6 eye doctor or dentist, we can work in
7 ways.

8 MR. WANTTAJA: 30 seconds remaining.

9 MR. AHMED: Yeah, that is important
10 thing I want to talk about.

11 The relation between the TLC police
12 officer and the street. I drove now
13 like 26 years and I said before to the
14 Commissioner, I'm one of the best driver
15 and I have certificate from ex-ex
16 Commissioner. Commission is very
17 important.

18 I want the TLC officer stop me to
19 tell me, "Are you okay", "How is
20 everything". It has happened for me
21 once in 26 years. I was so glad he
22 stopped me. He didn't give me any fine;
23 he just check how is the situation, "You
24 good". So, this relation is very
25 important to us.

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1 Thank you so much -- thank you --
2 thank you.

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

5 MR. AHMED: Thank you.

6 MR. WANTTAJA: Our next speaker will
7 be Clinton Brown followed by Richard
8 Dakota.

9 MR. BROWN: Hey, good morning. Are
10 we here?

11 MR. WANTTAJA: Yes, we can hear you.
12 Thank you.

13 MR. BROWN: Yeah, I'm a driver, but
14 I frequent the airport. As you can
15 tell, I'm at LaGuardia Taxi Lot, P7, as
16 we speak.

17 They need some lines. Port
18 Authority was supposed to paint some
19 lines on these -- in this lot. This is
20 ridiculous. This doesn't make any
21 sense. As you can tell, there's no
22 lines and it's a bit out of order.

23 Not only that, at times we pick up
24 passengers from a terminal going to the
25 next terminal after waiting in the lot

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1 for maybe a half an hour. So, we pick
2 up that passenger, take them to the next
3 terminal. The driver has to come back
4 and wait in the lot again. That's not
5 economically sound and that's basically
6 all I wanted to say.

7 There's a lot to talk about it and a
8 lot of people want to give their
9 opinions about the business. It's a
10 good business. It's flexible and I
11 appreciate meeting you guys today.

12 All right. I'm done. Thank you.

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

15 MR. BROWN: All right.

16 MR. WANTTAJA: Our next speaker will
17 be Richard Dakota followed by Austin
18 Choudhary.

19 (No response.)

20 MR. WANTTAJA: Richard, you may
21 un-mute yourself and begin your
22 testimony.

23 MR. DAKOTA: All right. Is it still
24 -- good afternoon. Commissioner -- I
25 want to greet everyone here. Thank you.

1 Commissioner, thank you from our last
2 meeting at City Hall.

3 I want to thank you for having
4 something like this and my perspective
5 on this is that this is just the
6 beginning and I'm hoping that I can stay
7 in contact with the TLC in whatever area
8 of the TLC that is continuing to do this
9 cause we're reviewing the TLC rules
10 also.

11 So, first thing I want to say is
12 that, you know, the gentlemen came on --
13 Mr. -- the attorney, Peter Mazer, and he
14 made a very, you know, powerful point --
15 when he started with this business, it
16 was 185 rules and now we have 865 pages
17 of rules, as an entrepreneur, wanting to
18 do things the right way, I must say that
19 it is quite the onerous task reading and
20 trying to put things in their proper
21 perspective to make sure you're making
22 the right moves as you enter the
23 industry.

24 And so my statement, with all of
25 that, is that I think that there needs

1 to be, with the changing times -- 21st
2 century technology and all of that --
3 not just minor modifications, but a
4 radical overhaul of the rules so that
5 they really reflect the industry and the
6 way that professional drivers -- I'm
7 emphasizing the word "professional" --
8 professional drivers operate in that
9 industry.

10 And also keep it in mind that we set
11 the example for the entire world in this
12 industry -- okay -- just because of
13 where we stand in the City that we're
14 in.

15 So, having said that, there needs to
16 -- you know, a lot of the complaints --
17 what you're hearing, as I've seen them,
18 they're coming from a place of not being
19 -- where the professional driver is not
20 seen the same way as the TLC and is not
21 seen the same way as the passenger that
22 the professional driver is taking.

23 MR. WANTTAJA: 30 seconds remaining.

24 MR. DAKOTA: Thank you.

25 The TLC is seen as the overarching

1 -- I don't -- demigod or whatever. The
2 passenger, I guess, you know, tells the
3 TLC what to do and this -- and the
4 driver just has to take whatever he gets
5 and that's unfortunately sort of the
6 operating environment.

7 Any new rule-making has to
8 completely overhaul that so that
9 everybody is seen on the same level and
10 expected to uphold their end of the
11 bargain. Okay. Same level, uphold your
12 end of the bargain so that there's
13 dignity maintained in this industry.

14 I am hoping that I can stay in
15 contact with the TLC rules -- department
16 and be a part of this radical change
17 that is needed. Thank you.

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

20 Our next speaker will be Mohamed
21 Zakout followed by Raul Rivera.

22 (No response.)

23 MR. WANTTAJA: Mohamed, you may
24 un-mute yourself and begin your
25 testimony.

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1 MR. ZAKOUT: Good morning, everyone.

2 Do you hear me?

3 MR. WANTTAJA: Yes, we can. Thank
4 you.

5 MR. ZAKOUT: All right. So, I want
6 to see the Commissioner for a second --
7 I want to see her face if it's possible.

8 Do you hear me?

9 MR. WANTTAJA: Yeah, we're on video,
10 sir. I'm not sure --

11 MR. ZAKOUT: Okay. I'm just waiting
12 for the Commissioner.

13 MR. WANTTAJA: Oh, she's on. Thank
14 you.

15 MR. ZAKOUT: All right. I don't
16 know if she hears me or not. I just
17 want to confirm she hears me.

18 CHAIR HEREDIA JARMOSZUK: We can
19 hear you, sir.

20 MR. ZAKOUT: Okay. 19 years driving
21 yellow cab, a family man with three
22 kids. I need you to have a pen and a
23 piece of paper and to take a look at
24 this. (Indicating.)

25 This is a receipt from JFK. I've

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1 been sitting here -- you can check with
2 your people through the satellite -- for
3 two hours sitting in the taxi stand
4 after you guys have the new law, no
5 (indiscernible) slip for the yellow cab
6 driver. I end up having \$15.

7 I start my shift at 4:30 in the
8 morning; I make five local trip and one
9 trip JFK for \$52 with zero tip. It's
10 fine, no problem. Sitting down in that
11 taxi stand for an hour and 41 minutes, I
12 end up having \$15 trip with zero tip.
13 No problem with that. Now I have to go
14 back to the taxi stand because the
15 traffic, it would take up to hour and 15
16 minutes going back to New York City.

17 So, if I go back to the taxi stand,
18 I'm going to sit down additional two
19 hours. So, two hours waiting time and
20 two hours again waiting time. I don't
21 know where I'm going to go with the next
22 trip, but let's give an example.

23 I'm going back to New York City. I
24 make another \$50. So, 50 and 50 and 15,
25 I make \$115 within five hours and I

1 already done four hours in the morning.
2 That's nine hours. My shift is 12 hours
3 for \$100. So, that's me. I'm going to
4 go home to my kids with maximum \$40 in
5 my pocket, if God forbid, I didn't get
6 no violation.

7 Can you calculate that and you tell
8 me how I'm going to feed my kids with
9 that? This is the receipt.

10 (Indicating.) I pulled over on the
11 shoulder right now right in front of the
12 Port Authority.

13 Ma'am, you guys have a corruption in
14 your facility -- corruption everywhere.
15 This is how I am --

16 MR. WANTTAJA: 30 seconds remaining.

17 MR. ZAKOUT: Tell me -- yeah, I
18 know, I know -- 30 seconds. No problem.

19 Tell me how I'm going to feed my
20 kids with that, ma'am. Give me one
21 solution for a human being having three
22 kids driving 19 years in New York City.
23 Everybody make millions -- the brokers,
24 the TLC -- using the people -- the
25 slaves, which is us behind the wheels.

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1 I call myself a slave behind the
2 wheel in order for all of you guys to
3 make money, and get the benefits, and
4 get what you want. Please, track my
5 license number and contact me with a
6 solution, how I'm going to feed three
7 kids with this. (Indicating.)

8 Please re -- change the law, return
9 the (indiscernible) slip back to the
10 airport. We are not Uber and Lyft; you
11 pick up someone and you drop them off,
12 and you get -- receive a call on your
13 phone. We are yellow cab. Please
14 think. We are a human being; we need to
15 be making money to feed our kids.

16 I have a lot to talk about it, but
17 this person give me only two minutes.
18 It's fine. No problem with that. I
19 respect everybody else.

20 If you find a solution, I'm going to
21 send you an email with the slip and you
22 can track everything -- what time I log
23 in, how much money I make -- and tell me
24 at the end how I'm going to pay \$100
25 lease, at least \$25 gas, plus the MTA

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1 surcharges, plus the transportation
2 cause I live in Jersey.

3 MR. WANTTAJA: Time has expired.
4 Please conclude your testimony.

5 MR. ZAKOUT: Thank you very much. I
6 hope I get an answer.

7 MR. WANTTAJA: Thank you and I will
8 once again remind people, if you do have
9 additional testimony, you are welcome to
10 email us at tlcrules@tlc.nyc.gov.

11 So, next up we will have Raul Rivera
12 followed by Anwar Malik.

13 MR. RIVERA: Hello. Can you hear
14 me?

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

17 MR. RIVERA: Thank you for time.
18 Hello, Commissioner.

19 Yeah, I understand that the topic is
20 streamlining -- making everything
21 smoother for the drivers and the
22 industry. I didn't write anything down.
23 I don't -- I don't even know what to say
24 today, but I still felt the need to
25 testify.

1 We're trying to work with the
2 Commission as best as we can to achieve
3 the reform of the TLC that's needed.
4 There's a lot of -- there's a few things
5 that the Commission is doing and we
6 appreciate it, but we have to touch on
7 the topic of money. We need a hearing
8 on money; we need a raise.

9 We're also working closely with the
10 new Mayor-Elect, Eric Adams. He has
11 also signed our petition. He has three
12 of our bills that have been drafted for
13 the benefit of the drivers.

14 Yeah, the rule book, like Mr.
15 Richard Dakota was saying -- the rule
16 book seems to be a little bit excessive.
17 There should be a way to streamline the
18 rule books for the drivers and for the
19 TLC, but I think -- I mean, it's a silly
20 idea -- I'm not sure -- but I was
21 thinking, you know, everybody has a
22 smartphone nowadays -- if it's possible
23 that we can send a text.

24 When we have an answer -- I mean,
25 when we have a question, we can send a

1 text to the TLC and we get back, at
2 least, a generalization response, so we
3 don't have to go through that rule book
4 or that chapter because it's so -- I
5 think you have to be a lawyer really to
6 go through that chapter.

7 But that's all I have to say today,
8 but we thank you for your time. We're
9 working closely with the new Mayor.
10 Again, I have to repeat, he signed our
11 petition and he is listening to the
12 drivers.

13 We thank you for the time.

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

16 Our next speaker will be Anwar Malik
17 followed by Pedro Accosta.

18 MR. MALIK: Okay. All right. Hi
19 guys.

20 I wanted to begin with just saying,
21 like you have made the appointments
22 systems for everything, but there aren't
23 a lot of appointments available for like
24 base transfers and especially WAV
25 vehicles.

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1 For a base transfer, it takes about
2 three to four weeks, and to make more
3 appointments available, I suggest that
4 not everything should be done through an
5 appointment system. Other stuff can be
6 done just by a walk-in, which is
7 actually okay.

8 And we asked before about the red
9 light ticket points to be waived or at
10 least send a warning for the first time,
11 but no one will listen to that, even
12 though someone said they will look into
13 it. We didn't get an answer back.

14 And we are generating a lot of money
15 with those surcharges -- the MTA and all
16 that stuff -- and, yes, that time we did
17 get a pay raise, but then what happened,
18 we're back to the same hole with a lot
19 more drivers on the road. Uber has
20 hired thousands more and TLC is still
21 giving out the TLC license.

22 You said it before, the solution is
23 not to cap the plates; the solution is
24 to cap the license. So, that just gets
25 to me to think, all that raising the pay

1 and everything -- the minimum wage rules
2 -- that was just done to collect more
3 money for the City. Nothing else.

4 And we still can't use the bus lane
5 even though we generate so much income
6 for the City, and now to screw it all
7 up, they're adding yellow cabs to the
8 Uber app so they get more business. I
9 mean, do you guys not see the FHV
10 drivers are not making enough. I'm
11 happy for the yellow cabs, but let's
12 make the playing field even.

13 Let us do street-hails also and let
14 us have rooftop advertising also. It's
15 sort of racist that some cars are
16 getting (indiscernible) and other cars
17 aren't getting the same.

18 And the last one was, I heard those
19 officers, they want protection and are
20 asking for more things, like firearms.

21 MR. WANTTAJA: 30 seconds remaining.

22 MR. MALIK: Just think for a moment,
23 if they feel unsafe and then just
24 imagine how unsafe we are -- how unsafe
25 we feel driving 12 hours a day.

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1 Drivers are getting robbed, shot and
2 killed but TLC is doing nothing about
3 it. That's it.

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

6 Our next speaker will be Pedro
7 Accosta followed by our final speaker,
8 Jermaine Wall.

9 MR. ACCOSTA: Hi. Good afternoon,
10 everyone. Thank you for giving me the
11 opportunity to testify here in this
12 important hearing.

13 I cannot say so much, but I want to
14 point a few very important things like
15 my friend Larbi said before.

16 First, I've been driving for over
17 20 years, so I know a lot about this
18 thing going on, but like Larbi said
19 before, TLC shouldn't be involved in
20 traffic violations because this is
21 affecting so much drivers.

22 Please, we have enough police
23 officer doing their job outside, so I
24 don't think we still need you behind us
25 because your enforcement department is

1 just kind of chasing us like a cat to a
2 mouse, trying to get us into trouble.
3 It's only that. We -- I know that we
4 make mistake, but they are just chasing
5 us, hiding someplace to see if we make a
6 mistake to find us any problem.

7 Also, with the plate -- I do say
8 about the plate -- like if
9 (indiscernible) for the first time, they
10 give -- they have like the opportunity
11 to put a down payment of three percent.
12 You should allow a person for the first
13 time to have the plate. Please,
14 probably no more than one, but one plate
15 for any single person.

16 And the main thing that I want to
17 talk about is about the WAV vehicle. We
18 all know the green and yellow have so
19 much benefit when they buy a vehicle
20 like that and that's great. I am okay
21 for them to because I know they have a
22 lot of money, so that's great. But at
23 the same time, you should consider that
24 we have the same benefit as well.

25 Because if you know, like I have

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1 said a couple of times ago, the yellow
2 and green are not even doing the job
3 that they're supposed to do here in the
4 boroughs. We are doing that job. So,
5 we don't have that incentive.

6 So, you have to consider that. When
7 a person in a wheelchair go to an
8 appointment or somewhere else that they
9 need to go, the most cars available in
10 the City near them is the fastest they
11 can get a service. It's easy for me,
12 and for you, and for all of us who can
13 walk, jump out of a car or jump out of a
14 train and go into a restaurant or a
15 public place to use the bathroom, but
16 those people, they don't have the
17 opportunity to use the bathroom.

18 Twice, I believe, it has happened to
19 me because I have a WAV with me -- I
20 drive a WAV -- that two of them has been
21 in my car and they feel so embarrassing
22 and the only thing I tell them is
23 that --

24 MR. WANTTAJA: 30 seconds remaining.

25 MR. ACCOSTA: -- because I

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1 understand the situation, but please,
2 the most car -- the most WAV vehicle
3 that we have in the City is the best job
4 that we can offer to this community and
5 their needs.

6 I strongly suggest you -- Senora
7 Aloysee, por favor -- please consider
8 these like a priority, not for us only,
9 but also for the people who need the
10 wheelchair vehicle near them.

11 Thank you so much, guys.

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

14 And our final speaker has dropped
15 off, so this concludes the Public
16 Hearing on our Regulatory Review
17 process.

18 CHAIR HEREDIA JARMOSZUK: All right.
19 Well, we thank everybody for their time
20 and their testimony, and if there are
21 people who have additional things to
22 share or to provide, you're welcome to
23 provide written testimony to the TLC via
24 email and you may do in any language you
25 feel -- in any language that you need.

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1 We're happy to accept it.

2 And so it is 12:26; we will conclude
3 this Public Meeting at this time and we
4 thank you again.

5 (Time noted: 12:26 p.m.)

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CERTIFICATION

I, JULIA M. SPEROS, a Notary Public
for and within the State of New York, do
hereby certify:

That the witness whose testimony as
herein set forth, was duly sworn by me;
and that the within transcript is a true
record of the testimony given by said
witness.

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

IN WITNESS WHEREOF, I have hereunto
set my hand this 9th day of November,
2021.



Julia M. Speros



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