

In Re Public Hearing NYC - Taxi & Limousine Commission
August 9, 2023

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2 NEW YORK CITY

3 TAXI & LIMOUSINE COMMISSION

4 PUBLIC HEARING

5 -----X

6 Held Remotely
7 Via ZOOM

8 August 9, 2023
9 10:08 a.m.

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H E L D B E F O R E:

12

DAVID DO, Chair/Commissioner

13

SHERRYL ELUTO, General Counsel

14

TANYA SCOTT

15

BOARD OF COMMISSIONERS:

16

THOMAS SORRENTINO

17

KENNETH MITCHELL

18

ELISA VELAZQUEZ

19

SARAH KAUFMAN

20

KENNETH CHAN

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PAUL BADER

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1 S P E A K E R S:

2 Avik Kabessa

3 Bhairavi Desai

4 Victoria Olivieri

5 Steven Shanker

6 Jose Altamirano

7 Osman Chowdhury

8 CN

9 Mohammed Mohammed

10 Zubin Soleimany

11 Henry Naider

12 Erhan Tuncel

13 Wain Chin

14 Ishtiaq Ahmed

15 Dorothy Leconte

16 Saif Haza

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

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

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

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

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

5 Thank you for you attention. I will
6 now yield the floor to our Commissioner and
7 Chair, David Do.

8 CHAIR DO: Well, good morning,
9 everyone, and thank you so much for joining
10 our public hearing today. My name is David
11 Do, Commissioner and Chair of the Taxi and
12 Limousine Commission, and I'm joined by
13 Commissioners Kenneth Mitchell and Elisa
14 Velazquez.

15 I would also like to extend a warm
16 welcome to our new commissioners joining us
17 today, including Paul Bader, representing
18 Queens on the Commission; Kenneth Chan and
19 Sarah Kaufman, who were nominated by Mayor
20 Adams; and, of course, our re-appointee,
21 Thomas Sorrentino; we are so excited that he
22 will be continuing to represent Brooklyn on
23 the Commission.

24 I also want to thank our former
25 Commissioner, Jacques Jiha, for his

1 nine years of service to the Commission. And
2 he'll now be able to shift his full attention
3 to the Office of Management and Budget.

4 Again, thank you all for joining. I
5 want to first introduce our new commissioners
6 and returning commissioners. First, Paul
7 Bader joins TLC as the new Queens
8 representative with an extensive history of
9 community involvement. He's the owner of a
10 printing and design business in Long Island
11 City. Paul has served on two community
12 boards, including Manhattan Community Board 2
13 and Brooklyn Community Board 6. Also, he has
14 a career as a yellow cab driver.

15 So, Commissioner Bader, would you like
16 to say a few words?

17 COMMISSIONER BADER: Certainly. Thank
18 you, Commissioner. It's a pleasure to join
19 you and the returning commissioners, and to
20 work with the new incoming commissioners, as
21 I am, on this Commission. There has
22 certainly been a lot of changes in the Taxi
23 and Limousine for-hire vehicle industry since
24 the time that I drove a yellow taxi. And
25 that was basically all there was, in addition

1 to some black cars in some underserved
2 neighborhoods.

3 It's a great challenge to us. The
4 industry has morphed from a relatively small
5 industry, with a slight focus on picking
6 people up on the streets, to becoming a
7 larger and larger part of the whole mass
8 transit system in New York City, moving
9 people around in various locations,
10 particularly in areas that are outside of the
11 traditional mass transit routes.

12 So, I look forward to working with
13 everyone, to protect the -- and to improve
14 the service for our citizens, to make sure we
15 do the right thing by our drivers, and to
16 make sure that the whole industry works as
17 efficiently as effectively and as safe as
18 possible, to serve the residents of the City
19 of New York.

20 Thank you.

21 CHAIR DO: Thank you, Commissioner
22 Bader.

23 I'd like to introduce Kenneth Chan, who
24 is a managing director of Navistone, LLC, a
25 Brooklyn small business that manages

1 residential and commercial properties, along
2 with unique perspectives and insight into
3 small business operations. Chan brings
4 knowledge and experience on the connections
5 between land use and transportation to the
6 Commission.

7 Commissioner Chan, would you like to
8 say a few words?

9 COMMISSIONER CHAN: Absolutely. Thank
10 you, Chair Do.

11 Good morning, everyone. I'm honored to
12 serve as a Taxi and Limousine Commissioner
13 for New York City. I commend the hardworking
14 men and women who really keep our city
15 moving, and I am committed to supporting them
16 by working with fellow commissioners and TLC
17 staff, to make our services more efficient,
18 accessible, and sustainable for everyone in
19 our city.

20 I think we have some exciting changes
21 coming up, I think, that will make the City
22 greener, but more efficient in terms of
23 transportation. And I look forward to
24 working on those issues with everyone here.

25 Thank you.

1 CHAIR DO: Thank you, Commissioner
2 Chan.

3 Next up, we have Commissioner Kaufman,
4 who joins the TLC with extensive experience
5 in transportation, policymaking, research,
6 and education. She served five years at the
7 Metropolitan Transit Authority as a projects
8 coordinator for emerging and intelligent
9 transportation systems, and is currently
10 interim executive director at the Rudin
11 Center for Transportation Policy and
12 Management at New York University's Robert F.
13 Wagner School of Public Service.

14 Commissioner Kaufman.

15 COMMISSIONER KAUFMAN: Thank you,
16 Commissioner Do. And I'm so happy and
17 honored to be here today. I am eager to be
18 helpful to the people of New York City, to
19 help the Taxi and Limousine Commission move
20 initiatives forward. And in general, to help
21 New York City's transportation systems become
22 smarter, more equitable, more innovative and
23 sustainable. And so, I am grateful to be
24 here.

25 I am a heavy user of TLC services, as a

1 rider myself, so I appreciate the work that
2 everyone here is doing, and I'm eager to get
3 started.

4 Thank you.

5 CHAIR DO: Thank you so much,
6 Commissioner.

7 And we are so excited that Commissioner
8 Sorrentino has been re-appointed to the TLC
9 after serving as Brooklyn's board member
10 since 2017. Commissioner Sorrentino is a
11 partner at the accounting firm PKF O'Connor
12 Davies, LLP, and has previously served on
13 Brooklyn's Community Board 18, where he
14 chaired as Transportation Committee.

15 Commissioner Sorrentino, I thank you
16 for your continued service. Would you like
17 to say a couple of words.

18 COMMISSIONER SORRENTINO: Yes,
19 certainly. Thank you, Commissioner Do.

20 I'd like to first start off by
21 congratulating our new commissioners.
22 Commissioner Bader, Chan, and Kaufman,
23 welcome to the TLC. We look forward to
24 working with you.

25 COMMISSIONER BADER: Thank you.

1 COMMISSIONER SORRENTINO: I'm excited
2 by the new mix of people, which is great. I
3 look forward to continuing to work with
4 Commissioner Velazquez and Mitchell and with
5 you and your entire team, Commissioner Do. I
6 really look forward to the next chapter.
7 There's a lot for us to deal with and to help
8 address in dealing with the industry, and I
9 think that we have the right team in place to
10 do that.

11 I'd also like to just take a quick
12 thank you to Commissioner Jiha, for all of
13 his years of service on the Commission, and
14 all his work and time and efforts for our
15 city in his role as the commissioner of
16 Office of Management and Budget. So, I look
17 forward to working with everyone, and thank
18 you again. I appreciate it.

19 CHAIR DO: Thank you, Commissioner.

20 And before we get started, one brief
21 reminder to our vehicle licensees is that the
22 TLC's COVID-19 FHV License Storage Program is
23 ending August 31st. We created this program
24 in 2020 as a way for vehicle licensees to
25 save on expenses while we went through the

1 pandemic and lockdown. This was a successful
2 program and now it's ending. If your plate
3 is still in storage and you want to keep
4 using it, please get it out by August 31st.
5 We will be discussing a new short-term FHV
6 Storage Program at our August 23rd hearing,
7 but this is not to be confused with the
8 pandemic program. We will not be able to
9 move plates from one into the other, so get
10 them out now.

11 Now, on to today's business. Today,
12 we're holding a public hearing on proposed
13 amendments to our rules. The first rule
14 package would update TLC's in-vehicle camera
15 system requirements. Under the proposed
16 rules, taxis and street hail liveries will
17 continue to either have a partition or
18 approved in-vehicle camera system, with the
19 camera specifications updated, to allow for
20 more moderate and less expensive technology
21 to be used.

22 Livery vehicles would no longer be
23 required to have a partition or in-vehicle
24 camera. And vehicle owners would instead
25 have the same operational flexibility as

1 other prearranged for-hire vehicles sectors,
2 such as Black Cars. Most livery vehicles do
3 not have partitions currently, and this rule
4 change allows them more flexibility.

5 The second rule package would allow for
6 drivers to collect payments of return tolls
7 on the Verrazzano-Narrows Bridge. The
8 rulemaking is proposed in response to a
9 rulemaking partition submitted by the
10 New York Taxi Workers Alliance. We know that
11 when a taxi driver drops off a passenger in
12 Staten Island, that driver's next trip begins
13 on Staten Island less than 15 percent of the
14 time. Meaning that the driver is highly
15 likely to return across the bridge without a
16 passenger and pay the return toll out of
17 pocket.

18 For high-volume for-hire vehicle
19 drivers, after dropping a passenger off on
20 Staten Island, 63 percent of the time their
21 next trip begins on Staten Island.

22 The notices to comment on the proposed
23 rules were published in the City Record on
24 July 10, 2023, and the comment period ended
25 yesterday. We are not voting on any of these

1 rules today.

2 Now, I will turn it over to our general
3 counsel, Sherryl Eluto, for the public
4 hearing.

5 Thank you, Sherryl.

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

18 With that, we will begin our public
19 hearing. And our first speaker today will be
20 Avik Kabessa, and he will be followed by
21 Bhairavi Desai and then Victoria Olivieri.

22 Mr. Kabessa, please unmute your mic and
23 begin.

24 MR. KABESSA: Good morning,
25 Commissioners. My name is Avik Kabessa. I'm

1 the CEO of Carmel, member of the Livery Round
2 Table, and the chairman of the Livery Workers
3 Compensation Fund.

4 I first want to say thank you very much
5 to you, Commissioner Do, that after so many
6 years of us, Livery Round Table and the
7 Livery Base Owner Association, pleading for
8 that camera rule antiquated to be removed,
9 finally, you're taking this brave step of
10 removing that mandatory requirement, but
11 keeping it optional.

12 I heard some different views about -- I
13 submitted my testimony, so you can read it.
14 But, in general, I heard some criticism to
15 the step, and I want to say the following:

16 When the rule was passed, the livery
17 sector had 28,000 members, the largest
18 sector. And the differentiation between
19 black car and livery was very clear; they
20 were serving corporations. We were serving
21 the community. Today, much has changed. We
22 are only 3,600 livery, and there is no crime
23 because we have no cash.

24 As the livery round -- as the Chairman
25 of the Fund, the Livery Fund, I can tell you

1 that in the last 13 years -- was formed in
2 2010 -- we had less than ten cases that
3 involved a crime, and none of them used the
4 camera to obtain this -- the criminal,
5 because those cameras are not really working.
6 They are antiquated, and only two precincts
7 can get the images.

8 So, I'm looking at 3,260, so if
9 somebody says, "Oh, my God. It's the safety
10 of the drivers," well, there are 96,000 black
11 cars, and they are doing fine by the driver
12 selecting the option of whether to have a
13 camera or not to have a camera.

14 So, if anybody, first of all, from --
15 that are not from our sector cannot speak on
16 our behalf, but here we are telling you. If
17 anybody needs a camera, they can have a
18 camera. This camera is useless. And,
19 therefore, I really urge the Commission --

20 TIMEKEEPER: Thirty seconds remaining.

21 MR. KABESSA: Yeah. I urge the
22 Commissioners to please vote in favor of
23 this. Because, otherwise, what's happen, a
24 guy that owns a vehicle says, "Should I
25 become a livery or should I become black car?"

1 Oh, my God, the livery I have to pay \$1,100
2 for camera. It's useless." And then, they
3 become a black car. So, if you really want
4 to protect the livery driver, give them the
5 option, and don't force them to migrate to
6 become a black car.

7 Thank you, Commissioner Do, for
8 allowing this to happen, leveling the playing
9 field. And I urge you to vote in favor.

10 MS. ELUTO: Thank you, Mr. Kabessa.
11 Our next speaker is Bhairavi Desai.
12 Ms. Desai, go right ahead.

13 MS. DESAI: Okay. Thank you so much.
14 Good morning, Commissioner Do, and
15 congratulations to all of the new
16 commissioners. We also look forward to
17 working with all of you.

18 My name is Bhairavi Desai. I'm the
19 executive director of the New York Taxi
20 Workers Alliance. You know, I understand the
21 frustration that Mr. Kabessa is addressing.
22 I don't take them lightly. I understand the
23 ways in which the subsector has been really
24 decimated over the past ten years. But what
25 I would say to Mr. Kabessa and to everybody

1 else is: The way forward cannot be, you
2 know, to cut ends on things that are vital to
3 the protection of drivers.

4 I mean, we're having this hearing and
5 this conversation today while just very
6 recently, two drivers; brother Yadav Dhungel,
7 who was carjacked, repeatedly stabbed, is
8 fighting for his life, was in critical
9 condition; an Uber and Lyft driver, when he
10 was carjacked on the FDR.

11 Saeed Afzal Butt, a yellow cab driver,
12 who only got out of his yellow cab after he
13 was attacked by two people on a scooter, that
14 threw bags of garbage, food, and liquid into
15 his car and on his person. Once he got out,
16 he was randomly attacked by a group of five
17 strangers, people that were strangers to each
18 other, that piled on.

19 The idea that crime is somehow limited
20 and no longer touches drivers, I wish to God
21 that that was true, but it is not reality.
22 And these are two of our brothers. And by
23 the way, I ask everybody to go to GoFundMe
24 and please make a donation, so our brothers
25 can fully recover.

1 These are two brothers who are not
2 driving livery; one is a yellow cab driver
3 and the other is an Uber and Lyft driver, but
4 they are still victims of assault, and
5 drivers remain at risk of assault and crime
6 at a high rate.

7 Commissioner Do, we ask you and the
8 members of this Board, this rule must be
9 amended. Vehicles that are leased must be
10 required, liveries that are leased must be
11 required to provide that camera. You know,
12 we applaud you for updating the rules in
13 terms of giving more options, more modern
14 options to the cameras, but that should not
15 be an excuse or a pathway to take away
16 something as vital as a camera, which is the
17 only thing --

18 TIMEKEEPER: Thirty seconds remaining.

19 MS. DESAI: -- especially in the
20 absence of the partition, to have drivers
21 feel protected. Livery drivers in particular
22 tend to be the newer drivers in our industry.
23 And you should note that the difference
24 between liveries and high-volume FHV's, livery
25 drivers are more likely to do street hails

1 which, in fact, leaves them even more
2 vulnerable. And that's the very reason why
3 for yellow cabs and SHLs, you're not even
4 removing this requirement. We need to work
5 with the livery industry to not sell the
6 drivers out, to not leave us vulnerable.

7 TIMEKEEPER: Time has expired.

8 MS. DESAI: There is a way to do this
9 without cutting out the safety needs of the
10 drivers themselves.

11 Thank you very much.

12 MS. ELUTO: Thank you.

13 Our next speaker is Victoria Olivieri
14 and she will be -- afterwards will be Steven
15 Shanker, and then Jose Altamirano.

16 So, Ms. Olivieri, you can begin.

17 Ms. Olivieri, unmute your mic.

18 MS. OLIVIERI: Okay. And do I share my
19 screen?

20 MS. ELUTO: No, we can see you.

21 MS. OLIVIERI: Okay. Thank you for
22 allowing me to speak. My name is Victoria.
23 I own Novak Global Skyway Car Service. Like
24 many livery base owes, I have desperately
25 tried to keep my small business open. With

1 policy and industry changes over the past
2 decade, it has become a herculean effort to
3 continue to provide quality service within my
4 community. Unlike the 90s where there were
5 about 11,787 yellow cabs, 12,000 black cars,
6 and about 20,000 livery cars, each sector was
7 different from the other.

8 Livery cars were community-based cars,
9 and also serviced transportation deserts.
10 They would also carry cash, while black cars,
11 at that time, were exclusively corporate and
12 often were paid by vouchers and credit cards.
13 Everyone stayed in their proverbial lane.

14 Being in this industry for 30 years, I
15 remember that in May of 2000, in the response
16 to the murder of ten livery cab drivers
17 within five months, the Taxi and Limousine
18 Commission rightfully made a mandatory rule
19 for all livery cab driver to install digital
20 cameras and/or safety partitions.

21 Mayor Giuliani created a \$5 million
22 program to reimburse livery drivers \$325 each
23 for partitions or cameras. 23 years later,
24 there are no reimbursements and those
25 outdated, unreliable, and overpriced cameras

1 are a financial burden to livery drivers.
2 New drivers choose black cars over livery
3 industry because they do not want the added
4 cost of installing a camera.

5 Unlike in the 2000s, the lines between
6 the black and livery sectors have become so
7 blurry, that as of December of 2022,
8 according to TLC's annual report, the total
9 number of black cars is overwhelmingly
10 89,559, while the livery vehicles are a mere
11 3,978.

12 Since black cars no longer cater
13 exclusively to corporate clientele, the
14 livery and black cars compete and serve the
15 same clientele. The overwhelming advantage
16 the black cars have over the livery car
17 industry has been slanted for quite some
18 time. Now, at long last, livery drivers are
19 relieved by the recent rule that remove the
20 requirement for an in-vehicle camera system.

21 My company and I wholeheartedly support
22 this step in the right direction. There is
23 no reason --

24 TIMEKEEPER: Thirty seconds remaining.
25 Please wrap up.

1 MS. OLIVIERI: -- to be mandated,
2 again, to have the IVCS when black cars have
3 never been held to that standard. The
4 proposed rule repealing the IVCS requirement
5 will level the playing field for the livery
6 sector.

7 I thank you for repealing this archaean
8 rule, so that the liveries have a fighting
9 chance to survive. Thank you for your time,
10 and have a wonderful day.

11 MS. ELUTO: Thank you.

12 Our next speaker is Steven Shanker.

13 COMMISSIONER BADER: Excuse me. Can we
14 ask any questions?

15 MS. ELUTO: Sure. I'm sorry. Go right
16 ahead.

17 COMMISSIONER BADER: Ms. Olivieri, can
18 you hear me?

19 MS. SCOTT: One moment. We'll bring
20 her back into the meeting.

21 COMMISSIONER BADER: Thank you.

22 MS. OLIVIERI: Hi. Can you hear me?

23 COMMISSIONER BADER: We can hear -- we
24 haven't been able to see you, but we can hear
25 you. Thank you.

1 MS. OLIVIERI: Oh, I'm sorry. I don't
2 even know how to make it -- share my screen,
3 maybe?

4 MS. ELUTO: Turn on the camera, but
5 it's okay.

6 COMMISSIONER BADER: My question is:
7 So, you're in favor of this rule, what do you
8 think the choice of most of the drivers would
9 be, to have the camera or to have the
10 partition?

11 MS. OLIVIERI: I think they should be
12 able to choose that, but not at such a
13 tremendous cost. The cost to maintain these
14 cameras if it breaks, or if they have to
15 initially put a camera in their car is too
16 much. And the fact that they have been
17 burdened by that one financial portion,
18 they'd rather go where they don't have to do
19 that. So, I think that they should be able
20 to choose. And there are so many choices
21 right now, because technology has changed
22 from the 2000s.

23 COMMISSIONER BADER: Okay.

24 MS. OLIVIERI: So, I think that buying
25 a camera is very simple. Now, it's up to

1 them whether they want a partition. A
2 partition is also a good choice, and it all
3 depends upon what the driver feel safe with.
4 I think both could be an option, or one, but
5 I don't think that it should be mandated that
6 camera should be put in the cars by one
7 company, that is completely antiquated, that
8 is not effective. And as Mr. Kabessa said,
9 it has not proven to be good in situations
10 where something does occur.

11 COMMISSIONER BADER: Right. No, we
12 understand that. And we certainly, you know,
13 we certainly -- the whole idea of this is to
14 expand the opportunities and to give more
15 choice to the drivers; there's no doubt about
16 that. My question has to do with as far as
17 the options. Where do you -- and the cost,
18 relative to the knowledge that you have and
19 what you think would work best for the
20 drivers, where do you think most of them
21 would likely go? What direction do you think
22 they would likely go, and what do you
23 think -- separate question: What do think
24 they feel more comfortable with?

25 MS. OLIVIERI: Well, I can speak for

1 what I know. I can't speak for other
2 drivers, but I can tell you that they would
3 want the cameras. Some would want facing out
4 and inward, some would want a partition or
5 maybe both. You know, for insurance reasons,
6 I think both would be very good, especially
7 in this day and age. Because many drivers
8 are being attacked, black car, as well as
9 livery, because now black cars are also
10 utilizing the cash payment, so --

11 COMMISSIONER BADER: Right.

12 MS. OLIVIERI: -- I don't see a reason
13 why the livery industry should be burdened
14 with this --

15 COMMISSIONER BADER: No, we understand.
16 That's what we're trying to do here, is level
17 the playing field.

18 MS. OLIVIERI: Exactly.

19 COMMISSIONER BADER: To your knowledge,
20 what is the cost -- what is the cost of the
21 partition today, versus what -- you know, the
22 camera system one can buy on Amazon or
23 anyplace; what is your understanding of those
24 costs?

25 MS. OLIVIERI: I really don't have that

1 information or that data. I could get back
2 to you, if you'd like, and I could give you a
3 little bit more information. But I know the
4 cameras can be easily bought for less than
5 \$100 anywhere. Many people use them in their
6 private cars, so where -- and since I was
7 talking simply about the cameras, that's what
8 I would like to lean into.

9 COMMISSIONER BADER: Thank you.

10 MS. OLIVIERI: Thank you.

11 And thank you all, Commissioners.

12 MS. ELUTO: Our next speaker is Steven
13 Shanker.

14 Mr. Shanker, unmute --

15 MR. SHANKER: Yep.

16 MS. ELUTO: -- and go ahead.

17 MR. SHANKER: Good morning,
18 Chairman Do. May it please the Commission?

19 My name is Steven Shanker. I'm the
20 executive director of the Livery Round Table.
21 There's no doubt that the FHV industry has
22 evolved over the past ten years or so.
23 Unfortunately, before your arrival,
24 Chairman Do, the rules have not always kept
25 up with the evolution of the industry.

1 Now, finally, the Commission is
2 amending the in-vehicle camera system
3 requirement, and the Livery Round Table is in
4 complete support.

5 I'm often asked by others, "Why is the
6 TLC keeping the camera rules mandatory for
7 the liveries only?" I understand the
8 rationale for the rule, the time in history
9 when the City wasn't so safe back in the 90s,
10 there were 2,000 plus murders a year. We've
11 come a long way since then, fortunately. And
12 back then, the liveries made up the bulk of
13 the for-hire vehicle industry.

14 Also, at that time, the outer boroughs
15 were more desolate, and it was more dangerous
16 to drive to the outer boroughs. Today, the
17 City is much safer, the outer boroughs are
18 not so desolate, and there are 25 times more
19 black cars than liveries, as was stated by
20 Avik Kabessa and Ms. Olivieri. The line
21 between livery and black car have become
22 blurred, to say the least.

23 When the black cars catered to
24 corporate clientele and liveries catered to
25 the retail clientele, the rule made sense.

1 This was because business persons were less
2 likely to be perpetrators of a crime upon an
3 FHV driver.

4 Finally, we know that livery drivers
5 really don't carry cash anymore. Most trips
6 are paid for by credit card. There is no
7 incentive for a criminal to rob a livery
8 driver. And hence, there's no longer an
9 overriding need to have the camera system.

10 Over the past 10 years, the number of
11 liveries has dramatically declined. While
12 there are several reasons for this, one, to
13 me, is very prominent. Why would a person
14 choose to become a livery owner instead of a
15 black car owner, when the costs to outfit the
16 vehicle are more expensive?

17 I can't tell you how many livery base
18 owners I speak to that say, "If we could only
19 get rid of the camera requirement, we could
20 affiliate more drivers." What most people
21 consider to be a cost that is maybe
22 de minimis to an FHV driver is rather
23 significant, and we can't, you know,
24 understate that or overstate that.

25 Given that there's really no rationale

1 to continue to mandate the camera system,
2 placing that requirement on the liveries
3 creates an unfair competitive disadvantage to
4 the livery sector, which, as was stated, and
5 as everyone knows, has dramatically declined.

6 TIMEKEEPER: Thirty seconds remaining.

7 MR. SHANKER: Most importantly, for the
8 drivers and vehicle owners who feel safer
9 having a camera, the proposed rule does not
10 prohibit them from doing so.

11 I understand Ms. Desai's concerns, as
12 far as the safety of drivers, but the reality
13 is that all FHV drivers are sophisticated
14 business persons. And as sophisticated
15 business persons, they should have the option
16 to choose what it is that they want to do, as
17 far as having a camera or not.

18 I thank you in advance for your
19 assistance and your cooperation in amending
20 these rules.

21 MS. ELUTO: Thank you.

22 MR. SHANKER: Thank you.

23 MS. ELUTO: Any questions?

24 (No response).

25 MS. ELUTO: Okay. Then, our next

1 speaker is Jose Altamirano, he'll be followed
2 by Osman Chowdhury.

3 MR. ALTAMIRANO: Good morning to the
4 Commissioners. My name is Jose Altamirano,
5 and I'm the president of the Livery Base
6 Owner Association. We represent over 250
7 livery bases, along with their drivers, in
8 New York City. We serve approximately
9 250,000 New Yorkers each day. Our bases are
10 small mom-and-pop businesses which are owned
11 and operated by immigrants, and serve a large
12 immigrant and first-generation American
13 population of this city.

14 Known as a community car service, our
15 livery bases and drivers has stepped up to
16 fill the gaps in public transportation
17 deserts across the five boroughs. We applaud
18 the TLC for helping our livery sector with
19 our issue of in-vehicle camera system. The
20 current system is antiquated, severely
21 overpriced, and a burden to our drivers.
22 Further, it does not accomplish the goal of
23 driver safety. Under the current system, a
24 still picture is taken when the vehicle doors
25 are open; that's it.

1 Then, for police or driver to download
2 a picture, they have to use special software,
3 which not every precinct has access to; I
4 believe only two. We applaud the TLC in
5 taking an approach that sets specifications
6 for an IVCS, which will allow drivers to find
7 any camera that meets those specifications.
8 This will ensure that drivers have the
9 flexibility in the future of best pricing,
10 along with the best technology.

11 I have seen the unfortunate comments in
12 the news and press lately, trying to attack
13 the TLC for this proposed rule. These
14 comments come from groups that aren't from
15 our livery sector, giving opinions on a
16 situation they have no real understanding of.

17 Rest assured, the livery base owners,
18 which is the voice of the community car
19 service, fully supports this measure. We
20 have asked the TLC to make this change in
21 order to support our drivers. We need to
22 ensure a more even playing field for the
23 livery sector. And removing this requirement
24 that only applies to our sector is the right
25 start.

1 Thank you for your consideration, and
2 we urge you to vote "yes" to this proposed
3 rule. We're happy to work together as
4 New Yorkers, to ensure that the City can
5 continue to provide opportunities for
6 hardworking immigrants and their families.

7 MS. ELUTO: Thank you.

8 Our next speaker is Osman Chowdhury.
9 He'll be followed by CN.

10 Mr. Chowdhury.

11 MR. CHOWDHURY: Hello, you hear me?

12 MS. ELUTO: Yes.

13 MR. CHOWDHURY: Good morning, everyone.
14 My name is Osman Chowdhury, on behalf of
15 United Taxi Drivers Association NYC. I have
16 been driving since 1997.

17 Because -- today, I oppose this bill
18 because the camera not a safety of driver.
19 Only the partition is safety of driver
20 because -- insurance company don't like the
21 partition because the car is -- for a small
22 (inaudible) accident, the passenger hurts on
23 the partition; that's why insurance company
24 don't like the partition.

25 The camera not protect any driver. If

1 anything happens, who is going to be
2 responsible to my life and my colleagues.
3 I'm driving yellow, but I know all those
4 taxis. Before sometimes on the news, the
5 Uber driver/Lyft driver hurt by passenger.
6 This camera never saved the life, passenger
7 life and (inaudible) anything. And I oppose
8 the camera thing. Only partition save the
9 life. The driver and passenger both are
10 safe.

11 And as the Commission is reviewing the
12 things -- because if you need a car shorter,
13 you can be longer car, not going to help the
14 passenger. Because -- I mean, again, I
15 oppose -- don't pass the bill for camera.
16 Only partition save the driver, both sides.

17 Thank you very much for my testimony.

18 MS. ELUTO: Thank you.

19 Our next speaker is named CN.

20 MS. CN: Hello.

21 MS. ELUTO: Hi.

22 MS. CN: I'm a private citizen.

23 Regarding the in-vehicle camera system,
24 there's an indicator that's meant to let the
25 passenger know when the camera is running.

1 But for a blind and visually impaired
2 passenger, they won't know this because it's
3 a visual indicator.

4 It's really important that there should
5 be some sort of amendment to make sure that
6 the camera has an audio tone or a beep or a
7 synthesized voice, that it emit -- you know,
8 that will announce to the passenger that the
9 camera is on, and a tone that's louder than
10 the driver's radio.

11 And on the retention of the footage, I
12 think 30 days is way too short. I think it
13 would benefit law enforcement and victims if
14 the retention period is extended to
15 six months; I think that's reasonable. And
16 I'm worried about access of the footage. No
17 where is there a punishment for drivers who
18 might share camera footage online anonymously
19 of un-anonymously on websites.

20 We're in an age of social media, and
21 you never know, there might be the odd person
22 who, unfortunately, might want to share an
23 incident. And the punishment for drivers who
24 delete or alter or modify footage is way too
25 lenient. I think it should be a lot harsher.

1 This is a very serious matter when you're
2 deleting footage that you shouldn't be
3 deleting or even modifying or altering it. I
4 think there should be a ban, I think,
5 straight up, if you delete, you know, the
6 footage, you should be banned from being a
7 driver for maybe a year, in a City, or
8 six months, or -- who knows?

9 And these camera systems are not just
10 important for the driver, but just think
11 about the safety of the passenger. And, you
12 know, it's really important -- like I said, I
13 really hope that things can be changed. And
14 please think about the blind and visually
15 impair community, especially when it comes to
16 audio announcements that the camera is
17 running. I think they should have equal
18 knowledge that the camera is running.

19 And one final thing: I believe there's
20 a disability advocacy group with the TLC. If
21 someone could later on add me to that group,
22 I think it's a monthly group, I would greatly
23 appreciate it. Thank you very much.

24 Thank you.

25 CHAIR DO: CN, we'll add you to the

1 group.

2 MS. CN: Thank you.

3 MS. ELUTO: All right. We're going to
4 switch topics to the Verrazano Bridge toll,
5 and our first speaker is Bhairavi Desai, and
6 she'll be followed by Mohammed Mohammed and
7 Zubin Soleimany.

8 Okay. Ms. Desai.

9 MS. DESAI: Thank you so much.

10 Good morning, again, Commissioners.
11 Thank you, Commissioner Do, for proposing,
12 you know, our petition for rulemaking for
13 proposed rules this morning.

14 This, to us, seems like a real
15 no-brainer. At the moment, there is a
16 two-way toll; a toll to enter Staten Island,
17 a toll to exit Staten Island. When a driver
18 gets a trip into Staten Island, they're only
19 being paid the toll one way, which
20 essentially means there's no other way around
21 this.

22 They are -- the drivers themselves are
23 subsidizing those trips, not only yellow cab
24 drivers, green cab drivers, Uber, Lyft, every
25 single sector of drivers, they are having to

1 pay for the second toll out of their own
2 pocket.

3 The TLC data that was cited at the
4 beginning of this hearing basically says
5 that, you know, drivers could get a second
6 trip that starts in Staten Island. That does
7 not mean that that trip goes over the bridge
8 again. It could be another trip that stays
9 within Staten Island itself, which means,
10 again, that to exit Staten Island, the driver
11 is having to pay for that toll out of their
12 own pocket; that's just unacceptable.

13 We've had a principle in this industry,
14 that the cost of tolls are paid for by the
15 rider. They're not supposed to be eaten by
16 the drivers themselves. I mean, it's just
17 absurd, the idea that the drivers -- we're
18 not talking about even the companies. We're
19 talking about the drivers themselves having
20 to pay for this cost out of their own pocket.

21 You know, we -- and just so you know,
22 the origin of this proposal for us, actually,
23 it was -- this proposal came out of meetings
24 with our Uber and Lyft members. Uber and
25 Lyft drivers are more likely to have a trip

1 going into Staten Island, and so they are
2 actually the group of drivers that end up
3 paying for this toll out of pocket more
4 often.

5 And for anybody who says the passengers
6 will not be able to afford it, let me remind
7 you that Uber itself acknowledged in court,
8 in court papers, in order -- you know, when
9 they sued the TLC against a modest, you
10 know --

11 TIMEKEEPER: Thirty seconds remaining.

12 MS. DESAI: -- consumer price index
13 adjustment that we fought for earlier in the
14 year, they acknowledged that between 2019 and
15 2022, the rate of UberX trips had gone up by
16 49 percent. They're already raising the cost
17 on the public. They're doing it only for
18 their own profit, but the cost of the actual
19 trip, like the toll, which for years, decades
20 has always been paid for by the public.
21 That's where they want the drivers to be the
22 ones to eat that cost. You must pass this
23 rule to --

24 TIMEKEEPER: Time has expired.

25 MS. DESAI: -- protect every single

1 sector of drivers, not just yellow and green
2 cab drivers, but also Uber and Lyft drivers.
3 No driver should have to pay for the second
4 toll out of their own pocket.

5 Thank you.

6 MS. ELUTO: Thank you.

7 Our next speaker is Mohammed Mohammed,
8 followed by Zubin Soleimany.

9 MR. MOHAMMED: You can hear me?

10 MS. ELUTO: Yes.

11 MR. MOHAMMED: Okay. Hi, my name is
12 Mohammed Mohammed. I am a member of NYTWA
13 union. I have been driving for Uber and Lyft
14 for more than seven years. I'm asking the
15 Taxi and Limousine Commission to support our
16 demand regarding collecting the toll on way
17 back from Staten Island over Verrazano
18 Bridge. Keep in your mind, the driver has no
19 chance or very rare if we have a chance to
20 pick up back to the other boroughs.

21 Keeping in your mind, it's also the
22 chance to even to work in Staten Island
23 itself is very rare. There's no trips over
24 there. Even for a half trip, it's a long
25 distance. We're wasting our time to pick up

1 the passenger. It's like five miles away,
2 and maybe we have a fare for \$4 -- \$5.47, the
3 minimum. And it's wasting most of our time.
4 Most of the drivers, they just drop off the
5 passenger and go back empty.

6 And about the study that Mr. David
7 mentioned earlier about the 15 percent,
8 63 percent, I'm not sure this is accurate,
9 you know, study. I'd like to see what time
10 that study about a driver, how long it takes
11 for him to pick up passenger back to the --
12 out of the, you know, Staten Island.

13 I think if you go and drive, Mr. David,
14 by yourself, you have hack license, you stay
15 every day for just one week, from 7:00 p.m.
16 until in the morning, let me know how many
17 passenger you're going to pick up; that's
18 number one. And let me know how many
19 passenger you're going to take back to, you
20 know, out of Staten Island. I would say
21 zero.

22 There is no trips in Staten Island.
23 It's dead business over there, so staying
24 there and pick up any business, that's
25 wasting time. So, I would rather pay out of

1 my pocket \$7 or \$6.55 to make business in
2 Brooklyn or Queens or Manhattan, than stay
3 wasting my time in Staten Island.

4 So, please support our demand. We need
5 to collect that toll to go back to the other
6 boroughs. Staten Island, there's no business
7 at all. So, thank you and I wish you support
8 our demand. Thank you.

9 MS. ELUTO: Thank you.

10 Our next speaker is Zubin Soleimany, to
11 be followed by Henry Naider and Erhan Tuncel.
12 Thank you.

13 MR. SOLEIMANY: Good morning, Chair Do
14 and Commissioners. And congratulations,
15 again, to the new commissioners for joining.

16 The Taxi Workers -- my name is Zubin
17 Soleimany. I'm a staff attorney with the
18 Taxi Workers Alliance. We urge the TLC to
19 pass this rule regarding round trip tolls in
20 a manner that applies equally to both taxi
21 and for-hire vehicle sectors, including the
22 high-volume for-hire vehicle sector.

23 The point of this rule is pretty
24 straightforward. The point is, no drivers
25 should have to pay about seven bucks out of

1 pocket just to keep working, when there is
2 simply no other way for them to access other
3 areas of the City to get back to work. TLC
4 has required this payment for round trip
5 tolls in areas of the City where drivers
6 cannot return to the rest of the City for
7 decades in the taxi sector.

8 Now, just this past January, TLC
9 amended its rules for high-volume -- for-hire
10 vehicles, including high-volume for-hire
11 vehicles, to apply the existing round trip
12 toll rule to that sector as well. What also
13 happened in the meantime was that the MTA
14 changed the direction of tolling on the
15 Verrazano in December 2020, what had been a
16 one-way toll, which wouldn't implicate this
17 problem, became a two-way toll. TLC rules
18 didn't keep up with that change.

19 Now, for a long time, this only
20 implicated trips to the Rockaways, where
21 you're gonna pay a one-way toll to the
22 Rockaways, and you have to pay to get back,
23 the understanding being you're extremely
24 unlikely to get a trip back.

25 Now, similar to the Rockaways, among

1 the least trafficked areas for TLC vehicles
2 is Staten Island. We do -- and so right now,
3 what we're seeing is drivers are in the same
4 position that they had always been in
5 Rockaways, where they're simply not able to
6 get those trips back without incurring that
7 toll.

8 Respectfully, I think the data point
9 that Commissioner Do cited earlier is
10 irrelevant to the inquiry here. The question
11 is not -- do you get another trip in Staten
12 Island that you go to the Staten Island Mall
13 and you take somebody back to Tottenville?
14 The question is do you get somebody else to
15 pay the toll for you coming back, or are you
16 paying it out of pocket?

17 Whatever form this rule takes, there
18 absolutely has to be a gold standard that
19 drivers cannot have to pay that out of pocket
20 to subsidize those trips for drivers. This
21 is just good policy. Doing otherwise
22 incentivizes drivers to refuse these trips,
23 and sensitizes destination discrimination,
24 because any driver who receives trips to
25 Staten Island knows that more likely than

1 not --

2 TIMEKEEPER: Thirty seconds remaining.

3 MR. SOLEIMANY: -- they'll add a cost
4 of \$7 to themselves.

5 One last point that I would like to
6 make that was not in our petition, that we
7 become aware of recently is high-volume bases
8 practice of charging driver -- of not
9 reimbursing drivers who incur tolls when the
10 companies tell them to cross a one-way toll
11 bridge.

12 So, example, you would see a driver
13 going from Mill Basin to Rockaway to do a
14 pickup, incurring the toll on the Cross Bay
15 to get there and not being reimbursed for
16 that, even though they were only doing so at
17 the company's direction, and would not
18 otherwise have incurred that toll --

19 TIMEKEEPER: Time has expired.

20 MR. SOLEIMANY: We'd urge the
21 Commission to also amend this rule to more
22 broadly state that any toll that is incurred
23 at the direction of a dispatching base also
24 be reimbursed.

25 Thank you for you time.

1 COMMISSIONER BADER: I have a question
2 for you, sir.

3 MR. SOLEIMANY: Yes, please.

4 COMMISSIONER BADER: Do you have any
5 idea -- I presume that there are times in
6 which the drivers take somebody to Staten
7 Island and, knowing this, they ask the
8 passenger to pay the return toll.

9 Do you have any idea of how frequently
10 that happens?

11 MR. SOLEIMANY: I have no idea how
12 often that would happen. I think right now
13 that would be a violation of TLC rules to do
14 that, and I don't -- if a driver were to do
15 that, they would end up with an overcharge
16 summons and put their license at risk. So, I
17 doubt and I would hope that drivers are not
18 doing that with the current rules. I think
19 we need a rule change, so that drivers don't
20 lose money on these trips and wouldn't resort
21 to those sorts of things.

22 COMMISSIONER BADER: And do you have
23 any idea whether or not at anytime the
24 businesses -- I mean, this has been going on
25 now for a couple of years, ever since the MTA

1 changed the Verrazano toll, needless to say,
2 so this has been going on for a while.

3 Have you ever heard of any time in
4 which the home base Uber or Lyft has made a
5 deal with the driver to split that cost, or
6 has it always been absorbed totally by the
7 driver?

8 MR. SOLEIMANY: I have not heard
9 anything like that.

10 COMMISSIONER BADER: Okay. Thank you.

11 COMMISSIONER MITCHELL: Hi. This is
12 Commissioner Mitchell. I have a question.

13 Suppose the driver does get a return
14 trip back into Brooklyn or back into
15 Manhattan from Staten Island, how do we
16 negate the double billing that could occur;
17 how do we negate that? Suppose he goes to
18 Staten Island, and he goes to -- why work the
19 Staten Island Zoo and he gets a trip back to
20 Brooklyn, how do we negate the toll thing,
21 the issue of getting two tolls?

22 MR. SOLEIMANY: So, that's a good
23 question. I mean, I think the
24 understanding -- and this might be where
25 separate treatment for the taxi sector or the

1 high-volume for-hire vehicle sector could be
2 worth looking at. I think we need to look at
3 the data first and see what the incidents of
4 that actually is.

5 I think in the taxi sector it would be
6 difficult to control for that, but I think
7 what you're mentioning, Commissioner
8 Mitchell, I sense, because I think there is
9 -- TLC has sufficient data collection for
10 high-volume bases to know when that's
11 happening, to know the incidents of when
12 that's happening, and I think there could be
13 a potential solution that would allow for a
14 billing of that in the aggregate, that
15 wouldn't necessarily result in a charge to
16 customer.

17 Again, our position isn't necessarily
18 that it would be the customer that has to pay
19 for it, but that it can't be the driver to
20 subsidize it. And I would be very much open
21 to conversations about how that can happen.

22 COMMISSIONER MITCHELL: Okay. Thank
23 you.

24 COMMISSIONER CHAN: I have a question,
25 and I don't have -- I don't have too many

1 chances to take a taxi or Uber to Staten
2 Island or back, so I tried to research this
3 question a little bit, and that is:

4 Do Uber and Lyft already charge the
5 passenger, the rider, a return toll when a
6 vehicle is dispatched to Staten Island?

7 I tried to look through their
8 materials, and based on what I understand,
9 what I'm able to find, rather, both Uber and
10 Lyft already allow the driver -- already
11 charge the passenger, rather, a return toll
12 for going to Staten Island; is my
13 understanding correct or is that not correct?

14 MR. SOLEIMANY: My understanding from
15 conversations with drivers, and I believe
16 what Mr. Mohammed just testified before, is
17 that that is not practice.

18 COMMISSIONER CHAN: So, getting
19 reimbursed or not is a related, but
20 corollary, issue to whether or not Uber or
21 Lyft charges passengers a return toll when
22 they've dispatched to Staten Island, right?

23 MR. SOLEIMANY: Well, I think they
24 could be -- they're related separate issues,
25 right? There could be two-policy approaches

1 to that, right? One in which, focusing on
2 the current framework of the rule, the
3 two-way toll is viewed as passenger charge,
4 or one that looks to make sure that it is
5 simply not assessed out of the drivers'
6 pocket, where it's otherwise affordable.

7 COMMISSIONER CHAN: Okay. Thank you.

8 COMMISSIONER BADER: To follow up on
9 Commissioner Chan's question, the way this
10 whole system is structured, it's all paid
11 through accounts. It's all paid through an
12 account that someone has with one of these
13 companies. So, therefore, Uber and Lyft must
14 be the ones, then, that apply these charges,
15 because they're the ones that are collecting
16 the funding from the passenger.

17 So, the driver is not getting paid
18 separately for the returned toll; that's
19 never going to happen. It's going to have to
20 be part of the charge. And to follow
21 Commissioner Mitchell's question, which I
22 also am sensitive to, I mean, in the
23 technology today, it really amazes me
24 sometimes how these big corporations have
25 incredible technology when it will benefit

1 them, but they don't seem to apply that same
2 incredible technology when it's going to
3 benefit the worker or their client.

4 So, clearly, I mean, Commissioner
5 Mitchell's request is totally fair. If one
6 driver is getting paid -- if a driver is
7 getting paid going into Staten Island and
8 he's getting the toll two ways, which I
9 understand, but then he gets a fair outside,
10 well, then, there's got to be a way
11 technologically for that to be balanced out.

12 How that could be balanced out?

13 MR. SOLEIMANY: Yeah. I don't doubt
14 that the high-volume companies would have the
15 technology to know when that's happening, be
16 able to track their drivers' progress over
17 the bridge and back, and that there could be
18 a policy solution that TLC could come up
19 with, to address the situation, if that's a
20 concern.

21 What we're here to address today is
22 that the status quo is making that money come
23 out of the drivers' pocket, and that's not an
24 acceptable outcome for drivers. I do
25 realize, you know, it would be good to have

1 that data on the incidents at which those
2 return trips are happening. We don't have
3 that yet, but, you know, we're very
4 interested in having a policy conversation
5 with TLC, that could fix that equity and not
6 create a new problem for those passengers in
7 Staten Island.

8 MS. ELUTO: Thank you.

9 And I think we'll go on to our next
10 speaker.

11 Henry Naider will be followed by Erhan
12 Tuncel and then Wain Chin.

13 MR. NAIDER: Hello. You hear me?

14 MS. ELUTO: Yes.

15 MR. NAIDER: Yes. I'm calling --
16 first, I'm a taxi driver, a yellow cab
17 driver, and my name is Naider, Henry. I'm a
18 member of NYTWA union.

19 And the safety of the driver is very
20 important. Because if not the partition I
21 have in my taxi, I almost get killed
22 two years ago. That means the camera is a
23 good thing, too. Because any life you save
24 is better because one life is worth
25 something. That means the camera is good,

1 too, because the camera, even sometimes we
2 have problem with the customer, little bit
3 problem, it's not a big deal, he tell you you
4 hit them, the camera can prove the driver is
5 not wrong sometimes. If the driver is wrong,
6 too, the camera will show it.

7 That's -- I don't understand why
8 problem with the camera, and they have
9 problem with the partition. I don't think
10 they have problem with the partition, but the
11 camera is important. It's including the
12 safety of the driver and the passenger, you
13 know?

14 And one thing I want to talk about is
15 the toll in the bridge. I will support the
16 union to help the driver because every penny
17 I can save is good for me. Because I have --
18 the yellow cab have so much bill. I mean,
19 you got to find a way. If something is wrong
20 the way they take the money from the driver,
21 you have -- anything you can do to help the
22 driver is good; and that's it.

23 And I'm talking about for all the
24 drivers, not only yellow cab. I'm talking
25 about Uber, Lyft, everybody. It can save

1 them a little bit of money. Because we got a
2 lot of bills to take care of, especially
3 yellow cab. I think TLC know about it.
4 TLC -- and I'm very happy for the
5 Commissioner to think about this, to protect
6 the taxi driver, to help us with any penny,
7 any penny he can help us with.

8 Thank you very much.

9 MS. ELUTO: Thank you.

10 Our next speaker is Erhan Tuncel.

11 Is he on the screen? I don't see him.

12 Okay. Let's go to Wain Chin. Oh, I'm sorry.

13 I do see Mr. Tuncel. Oops.

14 Okay. Yes, so Mr. Tuncel, if you can
15 unmute your mic and begin.

16 MR. TUNCEL: Hello. My name is Erhan
17 Tuncel. I've been a yellow taxi driver for
18 25 years. And first, I'd like to welcome all
19 the new commissioners to serve in this very
20 important committee, and thank you for
21 allowing me to speak.

22 When I called, I originally said that I
23 would testify on the toll issue, but I have a
24 quick comment on the -- on camera issue,
25 also.

1 I don't know what's stopping the TLC to
2 keep the mandate, but only on having a
3 camera, but not mandate the kind of camera
4 that the drivers have. And I think that
5 would solve the issue that every driver is
6 complaining about with the expense of having
7 the camera installed, \$1,100 or \$1,200 for a
8 camera that does not work and it's
9 antiquated, and there are many cameras out
10 there that does the job a 100 times better
11 with the cost, just a fraction of the cost,
12 maybe \$60, \$70.

13 So, I think if you just remove the
14 mandate on the camera itself, rather than the
15 whole concept of having a camera; that would
16 work as well.

17 On the toll issue, now, when we go
18 to -- when we take a toll customer to a toll
19 bridge and go to what we call dead zones,
20 it's not dead, and the activity for us, for
21 yellow drivers, especially, is very scarce.
22 We have to come out of that zone, and we have
23 to pay toll to come back out, so that we can
24 make money.

25 So, I admire TLC's decision to charge

1 customers toll round trip; that's an
2 excellent solution to a very dire problem,
3 but it should not be only on the Verrazano
4 Bridge. It can also be --

5 TIMEKEEPER: Thirty seconds remaining.

6 MR. TUNCEL: There are other bridges
7 that need the consideration as well, so -- I
8 can't think of the names. I'm so sorry. But
9 I think one of them is Cross Bay Boulevard
10 Bridge, which is a toll bridge, and we have
11 to come back out from the zone that we really
12 don't have any business in. And the other
13 one is Memorial Parkway Bridge, again, in
14 Brooklyn, in Queens as well, so --

15 TIMEKEEPER: Time has expired.

16 MR. TUNCEL: -- those bridges also
17 should be considered for this bill, for this
18 law.

19 Thank you very much for your time.

20 MS. ELUTO: Thank you.

21 Our next speaker is Wain Chin, and
22 he'll be followed by Ishtiaq Ahmed.

23 Mr. Chin.

24 MR. CHIN: Hi. Good morning, everyone.
25 Thank you for letting me speak. I'm a yellow

1 cab driver, also a New York Taxi Worker
2 Alliance member.

3 Yeah, I support the TLC proposal, you
4 know, to raise -- to charge a toll for --
5 two-way toll for the Verrazano Bridge. You
6 know, every time we get a fare to Staten
7 Island, you know, we usually have to come
8 back empty, so that means we have to pay toll
9 out of our pocket, you know. Staten Island,
10 you know, they usually charge one-way toll
11 two years ago, you know, going into Staten
12 Island. Now, they split the toll, they
13 charge each way.

14 So, when we're done with a passenger,
15 we usually have to come back empty from the
16 Staten Island side, so we have to pay a toll
17 out of pocket. So, that reason, you know, I
18 support the TLC proposal to charge two-way
19 toll for the Staten Island.

20 Also, the other one, like Mr. Erhan
21 Tuncel say, Cross Bay Boulevard Bridge and
22 also I think the one next to the Fried Banner
23 Feed Bridge (phonetic), I don't know what
24 they call it. Goethals Bridge. Yeah, they
25 -- because usually we drop off over there, we

1 have to come back empty. We have no other
2 way of going around without a toll, you know.
3 So, that's the reason we ask the TLC to
4 approve the toll, for two-way toll for those
5 bridges.

6 And also, on the safety camera issue,
7 you know, the driver's safety is very
8 important, too, you know. We don't want
9 anyone to get hurt. Myself, I have a camera
10 system in my car, but they are expensive to
11 install, you know, they are wired to the car.
12 The installation and the cost are expensive.
13 If the TLC allow, you know, like
14 off-the-shelf camera to install, you know, it
15 may be cheaper for a driver, or like, you
16 know, cost maybe a lot less, cheaper, rather
17 than installing a car and have wire more
18 expensive.

19 So, that way, you know, the driver is
20 protected. Even without the partition, they
21 have a camera, you know. I have a camera for
22 like, you know, long time in my car.

23 TIMEKEEPER: Thirty seconds remaining.

24 MR. CHIN: I feel safe, you know. It's
25 also a -- it's a deterrent, you know, for the

1 criminal. When they see the camera, they
2 will hesitate to commit crime against the
3 driver. So, I'm all for the safety of
4 drivers.

5 Thank you for letting me speak. Take
6 care.

7 MS. ELUTO: Thank you.

8 Our next speaker is Ishtiaq Ahmed.

9 MR. AHMED: Yes. Good morning,
10 everybody, most respected judges and my Taxi
11 Worker Alliance coworkers, proud member of
12 the NYTWA.

13 First of all, I want to talk about
14 cameras, why the camera is important. I was
15 personally robbed two times at gun point with
16 the Lyft drivers. I have -- thank God I have
17 camera, but Lyft deactivate my account.
18 After that I talk to lawyers, I have cameras,
19 I show them proof, everything, and then they
20 activate my account back. Camera is very
21 important this time.

22 But if you have to force anybody to
23 use, specifically, one company, then the one
24 company rob their drivers. We used to have
25 like a car service, company charging us like

1 eight to \$900 for the camera. Right now on
2 the market, we got new (inaudible) and NYPD
3 law, if somebody has accident, no injury,
4 they're not coming.

5 The camera is very important for you,
6 also, if you have accident, you have dash cam
7 recording, you get the proof and you have to
8 show them your proof that's not your mistake.
9 And the tolls, I am with Uber since 2012, you
10 can believe me, last like 11 years, I once or
11 twice I get from the job, I went (inaudible)
12 in Staten Island, not back into Brooklyn or
13 not in the City.

14 I work in the black car, if X driver is
15 picking up downtown to Staten Island, \$30 to
16 \$32 job. If you pay back like \$6.50 toll,
17 how much he's getting when he pay gas? Gas
18 is going to almost \$4 now.

19 We are requesting to -- we have a very
20 good proposal. We are not charging anybody
21 extra. We get used to -- Verrazano Bridge
22 has one-way toll. Now, it's two sides is
23 toll. As Staten Island is a small borough,
24 as there's not too many jobs over there.
25 Mostly people, they come to Staten Island,

1 they use Staten Island free ferry. And they
2 come to the ferry and they use ferry to come
3 to the Manhattan. They're not using through
4 the bridge come all the way around.

5 And thank you so much. That's
6 what is my short talk, and hope so
7 you're gonna listen to us; that's very
8 important. And the camera is very
9 important for NYPD also, case, and also
10 for your safety.

11 Thank you so much. Have a good
12 day, everybody. God bless you. God
13 bless Taxi Workers Alliance.

14 MS. ELUTO: Thank you.

15 Our next speaker is Dorothy Leconte
16 followed by Saif Haza.

17 Ms. Leconte, if you can unmute your
18 mic.

19 MS. LECONTE: Hello.

20 MS. ELUTO: Hello.

21 MS. LECONTE: Yes. My name is Dorothy
22 Leconte. Thank you for letting me be and
23 participate in that meeting. My concern,
24 number 1, is for the toll. We don't have
25 Staten Island that easy all the time. But

1 when we do, as a cab driver right now, the
2 toll just went up \$6.94, and I could say
3 one percent of the time, since I've been
4 driving a cab, I just recall that was like
5 ten years ago, I had a job coming back from
6 Staten Island; that was a very short trip,
7 Staten Island to Brooklyn. So, there was no
8 toll or anything. I didn't have to pay the
9 toll because the first customer paid the
10 toll.

11 But whatever way you go, if you want to
12 go to New Jersey, it's the same thing, a lot
13 of money coming back to New York -- I mean,
14 to Manhattan or Brooklyn, it's a lot of
15 money.

16 So, I would appreciate that if the
17 Commissioner, Taxi and Limousine Commission,
18 put the rules for the return tolls; that will
19 be good for us.

20 Another thing that I'm talking about,
21 the partition. Since I've been driving a cab
22 going to 37 years, I was young, I have
23 multiple, multiple abuse with the partition
24 in my car where customer come to sit in my
25 front seat. They stole my pocketbook.

1 They're touching me as a woman. They spit in
2 my face. Getting somebody out the airport,
3 they didn't like the way I drive because I'm
4 driving too slow. When the guy get out, he
5 pay me cash. He spit on my face. So much
6 abuse.

7 And Taxi and Limousine Commission
8 require drivers to have four passengers, so
9 you guys have to give cars to put four
10 passengers. I have a small car, so I'm so
11 afraid right now with my age, 67 years old.
12 I get frustrated when somebody have to force
13 me to put someone on my front seat when I
14 have a partition.

15 I think Taxi and Limousine Commission
16 should put this as law. The men who want
17 to --

18 TIMEKEEPER: Thirty seconds remaining.

19 MS. LECONTE: -- in the front seat,
20 they can have it. For me, as a woman, it
21 should be law for me if I don't want people
22 in my front seat. I don't think I should be
23 forced to have somebody in my front seat
24 while I have a partition. I have ticket
25 already. I come to Taxi and Limousine

1 Commission, they dismissed it. So, please, I
2 have a lot of problem at the airport. I want
3 to have my front seat. That's where I have
4 all my belongings, my purse, my food and
5 everything. I even have a bowl to pee
6 because I can't find --

7 TIMEKEEPER: Time expired.

8 MS. ELUTO: All right. Thank you for
9 your testimony.

10 Our next speaker is Saif Haza. I hope
11 I said that correctly, but Mr. Haza, you can
12 begin.

13 MR. HAZA: Yeah, hello. Good morning.
14 I hope you can all hear me. Good morning to
15 Commissioner Do and all the commissioners,
16 and all the people that are participating in
17 today's hearing.

18 Basically, my issue is the toll on the
19 Verrazano Bridge and the other bridges that
20 the previous speakers have spoken. I hope
21 you can all mandate it and enforce this rule.
22 I'll just give an example of a trip I took
23 about two weeks ago. I took a trip to Staten
24 Island Mall and I have to wait two hours.
25 So, with all the financial stress that we

1 have today and going to -- like one of the
2 brothers said, to a dead zone in some of the
3 neighborhoods in Staten Island, when I had to
4 wait two hours, then I have to worry about
5 paying the toll back.

6 And then, not even that, you just
7 wasted so much time of working that day, and
8 we know that today, you need to put in
9 between at least 10 to 12 hours, just to make
10 some kind of money to survive with your rent
11 and expenses and everything that you have to
12 pay, and car payments and so on. But even if
13 you get a trip in Staten Island, like Brother
14 Ishtiaq mentioned, that most of the people
15 that wants to come out of Staten Island, they
16 either jump on the ferry, and we only take
17 local trips to the ferry, or they jump on the
18 bus and come back through the Verrazano
19 Bridge.

20 So, I ask you please to pass this rule.
21 And also, I want to jump on the camera issue.
22 Cameras are very important. There's so many
23 times where I was at risk of being fraud, and
24 then I have to scare them with a camera. Not
25 just for your safety, today's time, we work

1 with people -- you don't know who's going to
2 come in your car.

3 As the sister before me said, so much
4 abuse. So, to mandate a special company to
5 install a camera so expensive, I mean, will
6 you monitor that camera? Like, will it be
7 connected to NYPD or certain company?

8 And I just want to finish my time right
9 now, and I ask you to please mandate this
10 rule for the tolls, because we are going
11 through so much stress financially, and we
12 have to pay out of pocket everything.
13 Everything is on the driver.

14 Thank you.

15 MS. ELUTO: Thank you.

16 Mr. Haza was our final speaker for
17 today. That concludes our public hearing.

18 Commissioner Do, I turn it over to you
19 to close out the hearing.

20 CHAIR DO: Thank you so much, Sherryl.

21 Are there any other commissioners who
22 wish to make any comments or speak before I
23 close out?

24 (No response).

25 CHAIR DO: All right. Well, thank you,

1 everyone, for testifying today on our two
2 proposed rules. We've learned a lot, and it
3 is an important part of this process, that we
4 hold public hearings to hear from the
5 community that we all serve. And so, I do
6 appreciate the comments today. It helps us
7 make the rules that we propose a little bit
8 better, and I thank you all for taking the
9 time today.

10 And without any additional comments, I
11 will close out this public hearing today at
12 11:19 a.m.

13 Thank you, everybody.

14 (TIME NOTED: 11:19 a.m.)

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C E R T I F I C A T E

STATE OF NEW YORK)

:SS

COUNTY OF QUEENS)

I, Sabrina Brown Stewart, a shorthand reporter within and for the State of New York, do hereby certify that the within is a true and accurate transcript of the statement taken on August 9, 2023.

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

IN WITNESS WHEREOF, I have hereunto set my hand this 19th day of August, 2023.

Sabrina Brown Stewart
Sabrina Brown Stewart

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