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-----X
NEW YORK CITY
TAXI & LIMOUSINE COMMISSION
PUBLIC HEARING
-----X

October 6, 2022
10:06 a.m.

VIA VIDEOCONFERENCE

B E F O R E :
DAVID DO,
COMMISSIONER AND CHAIR

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

TLC COMMISSIONERS:

COMMISSIONER DAVID DO

COMMISSIONER ELISA VELASQUEZ

COMMISSIONER BILL AGUADO

COMMISSIONER KENNETH MITCHELL

COMMISSIONER THOMAS SORRENTINO

GENERAL COUNSEL SHERRYL ELUTO

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THE CHAIR: Good morning,
everyone, and thank you for allowing
me to be here. My name is David Do,
and I'm the Commissioner and Chair of
the Taxi and Limousine Commission.
Before we get started, I want to
recognize some of the Commissioners
who are on the call today to listen in
on our two public hearings.

First, Commissioner Velasquez,
Commissioner Aguado, Commissioner
Mitchell and Commissioner Sorrentino,
thank you so much for being here this
morning.

Before I begin, I want to first
thank the TLC staff during our
customer service week, who not only
are bringing us this live Zoom to you
all, but are working at our
prosecution desk, our licensing desk,
S and E, safety and emissions,
enforcement, and our external affairs
team. And of course every other team
that you don't see in the background

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supporting all this great work.

So I want to thank them first and foremost. And as part of our push to be more customer service friendly in your borough, we have an event today at our Long Island City offices at our Falchi building. The event is called TLC In Your Borough. And it goes on between 10:00 a.m. to 4:00 p.m. right outside our Long Island City offices.

I also want to thank all of our industry, and especially the yellow industry who have been working on our Medallion Relief Program Plus. And to date, we have already supported 1,000 medallion owners and brought down \$225 million worth of debt.

Two weeks ago, we were closing on medallion loans. And the latest number I was hearing was one loan for every three minutes. And so if you have not gone through the TLC's owner driver resource center, I encourage

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you to sign up to see if you qualify for the program.

Right now, we are working through Marblegate/DePalma loans. And in the coming week, we will be working with the other lenders across the entire industry.

If you would like to sign up, go to driver support at TLC dot NYC dot gov and e-mail us. Again, that's DriverSupport@TLC NYC.GOV.

Now onto our public hearing. The first public hearing today will be on the proposed rule that would increase the taxi rate of fare and various surcharges for taxi cabs and street hail liveries, create a new LaGuardia Airport surcharge, and increase the Kennedy Airport flat fare.

The second public hearing will be on the proposed amendments to our minimum driver payment rules for high volume for-hire services, including

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increasing the minimum pay amount to account for inflation and increased driver expenses and changing the way utilization rates are calculated and applied.

The notice to comment on today's proposed rules was published in the City record on September 6, 2022. And the comment period ended yesterday. However, we are not voting on these rules today. This is not a commission meeting, and we will continue to accept comments and feedback.

I will now hand it over to Acting General Counsel Sherryl Eluto to begin the first public hearing on taxi cab rate of fare.

Sherryl?

MS. ELUTO: Yes. Good morning. When I call your name, you can unmute your microphone and begin your testimony. Each speaker will be allotted three minutes to speak. The time limit will be strictly enforced;

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we have many speakers today. A 30-second warning will be provided, and then you will need to conclude your testimony when your time limit is up.

The video of this hearing and copies of all written comments will be provided to the Commissioners prior to the vote on these rules at the next commission meeting.

With that, we will begin our public hearing and I will call our first speaker.

And our first speaker is Bhairavi Desai.

Ms. Desai, you can unmute your microphone.

MS. DESAI: Good morning. Thank you so much, Commissioner Do and all the members of the Commission. I have to say, it's so great to see so many Commissioners this morning at a public comments hearing. Thank you all for making the time.

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We all know that this raise is long overdue. Not only for yellow cabdrivers that have been waiting ten-plus years now, but also for Uber and Lyft drivers who have seen the companies charge more to the passengers that pay less to the drivers. And I'll be testifying on the second half for our Uber and Lyft members.

But in terms of yellow cabdrivers, we thank you so much, Chairman Do, for all the work that we've been able to do with you over the past several months to get to this point. Our members are really proud of all the rallies and organizing that we've done on the streets to call for the urgency of this raise, of this vote.

We know that, you know, this is long overdue for a sector that has seen a historic loss in the number of trips. And so that's basically meant

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that unless you earn more for each trip that you are completing, you really are at a net loss every single day.

So this raise is going to allow drivers to not only stay afloat during these times of historic inflation, but our ultimate goal is to bring back driving, whether it's a yellow, green, livery black car, Uber or Lyft vehicle, whatever car you are driving, the man and woman that does this labor in -- the hardest job in the City of New York remains one of the most dangerous jobs across this country, back-breaking work. This deserves to be a job that is a pathway to a middle class life. Which is what it once was before the race to the bottom was set in by Wall Street business model 10 years ago.

And so we believe that this is a new beginning. It's a restart. In the same way that the historic debt

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forgiveness victory is, so will this raise be.

The one thing we ask is that the JFK rate be increased to \$70 instead of 65, to account for the overall increase in the meter rate. And we ask for the Commission to establish a way to at least monitor --

TIMEKEEPER: 30 seconds remaining.

MS. DESAI: -- because while -- you know, while you've not regulated new lease caps here, the times have changed. The current lease caps do not account for the present reality, which is of 24/7 leasing by individual drivers.

We must monitor that so that the raise actually goes to the drivers, and not just to the companies.

We also ask for your support in -- you know, in regulating the fares --

TIMEKEEPER: Time has expired.

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MS. DESAI: -- that e-hail companies pay to the drivers. It should be the meter rate. The meter rate is sacred for yellow cab drivers. They deserve the meter rate on every single fare, whether it's a street hail or it's an e-hail.

Thank you so much.

MS. ELUTO: Thank you for your comments.

Our next speaker is Walter Deane.

MR. DEANE: Good morning. My name is Walter Deane. I am just a regular passenger, and it should be noted that there were no passengers represented at the two hearings that I have participated in online.

The problem with the taxi business is the rides are too expensive for regular, hard-working passengers, and so fewer people are therefore riding taxis. The drivers are also subject to too much

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regulation and have to pay too many fees and don't get enough from the high fares that are paid.

There were 10,000 taxis on the streets a few years ago. And now there are fewer than 3500. I recently waited for 45 minutes for a taxi on Central Park West for a taxi. This is a taxi crisis that is not being addressed. Raising fares and adding a new LaGuardia surcharge at this time will not help the few drivers that are left.

My fellow passengers tell me that the surcharges that the City and State charge, which do not go to the drivers, are the single reasons they are not taking taxis anymore. Although fares that go to drivers have not increased in 10 years ago, the cost to passengers have increased dramatically with all of the new surcharges.

There is currently a 4.50 rush

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hour fee when there is still no rush hour in Midtown, a 2.50 congestion fee when there's little congestion, with so many at home. A 2.50 pick-up fee and 80 cents accessibility charge, plus what I think is a 4.50 airport surcharge.

Has anyone from the Commission or the Union stood up to object to these surcharges? Short rides in my neighborhoods are now \$15. So if I go to and from my office, it's \$30 a day. If I go out in my neighborhood, that's another \$30 in round trip fares. I am cutting back on taxi riding because of these high fares, which my neighbors are doing as well.

Why not insist that these extra fees and surcharges be reduced or eliminated and be given to the drivers directly to make up for increasing gas prices and inflation. If such was done, business would increase for the drivers.

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I don't know who is even looking out for the drivers. I talk to them every day rather than speaking on my cell phone. The taxi TV drives them crazy, yet they are still in operation. The taxis of tomorrow needs too much gas and break down and rattle. The drivers tell me that the airport taxi bathrooms are filthy and they are disrespected by the airport attendants, and they can't wait at the empty terminal curbs like they used to. Taxi stands are limited, and many drivers are unable to find bathrooms during --

TIMEKEEPER: Thirty seconds remaining.

MR. DEANE: Thank you.

The drivers do not get the respect that they deserve. They are essential for our city.

I respectfully suggest that every member of the Commission pledge to only take taxis at their own

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expense and to return their
city-issued personal car parking
permits.

Finally, the TLC needs to have
more drivers and actual passengers on
the Commission. From what I can see,
there's not one passenger on the
Commission.

Our heartfelt thanks to our
drivers. We the passengers stand with
you.

MS. ELUTO: Thank you for your
comments.

Our next speaker is Michael
Simon.

Mr. Simon, unmute your
microphone and begin.

MR. SIMON: Hello. Can you hear
me?

MS. ELUTO: Yes.

MR. SIMON: Okay. Thank you
very much.

Good morning, commissioners.
And Commissioner Do, all the best in

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your new position as the TLC chairman.

I would like to talk about the TLC's current pricing scheme for taxis and Uber, and how one affects the other.

TLC regulations force taxis to have a fixed rate. The fixed rate is a public service, but has no benefit for the taxi. At first, it was thought a fixed rate had an advantage because the public could rely on a known price. But today, comparable pricing is a phone apple way and the public chooses the one most available at the lowest cost.

Uber lowering its price when it benefits them is taking the night ridership away. What is the point of the TLC raising the meter rate when the major competitor can outsmart that rate by using their computers.

The way I see it is, if the TLC places rules upon taxis because of public necessity causing taxis to be

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less competitive, it's up to the TLC to make the rules and pricing fair and equal.

Taxis are losing to Uber computers that are just pricing based on taxi rates. When it's busy, Uber raises its rates, making more money than cabs. And when it's slow, if their rate is causing -- their rate causing cabs to make less.

This pricing scheme is unfair. That makes taxis second class citizens, puts them second always.

My other issue is the requirement that taxis must retire their cars. The cost of a new car is a tremendous burden applicable for cabs and not applicable to Uber. As of now, I can't afford a new car, and I make very little by leasing my medallion. If I purchase a new car, then my profits become non-existent. Which means I need to pass along some cost to the driver. Which translates

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into a driver working longer hours
with no added income.

If you demand that medallion
owners retire their cars, then they
must make enough money to do so. At
this point, even with an increase,
it's not enough. You are asking a
business to spend money they don't
have even with the increase.

Allow the retirement to be
open-ended as of now --

TIMEKEEPER: Thirty seconds
remaining.

MR. SIMON: -- until the
industry fully recovers. Otherwise,
there's a chance that owners will fall
back into despair again.

My drivers depend on my cars. I
give them a cheap rate because at this
rate, we can make money, both of us.
If you force me to buy a new car when
it is economically unfeasible, I would
begin again to lose money because of
the payments for the new car. Then

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the burden would fall on the driver who I would have no choice but to charge a higher lease rate. It's detrimental --

TIMEKEEPER: Time has expired.

MR. SIMON: -- to the driver and the owner to be forced to retire their car.

Thank you very much.

MS. ELUTO: Thank you for your comments.

Our next speaker is Richard Lipsky.

MR. LIPSKY: Good morning, Commissioner and to the chair and Commissioners, thank you for this opportunity. I'd like to first give a shot-out to Chairman Do who has really transformed the agency. His accessibility and his responsiveness to some of the issues that we've raised have been extraordinary and we appreciate it a great deal.

In regards to the fare increases

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and the comments from my colleague, Bhairavi Desai, I would like to just make a different point.

The fare increases are well deserved and long coming. But the real issue is to devise methodology to raise the number of trips that taxis are able to garner. And that is more important than the individual trip being -- having the fare raised for that.

And the way to do that is to ensure that we can get more taxis on the road and the tip improvement fund increase is essential for that purpose.

Right now, there aren't any available accessible taxis and those that are coming online are \$20,000 more than the previous amount that was paid for those vehicles.

That's why many of the taxi medallions are on the shelf and the taxis pursuant to those medallions are

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not on the road and the increase in the tip fund will do that.

The question I would ask the Commissioner is, what will the allotments be after the fee has been raised? Because we'd like to know how -- how the money is going to be used. What is the current balance in the tip fund and how do you see the increase being allocated to the owners when they purchase those vehicles.

The real issue in terms of trips, taxis are doing a little over a hundred thousand a day. Uber, Lyft and the rest of the for-hires over 500,000. And I think this gets to the point of trying to create --

TIMEKEEPER: Thirty seconds remaining.

MR. LIPSKY: -- a greater -- barrier to entry for the for-hire vehicles and I think congestion pricing, if you are looking at financial viability of taxis,

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congestion pricing -- and we would advocate that the Commission take a position for a taxi exemption and an Uber surcharge so that the disparity can lead to the increase in traffic and trips for taxis in the Central Business --

TIMEKEEPER: Time has expired.

MR. LIPSKY: And we appreciate again the attention to these issues. We look forward to working for you all together going forward.

Thank you very much.

MS. ELUTO: Thank you very much.

Our next speaker is Osman Chowdhury.

Mr. Chowdhury, just unmute your mic.

MR. CHOWDHURY: Okay. Good morning, everybody. My name is Osman Chowdhury on behalf of United Taxi drivers Association. I've been driving for 25 years. I'm -- I'd like to say something about like recently,

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our fellow brothers is someone don't pay him, he has to pick up his money, he got attack on him, in the hospital and he passed away.

That's why we need the -- I want to go somebody -- someplace to have upfront fare. That's not going to happen anything because the both side accept it, the passenger not going to refuse him. That will get money -- all that's happening. The far away people go and don't pay, the driver go follow -- to recover his money.

That's why -- us the TLC make a law, if -- like to -- out of place when they're going to -- upfront fare. Maybe they're going to pay on credit card and from the cash, this is --

And another thing, this is the things -- another thing I'm going to say, JFK, LaGuardia, a flat fare is fine. But another way is a local fare, like 50 bucks a fare, going the nearest, the fare need -- must be

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24 hours, like 5-dollar surcharge.
Because the local fare go ten miles
after I come back and go again, I'm
wasting time. That's why I need all
the time, when I do the local fare,
make a 5-dollar surcharge that's going
to recover our time, our income.

And also right now, I need to
know when the fare increase, I need to
see the -- the scenery of the --
broker and -- broker and grass, how
much they're going to increase.
That's going to depend. We need to
know. 2005 -- I think around 2005 or
four, the past fare hike. The grass
do lot of things that we need to know,
control the -- with a fare hike, if we
don't get the driver benefit, we don't
need the fare hike. Must guarantee
driver benefit.

Right now I pay like my 24 hours
a day. The car I pay \$150. If I feel
little sick but still I go to work
little bit, just I recover my money,

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like I recover the 150 my lease money,
then I need to work another two hours
for all the charges. Because I
need -- I sick, but I need to recover
money. That's why we need extra
charge for driver need more extra hour
for -- that's why I need to guarantee
our income.

Thank you very much for
opportunity.

MS. ELUTO: Thank you for your
comments.

Our next speaker is Peter Mazer.
Mr. Mazer.

Now you just muted yourself.

MR. MAZER: Good morning,
Mr. Chairman and members of the
Commission. My name is Peter Mazer,
and I am general counsel to the
Metropolitan taxi cab board of trade.
A 70-year-old trade association
representing owners and operators of
New York City medallion taxi cabs.

Our full service driver center

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provided more than \$2 million in legal services to cabdrivers representing them at more than 13,000 OATH and traffic court administrative hearings. We also have provided training and licensing services to thousands of drivers. MTBOT petitioned the commission for a desperately-needed fare increase earlier this year, and wholeheartedly supports the final proposed taxi cab fare increase in its entirety.

Since the last general fare increase in 2013, consumer prices have increased by more than 25 percent and inflation is affecting everyone in this industry. Owners and drivers alike. During this time, as cost have risen, taxi cab revenue has declined by more than 3 quarters. Unlike subsidized transportation providers like the MTA, the taxi cab industry cannot tap into other sources of revenue when ridership falls. This

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highly regulated, yet private, unsubsidized industry looks exclusively to fare-paying passengers as its sole source of revenue.

An average taxi cab fare is about \$15. The non-discounted bus or subway fare on the subsidized MTA is \$2.75. Yet on most taxi cab trips, the taxi cab passenger pays an additional \$3 in surcharges to subsidize the MTA. More than a billion dollars have been paid by taxi cab riders to the MTA. This is revenue the MTA received without ever transporting a single passenger.

And now, with the looming specter of congestion pricing, riders may be asked to pay even more. This is potentially devastating outcome that will destroy this fragile industry.

Taxis absolutely must be exempt from the congestion surcharge as they are part of the solution, not the

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problem. A fare increase alone will not solve all the problems facing the taxi cab industry. But it will be an important and necessary first step towards goals that I believe we all share to get more taxis on the road, to put more taxi drivers to work and to put more money in their pockets.

The increase in the taxi improvement fund surcharge will hopefully place that program on a strong financial footing and ensure adequate accessible transportation.

As --

TIMEKEEPER: Thirty seconds remaining.

SPEAKER: Thank you.

As more than a fare increase is needed to help the taxi cab industry, I hope this commission will be open to the kinds of regulatory reforms that are necessary to ensure the continued viability of the taxi cab industry.

I want to thank you for giving

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me the opportunity to speak this morning. And I'll be happy to answer any questions you may have.

MS. ELUTO: Thank you for your comments.

Our next speaker is Zubin Soleimany. Please unmute your mic and go right ahead.

MR. SOLEIMANY: Good morning, Commissioners and Chair Do. This is Zubin Soleimany. I'm a staff attorney at the New York Taxi Workers Alliance. We'll be following up with more detailed written comments. I want to focus my comments today on the lack of regulation for driver pay for e-hail trips in the taxi cab sector.

This fare raise is a huge and welcomed improvement for drivers on the vast majority of trips. But we all know that E-hail is growing with the recent entry of Uber into the taxi cab e-hail market. That growth can only be expected to expand. So it's a

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concern that e-hail trips for taxi cabdrivers are the only major portion of TLC regulated trips where there is no bottom line for what drivers are going to be paid.

For 80 years, the taxi cab meter rate of fare, we have conceited to that as a protection for driver pay, leading for drivers to a livable income. We thankfully expanded to drivers in the high volume for-hire vehicle sector, but there is no regulation on e-hail trips where there's an upfront price in the taxi cab sector.

There's a pilot program in place from 2018 that would have suspended the regular rules at the time requiring full payment of credit card fares so that TLC -- to the drivers so that TLC could explore alternate arrangements for upfront pricing.

What we are seeing then is that drivers are being paid far less than

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they would be for these trips where there are street hail. One example, just yesterday, I saw a driver taking a trip from Midtown to Hoboken, New Jersey at a rate of only \$16. If you are to apply say the flat fare, it would be at least 25, \$30 for the same trip. This is a significant loss and a disincentive for drivers to take these trips if they know they're going to be paid less.

So one thing that's interesting to note here, and I'm curious to hear how the TLC intends to follow up on this, was that one of the goals of the pilot program from 2018 to 2020 was to explore what the impact of upfront pricing on e-hail trips for taxi cabs would do to driver pay.

There were supposed to be produced four semiannual studies, including one final study. Those weren't done. One report was done and that was it. The program extensively

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expired two years ago, but we haven't heard anymore of that.

TIMEKEEPER: Thirty seconds remaining.

MR. SOLEIMANY: The only report that was produced noted that drivers were receiving 20 percent less on e-hail trips than they would have on conventional trips.

Definitely, this -- what happened to the pilot program should be explored, but I think immediately TLC should fix this gap in driver pay regulations and ensure that on all e-hail trips, drivers would receive no less than what they would have received for the -- for the actual meter rate of fare in any circumstance.

This is especially considering that they're losing --

TIMEKEEPER: Time has expired.

SPEAKER: -- time en route to the trip that isn't even compensated.

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They're being paid the metered rate from start to finish of trip is the bare minimum that folks should receive.

So if you have any updates on the status of that pilot program, I think would be interesting to hear. Thank you.

MS. ELUTO: Thank you.

Our next speaker is Richard Chow. Okay.

MR. CHOW: Hello, good morning, everyone. You hear me?

MS. ELUTO: Yes.

MR. CHOW: Thank you.

Good morning, Commissioner Do and everyone. My name is Richard Chow. I'm owner driver. I'm proud to be in New York Taxi Worker Union member and driving for 17 year for cab.

Yellow cab has no raise for 10 year -- 10-year period and every -- inflation's up 2 percent within this

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year increasing up close to 10 percent. Cost of the living went up too much. The food price, the rent, utility, I work 14-hour every day, sometimes seven days a week. Pay the bill, check the -- check the check. And the cost of the living, the cost of the business operation went up too much to find a new car. Cost me more than \$10,000 before. The gas price is too high, and the -- plus the car maintenance.

The most of the JFK, the fare I have, the LaGuardia, I got an even rush hour go to the airport, one hour 30 minutes, sometimes one hour, 45 minutes and sitting in traffic, plus waiting time at the JFK. We need the JFK fare 70-dollar plus a 5-dollar surcharge in the rush hour.

The LaGuardia fare, we need plus meter fare, plus five-dollar surcharge. Rush hour, 4:00 to 8:00 p.m., 1 dollar, \$2.50. Charge

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50 cents to \$1.50. And also
Access-A-Rides and e-hail fare should
be paid the driver meter fare, meter
fare rate to the yellow cab.

We need -- we need a raise not
only to survive, but also we need cost
of the -- the -- and saving for the
retirement. So we need every year or
every two year, the TLC should be --
you know, talk to our union, our
member and then we going to check the
inflation and discover our union
leader and we need to raise for every
single year or up to two year.

So we need the -- thank you for
your help and God bless everyone and
thank you very much.

MS. ELUTO: Thank you. Thank
you for your comments.

Our next speaker is Erhan
Tuncel.

You just need to unmute your
mic.

Nope. You are still muted.

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MR. TUNCEL: Can you hear me
now?

MS. ELUTO: Yes.

MR. TUNCEL: Thank you. Good
morning, Commissioner. Chairman Do.
My name is Erhan Tuncel, and I'm an
owner driver and a proud member of the
New York Taxi Workers Alliance.

I'm in favor of this fare
increase. Everything cost more than
they did 10 years ago. But the real
kick in the gut is the post pandemic
inflation that's crippling the taxi
driver's life with unprecedented
increases, both in work related
expenses and personal living expenses.
Double whammy. Yes. Every aspect of
our lives cost more these days. We
are taking on day after day less and
less of what we are earning. It's
very difficult, grueling and dangerous
job.

Gasoline has doubled in price.
Car price are through the roof. God

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forbid if you need to replace parts in your vehicle. And of course, insurance companies have gotten permission to increase their rates. Housing expenses are up. Food cost way more than it did 10 years ago. Good luck if you have kids in college.

That's why I'm in favor of this taxi meter fare increase that's long overdue. However, I'd like to see some minor changes to the proposal. I agree with you on the City rush hour surcharge between 4:00 p.m., 8:00 p.m. increased to 2.50. And I also ask you to change the hours in effect from 3:00 p.m. to 7:00 p.m., as this slice of time is more realistic in the rush hour period for the post pandemic reality in our city.

And as for the night drivers, there has been a 50-cent surcharge for as far as I can remember. Driving a taxi is a lonely and a dangerous job. But at night, it becomes much lonelier

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and a lot more dangerous of a job.
They definitely deserve night
surcharge of dollar 50. Not dollar as
you propose.

Also I ask you to please not
wait 10 years for a fare increase and
consider one every two years based on
overall inflation so that it's less of
a shock to the riding public. This is
very, very important.

Just a couple of more points for
you to consider. We are more than
happy to help New York City become
more accessible to those who get
around in wheelchairs. In return, we
ask that yellow taxis are priority for
Access-A-Ride fares. Also, wheelchair
accessible vehicles have increased in
price very close to luxury vehicle
prices.

I ask you to be an advocate for
state and federal grants to reduce the
cost of wheelchair accessible
vehicles.

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Also, another very important point that I want to make is --

TIMEKEEPER: Thirty seconds remaining.

MR. TUNCEL: -- integrity of our taxi meter is extremely important to us. No job should pay taxi driver less than the meter fare. Including jobs from Access-A-Ride and app jobs with upfront pricing. We need complete transparency from everyone. Thank you for allowing me to testify.

MS. ELUTO: Thank you for your comments.

Our next speaker is Chris Garcia.

MR. GARCIA: Hello, everybody. How are you? Thank you for having me. This is my first public meeting, so I'm a little nervous. But I'd like to say hey, guys, thank you for having me.

My fellow drivers did excellent testimonies. They pretty much pulled

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the words out of my mouth. I mean, we -- that -- that driver increase fare is definitely a well-deserved one. We definitely need it. Wow, like they really did the great job. I don't even know what to say.

Another thing is, I heard you guys are bringing back EV vehicles, a thousand or something like that. I had an order number before the cap. You guys gave me a personal extension, but I wasn't able to fulfill that extension due to personal reasons.

I do have e-mail receipts and conversations and documents to -- if you guys want to verify my claims.

Thank you, guys, for having me. Is it okay if I can end early? I just want to say thank you for all the drivers that came to testify. If it wasn't for you guys, I -- you know, thank you for everything. You guys really hold it down. Especially, we even had a passenger here. Thank you

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so much for you.

And that will be all, guys.

Thank you. Thank you so much.

MS. ELUTO: Thank you,
Mr. Garcia.

Our next speaker is Basel
Mansour.

MR. MANSOUR: Good morning,
Commissioner. Good morning, Chairman.
My name is Basel Mansour. I'm an app
driver. I drive basically for Uber
and Lyft. I endorse my colleagues'
demands for raise increase. And I
just wanted to highlight two-points in
this regard.

First, the CPI that we use for
increasing the fares is not an
accurate measure. Our expenses as
drivers is different from the, you
know, regular consumers. We spend a
lot of money on gas, car parts,
repairs and car costs actually
increased a lot in the last two years
due to the shortage -- ship shortage,

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increase in the oil prices and the war in Europe. However, for consumers, when for example gas prices go up, they have options to substitute, maybe use public transportation or other measures.

As a driver, I demand the TLC to use industry specific index for inflation. And actually, we don't have to invent the wheel. There's indexes out there -- indices out there, like the transportation index. I suggest to use it for raising the price. And if you look at that index, actually, the cost transportation of running this business increased more than the CPI.

And we should also, you know, index the fares to inflation in a yearly basis. It's not enough to wait for 10 years for a raise. Right. It should be indexed like whole other many other industries.

And the second issue I want

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to -- would like to highlight is, the out-of-state fares, you know, as an app drivers, we are not allowed to basically turn down an offer to go out of state. For example, yesterday, I went all the way to Greenidge in Connecticut. I had to come back empty. And so basically, if you calculate my fare divided by the time going back and forth, you know, it's -- I made less than \$25 per hour.

So we should have, you know, an option as per the TLC rules to negotiate or even turn down offers out of state if we don't want to go there. Or also to increase the fares, right, because we have to come back mostly empty from, you know, out of state. So that should be also addressed.

Overall, I endorse all my colleague's demands for the --

TIMEKEEPER: Thirty seconds remaining.

MR. MANSOUR: -- for the fare

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increase. And I end it with this.

Thank you so much.

MS. ELUTO: Thank you.

Our next speaker is Mouhamadou Aliyu.

Mr. Aliyu, just unmute your microphone and you can begin.

MR. ALIYU: Hello. Good morning, Commissioner Do. Good morning, all the Commissioners. And thank you for giving me this opportunity to testify about my life.

I can't thank Commissioner Do enough because since he took over, everything been going very well. And I think last year been better since our Commissioner Do took over. And then I can only wish him Godspeed as in, we are going to be well together.

That being said, I fully support all the proposal on the table, this money. But I have a point to make about JFK. The \$65 won't get it done. Believe me. If you are going to stick

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with \$65, it won't get it done.

Talking about JFK.

Because it won't be enough
incentive to cover it up. It won't
make -- financially, it won't be good
enough for a driver to leave the city
and then just look for the 65-dollar
like JFK when it can be doing better
while it's in the city. And also, the
shortage won't be -- it won't solve
the problem of the shortage either.

So we are getting this raise for
us to make our lives better, but to
also -- to cover up when we come with
some incentive, talking about JFK, we
have to do a little bit better. So I
urge you to go for 70-dollar minimum
plus the 5-dollar surcharge between
the hours of 4:00 to 8:00.

And that being said, the other
problem is, you don't see this EL come
in this industry, they make my life,
my coworker life miserable. They
really, really affect our way of life

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big time. So now this EL, they're not only out there, now you guys allowed them to be in our car. So they got to be regulated. Our meter means so much to us. The meter means everything to us. And we are not going to take less. We are not going --

TIMEKEEPER: Thirty seconds remaining.

MR. ALIYU: We are not going to take less pay than whatever the meter says. It's so ridiculous for the EL to -- they keep enslaving us. That's not acceptable. The government should not support a system that enslaves its own. It's not acceptable. And I think the government should really, really address this EL issue because the way they're going, we are not going able to support ourselves.

TIMEKEEPER: Time has expired.

MR. ALIYU: Everything will be rely on the government. And that's not the way it's supposed to be.

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When you work hard, you deserve to get paid. And it's not by paying people this cheap, we are going to get out of this mess.

So thank you very, very much. Thank you for giving me this opportunity.

MS. ELUTO: Thank you.

Our next speaker is Mohammad Islam.

Mr. Islam, unmute your microphone.

MR. ISLAM: Yes. Can you hear me?

MS. ELUTO: Yes.

MR. ISLAM: Hi. This is Islam. I'm a member of Taxi Workers Alliance. Thank you so much for giving me the opportunity to speak for this testimony. And I also thank you TLC that I'm an owner driver and you give us our life back to reduce our loan risk surcharge program. Thank you so much.

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And also, shame that after 12 years you are thinking to raise our fare. It's supposed to be adjust every year. Last 12 years, everything, price has gone up almost double. But you are not thinking about that. After 12 years, you are thinking that. It's supposed to be adjust every year or every two years.

And another thing, from JFK, if we pick up any passenger from like Queens or Brooklyn for short hail, and that should be a surcharge. Because we -- we lose a lot of time over there. And if the short hail trip is more than \$35, then they do not accept for short hail. So if someone get a cab from JFK to Coney Island, it takes more than hour.

From there, if we come back to JFK, it will take another hour. And if we go back to the city, that will take another more hour.

So -- and we are to work again

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normal line to get the next -- we lose a lot of time for that. So you have to consider that.

And for Access-A-Ride, they do not pay -- I think less than half meter fare. So that fare should be at least a middle fare. Because they do not pay that.

So you are talking about 50 percent accessible -- we have to get that opportunity to pick up Access-A-Ride fare. Because they do not give us the -- the minimum fare.

So you have to think about that. And all everything in the fare other -- Taxi Workers Alliance proposal, I strongly agree that.

Thank you so much for giving me an opportunity to speak.

MS. ELUTO: Thank you for your comments.

Our next speaker is Basia Osowski. Please unmute your mic and you can begin.

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MS. OSOWSKI: Good afternoon.
My name is Basia. I am a member of NY
TWA. I am owner of a medallion and
driver. And I just would like to
emphasize that we are only industry
who get raise every 10 years without
fail. I would like to also state that
the raise should be kind of every year
because of the inflation. And, you
know, we are people, too. And I think
the passengers do not care that much
if they spend five or \$10 more going
to JFK as long as we can provide a
good service.

I think that we also help if the
city allowed us to use the bus line,
that way really make everybody happy,
especially the customers who usually
come, you know, kind of late and they
expect miracle. And so if it's
possible, I would like to note too, if
somehow you can work out prepayment
like anywhere you go, you have set up
the price, they pay especially when

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the -- when -- and credit card.

So I really support the raise and maybe finally, the drivers could see some light at the end of the tunnel. And they could enjoy the family also. Not driving 12 hours, 14 hours, it's really, really tiring.

And, you know, everything went up. The cars are now 60, \$65,000. So that raise is really, really long waiting for.

Thank you.

MS. ELUTO: Thank you for your comments.

Our next speaker is Alpha Barry. You can unmute your microphone and begin.

MR. BARRY: Okay. Good morning, everybody. Can you hear me?

MS. ELUTO: Yes.

MR. BARRY: Good morning, everybody.

So I thank everyone for organizing, all the organizers for

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this Zoom thing to happen. So I also -- my name is Alpha Barry, and I'm a taxi -- I'm a member of Taxi Workers Alliance.

So I've been driving for almost 19 years, and the -- I do not have even \$2,000 saved in my bank account. So the only reason why I got a car is because I took an SBA loan. That's the reason why I got a car. I was able to buy a car.

And we work so hard, we don't -- you don't work so hard, you don't make any money.

And thinking about we are talking about, the 25-dollar raise. 25-dollar raise, people are thinking \$25 is a lot. The thing that goes behind the \$25 is like, we got so many expenses. Like if you live with family here, the rent and the gas and electricity, the food that you buy and the -- plus you got kids that you have to, you know, take care of, plus you

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got family members, that's where your expenses goes.

Most of the money that you make, people are thinking that \$25 is a lot. \$25 is not. We are not asking for \$50. We are not asking for \$40. We are only asking for 25-dollar rate.

When Uber and Lyft are making billions of dollars, nobody questioned that. Nobody questioned that. We are only asking for 25-dollar raise.

Guys like me, I have a debt that almost like \$60,000. So for me, as a driver who's been driving for almost 20 years, I don't even have \$2,000 saved in my bank account. And then I have a debt on meter, goes before I have \$39,200 SBA loan that I have to pay back. I didn't even start paying it yet.

TIMEKEEPER: Thirty seconds remaining.

MR. BARRY: Okay.

And then plus the trip that we

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have out of town trip, the out of town trip is another killer. We need that also to be -- because you put -- you put millage in your car, you pump gas and it's like a waste.

We also need like the bonuses. Bonuses for the share rides. Share ride, we need bonuses. So because the share ride also is another killer. It make sure -- passenger don't like it, drivers don't like it.

Okay. Because everybody wants to get to their destination, but they don't -- they don't want to pay high -- when they see the share ride, they want to take the share ride. And now they expect you to get there as soon as possible.

And then they put pressure on you when they're rating -- they rate the driver.

So please, we need this \$25 an hour. Please give us this \$25. I'm dying inside. Inside of me. Every

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time we have to come here and beg for
a raise, please give us this --

TIMEKEEPER: Time has expired.

MR. BARRY: All right. Thank
you.

MS. ELUTO: Thank you.

Our next speaker, Ibrahim Zoure.
Mr. Zoure, you can unmute your
microphone.

MR. ZOURE: Yeah. Thank you
very much. Good day, everyone. My
name is Ibrahim Zoure. I'm a Lyft
driver and member of the NY TWA. The
only organization that truly stands
for all drivers.

Thank you to all the NY TWA
worker and special thanks to our
sister leader, Debbie. I'm here today
to support the raise for all because
this raise means so much to us taxi
drivers, that we can only say thanks
to the proposal of the TLC is an
important step. But we still want to
ask of the TLC because we -- we

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drivers are a product of the TLC. We are TLC graduated. And we -- we're proud to serve the good City of New York every day that we got -- we get up. All we, you know, hope to do is to give our service to the population of New York.

One thing you know -- that, you know, most people don't understand, we taxi drivers, we are human and we are not robot. We are fighters, we are mothers, we have children to take care of. And when we look at our bank account, you know, and it doesn't really, you know, make us proud of ourself being taxi drivers. Why? Because the price -- the industry has been so much disserve the past decade that drivers are confused of what happening to the industry.

So we thank the city official for taking time today to listen to us. You know, because we need someone to really, you know, look in our

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direction and see our suffering.

So the -- the cost of living is high right now. Gas, food and everything else. So what can we do if we are the first one in contact with the population --

TIMEKEEPER: Thirty seconds remaining.

MR. ZOURE: -- when they're going to work, when they're going to hospital. So, you know, President Biden say at the last UN meeting that when parent cannot feed their children, nothing else matter. And we say thank you for him to stand at the UN podium and say that. The whole world hear it.

So now, I know time is limited. I'm going to ask also if we can double the out of town trips fare because most of the time, when we go out of --

TIMEKEEPER: Time has expired.

MR. ZOURE: -- town, we come back empty. And also Lyft out of town

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do not give us passenger to come back to the city.

So my time is expired, I know. But I thank everyone for taking time being here today to listen to us. Please, we only want a decent living wage to take care of our family, our children.

Thank you very much.

MS. ELUTO: Thank you.

Our next speaker is Manjinder Singh.

Mr. Singh, please unmute your mic. Yes.

Yes, we can hear you.

MR. SINGH: You can hear me?

MS. ELUTO: Yes.

MR. SINGH: Good morning, Commissioner Do and other Commissioners and my fellow drivers.

Actually, this is very incredibly insulting on us drivers. This is the third fare raise hearing, and they don't get any result. So we

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want to you -- urge to you, beg to
you, pass the rule today. Whatever
you need to -- done. Done, because we
have 11-yearlong wait for that. Don't
think only one driver is driving.

Think about his family.

Minimum, one to four people and all of
each family. And they have a kid,
they have dreams. They have to go
school. College. Kid wants
everything there in the world. Where
we bring the money if you give us
10-dollar an hour less than minimum
raise. And what I can tell you, shame
of that kind of system, we work for
it.

I have to say that. And please,
urge you to you, pass the bill today
and set the light on our table with
the food and the other stuff that
people need it.

And I want to ask personally to
Commissioner Do, I apply for my
medallion for extension. My old

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friend is getting like year extension.
But I get only four months with this.
I think it's partiality with me.
Please look at the medal and grant us
little more. Because my brother is
very sick. I couldn't afford a new
car.

So thank you for everyone to
listening me. And I really appreciate
our president, Madam Desai, great
leader, great work she done with NY
WTA. And member of 15 year. Proud to
say that she is our president.

I want to hear from same thing
from the TLC side. Proud to say the
TLC is representing us. I mean
regulate us. But right now, it's
shameful act. We are making less than
10-dollar an hour. And the last
Commissioner is accept that thing
and is --

TIMEKEEPER: Thirty seconds
remaining.

MR. SINGH: So please, pass the

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bill today and send the light on our table. Thank you very much.

MS. ELUTO: Thank you for your comments.

Our next speaker is Martin Napo. You can unmute your mic now.

MR. NAPO: Okay. Thank you, Commissioner, for give me a chance to talk at this hearing. My name is Martin Napo. And I'm a member of Taxi Alliance Workers.

I have two points to raise today. You know, I'm for many app companies, when you go outer city, you are coming back empty. So I'm asking you if it's possible to double this price when we are going out so that we can come with somebody to cover our expenses. I'm driving the car full tank, is like 160-dollar. You go and you have like \$0.43. Like out -- out of state. I don't know how much you want us to fill our gas and -- and have life with our families. Our

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fast -- and now I can't fit my feet like cost me. Because at the end of the day, I don't know how much you coming from -- we working like 12 hours. That's the first point.

The second point, I know TLC, you are coordinating drivers. Coordinating the app -- the app business, buses. So I'm asking you today, if it's possible, the way you are able to control drivers, we are asking you to be able to control our buses, which are the app owners. Because normally, the commission, they're taking 26 percent. But by the end of the trip, you are going to see that they are taking like 60 to 70 percent. And when you are making raise at this offended me. We don't see any raise in our -- any paycheck. Because the minimum pay now is 547. As it used to be.

So I think it's time that TLC put its power on everyone like me and

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like my boss. Because I need to get the fair pay. When the passenger pay \$10, I deserve to get at least seven over this. I don't deserve to get 3-dollar over 10.

So it's time, TLC, you play your role. You play your role by controlling drivers and controlling the -- the app owners. If not, we are starving and you see people going --

TIMEKEEPER: Thirty seconds remaining.

MR. NAPO: It's not good.

I'm very happy that you are asking us to talk and I believe you are going to take what we say in account, so our life can grow better and better so that we can save the city very, very good. Because this -- the driver is not happy. How you think we are going to be driving. It's up to you to make city work well. And we are citizens, and we are voting for the mayor, who is taking you as

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the Commissioner.

So thank you for your time.

Thank you.

TIMEKEEPER: Time has expired.

MS. ELUTO: Thank you for your
comments.

Our next speaker is Amos
Baffour-Gyau.

Please unmute your microphone
and you can begin.

MR. BAFFOUR-GYAU: Hello. Can
you hear me?

MS. ELUTO: Yes.

MR. BAFFOUR-GYAU: Okay. Good
morning. Thank you, Commissioner,
for -- to allow us to speak at this
time.

I have been driving for like
20 -- more than 20 years. And now,
this -- the business was good. Now it
was so bad. That's what all the
drivers are saying.

You are making like \$2,000 a
week driving seven days. At the end,

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they're taking all the fee from -- and the congestion price. You end like \$700 for yourself. Not even the gas you're buying, you buy like almost 300 dollar. For a driver to get a decent lunch at Manhattan, you have to spend like over \$25 to get some food to eat.

And if you been out there for more than 12 hours, seven days a week, and we end up, in all your expenses, like \$5 in your pocket. It's killing us.

A lot of time, I'm talking about -- the trip to JFK. If you ask any driver at this time, it would take you more than one hour. The -- the minimal is one hour, 22 minutes to get to JFK. Imagine sitting and spending all this gas and get to the airport and you are making \$52. And some of them don't even give you a tip because of the fees associated.

And what I'm talking about, distant and when I look at every daily

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shift or the -- you know, the congestion, you know, fees taking from me, it's like almost \$400. And I'm getting this 700. Then after that, I have to do my expenses for gas taken out from this. This is not good. And they have to look at this tradition.

My last thing also is, we driver, we used to have a space when we want to go to lunch or use the bathroom. Now you don't get it at all. So you have to put your -- your car sometimes in the -- in the parking lot or somewhere to pay. All these taxis and this food -- this, you know, black cars. And sometimes if you see a -- you know, a taxi sign, you put in your car, you come back, you get ticket.

TIMEKEEPER: Thirty seconds remaining.

MR. BAFFOUR-GYAU: The truck -- the truck drivers and other drivers where they have the city permit are

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taking our spot. We don't have space to get rest or to go bathroom to park our car.

Please, we're helping the city, as we are making money for our family. So you need to help us. Thank you very much.

MS. ELUTO: Thank you.

Our next speaker is Golam Talukder.

You can unmute your mic and begin.

Mr. Talukder, please unmute your microphone. Sir?

All right. We'll come back to you.

Our next speaker is Surin Manaktala.

MR. MANAKTALA: Yes, hi. Good afternoon. Can you hear me?

MS. ELUTO: Yes.

MR. MANAKTALA: Hi. My name is Surin Manaktala. Good morning to all. I'm the member of New York Taxi

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Workers Alliance. Thank you very much for giving me the opportunity to talk to you all.

I'm here to request a fare hike ASAP. Which is due since 2012. Cost and goods have gone up more than 25 percent. Shortages have decreased the demand of drivers because other drivers left yellow and went to drive Uber or trucks or DoorDash kind of jobs. Many owner medallions are sitting in the storage for years. Let's give us some incentive to take the medallions out of storage so we can buy cars and rent to drivers.

I think this hike to 25 percent rates, which we are offered. I also want to tell you the traffic conditions in and around New York City is taking a big toll on drivers and economy. I'm requesting that only yellow cab should be allowed to go in the special lane on 49 and 50th Street like they used to go 15 years ago. I

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also think \$3 to \$5 surcharge. Make the yellow cab meter start at \$9, because driving the customers that taking the Uber because they are beating the meter fare when demand is low.

The tripled the price and demand is high, making yellow drivers costing nickels and dimes. If this is not price gouging, then express what is price gouging.

Some old general owners may be 50 percent of total should get special incentives like wheelchair accessible vehicles should be for them. Wheelchair accessible vehicles are very, very big and expensive and start to break down within a year. Some can't even fit in some garages. So fair -- who mandated the wheelchair accessible vehicle should give more incentives to who are still willing to drive wheelchair accessible vehicles.

I also request that because we

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could not get a raise for 10 years, we should get retro raise starting from last six years. Because all city workers get a raise every three to four years. Also there should be a lot more -- for drivers to eat and use bathrooms, etc. in the city. A lot of -- and dispatchers at the airport take money from drivers to give --

TIMEKEEPER: Thirty seconds remaining.

MR. MANAKTALA: Discussion is going on forever. I was at the airport and still have -- there are illegal drives driving our fares. Also passengers at JFK for Uber get the cab like yellow service. While yellow passengers have to walk 1 mile to get into yellow cab. I was asked by the Mayor of NYC to testify that I explained him the situation. Don't let the MTA Port Authority rob the cabdrivers. Please reach out to me or Robert Lee or Ms. Desai from NYC Taxi

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Workers Alliance if you have any questions.

TIMEKEEPER: Time has expired.

MR. MANAKTALA: The media, board members, we move New York for over 80 years, 24/7, driver power, union power. Please give us what we deserve. Thank you. Have a nice day.

MS. ELUTO: Thank you for your comments.

Our final speaker for this hearing is Golam Talukder.

Mr. Talukder, if you can unmute your mic, you can begin.

MR. TALUKDER: Hello. Good morning. Can you hear me?

MS. ELUTO: Yes.

MR. TALUKDER: Good morning, my name is Golam Talukder. I'm a yellow cabdriver and owner for 20 years. I'm a member of NYTWA. And our wonder woman, Bhairavi Desai is our leader. She's helping us all the way, seeing the -- forgiveness. Thank you so much

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with cooperating with our -- and getting the fare raise.

I have couple of things to say. Number one, JFK Airport, especially rush hour, going to JFK Airport back and forth is taking like sometimes more than one and half hour. So it is better if you raise it to \$70. Really appreciate it.

And the last thing I would like to say, like yesterday, we -- when TWA, we have a site, we chat and we do everything there, we see some fare from the car is downtown Manhattan to JFK only \$30. Where you look at fare to JFK Airport \$52.

So can you make a rules or add to these rules like mile or whatever. Car arrow, they cannot go below that yellow cab meter fare. Like they are cheating to the driver and you have to take a look. If you need more resources, our NYTWA have so much information with everything.

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So my main question is that any flat fare, Uber car, whatever mile, no less than meter fare of the yellow cab.

Thank you so much.

MS. ELUTO: Thank you for your comments.

That concludes our first public hearing.

We will now begin our second public hearing on driver payment rules for high volume for-hire services.

I will now call our first speaker. That is Andrew Greenblatt.

So Mr. Greenblatt, please unmute your microphone and go ahead.

You are still muted. There you go.

MR. GREENBLATT: Thank you.

Hi, my name is Andrew Greenblatt, and I'm the policy director of the Independent Drivers Guild, the IDG.

Thank you for this opportunity

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to testify before you today regarding the proposed amendments to the minimum driver payment rules for high volume for-hire services and changing how utilization rates are calculated and applied.

First, some background. The IDG is a non-profit affiliate of the International Association of Machinists and Aerospace workers, and our organization represents over 100,000 for-hire vehicle drivers throughout New York State.

The TLC's proposal regarding high volume FHV driver pay is very thoughtful and sensible approach. And IDG appreciates the TLC's time and effort in developing the proposal. As well as the staff's regular outreach to driver organizations like the IDG. Commissioner Do, thank you for your leadership in this area.

The initial 7.82 increase, as well as time future increases to the

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Consumer Price Index will certainly go a long way with regard to addressing record high inflation, and the related costs of operating a vehicle supporting our families. And the annual review tied to the cost of living will keep up with rising expenses.

We would like to point out some shortcomings, however, and recommend ways to improve the proposed amendments. While the proposal adjust driver pay by an additional 7.8 percent to keep up with inflation, that just brings it to the 2019 level and doesn't account for the fact that the economy is still experiencing extraordinary inflation. Therefore, the proposed raise will be out of date sooner rather than later.

Furthermore, the IDG and its members have always maintained that the 2019 minimum pay rate, while making some progress, was too low.

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Based on these two-points, we strongly recommend that the TLC raise pay by an additional 10 percent at minimum.

Concerning the proposed amendment to establish a new industry wide utilization rate of 58 percent with a range to help specific rates if necessary, we applaud your efforts to prevent app company lockouts to drivers. And thank you for hearing IDG's concerns.

When the TLC first instituted payrolls over this industry, we feared that without a cap on TLC drivers, companies would respond with lockouts. And that's exactly what they did.

We continue to support a cap on newly licensed drivers as the most effective answer --

TIMEKEEPER: Thirty seconds remaining.

MR. GREENBLATT: Still, we are hopeful that this experiment will --

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in allowing for a range, will allow for a significant reduction in lockouts.

Until all the data is in, however, we ask that the TLC to keep a close eye on what's going on to make sure that lockouts do not come back again.

Thank you again for all of your hard work, and for giving us the time to discuss these matters.

MS. ELUTO: Thank you for your comments.

Our next speaker Josh Gold.

MR. GOLD: Thank you for this opportunity to testify. My name is Josh Gold, and I work for Uber.

I wanted to especially thank the new Commissioner and the staff. We appreciate how you and your team have hit the ground running on many issues in an effort to move the industry and the city forward in our recovery.

Yesterday, we submitted a

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comment outlining Uber's concerns with the proposed rule, and I wanted to highlight some of those concerns.

TLC existing rule says that the per mile and per minute rates are to be adjusted once at the beginning of each year based on changes to a single price index over the course of a year. That approach in the consumer price index chosen came from para and Russian (phonetic) studies which formed the basis of the existing rule. The proposed rule, however, would adjust rates in the middle of the year of this year.

Permanent payments would be based in part on a single month's worth of consumer pricing data, and that month is June 2022, when consumer prices spiked.

Per mile rates would be based on a sub-basket of a volatile price index for a single month that the TLC has never used before and proposes in the

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proposed rule to never use again.
This basket's pricing has subsequently
dropped considerably since its 20-year
high in the chosen month in June 2022.
The TLC's data selection produces
abnormal rate increases and locks them
in. In fact, the new methodology is
economically unjustifiable.

The TLC does not need to and
should not adjust rates now. It can
and should instead wait until the
beginning of next year to adjust rates
based on comparing yearlong averages
of the larger index, consistent with
the existing rule and the studies
which underpin it. And consistent
with the TLC's proposed plan moving
forward.

Our comment in the expert
analysis that a company -- detail some
other issues that warrant the TLC's
serious consideration. We urge the
commission to take the sufficient time
to address these issues before acting

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on the proposal.

Thank you.

MS. ELUTO: Thank you for your
comments.

Our next speaker is Bhairavi
Desai.

You need to unmute your
microphone and you can begin.

MS. DESAI: Hi. Good morning
again. I'm Bhairavi Desai, executive
director of the New York Taxi Workers
Alliance.

It's hard not to laugh after
hearing a testimony from Uber. This
is the same company whose CEO claimed
that gas prices have had no effect.
Well, of course they had no effect on
the company because it's the drivers
that have borne these expenses.
That's the absolute reason why we need
this raise.

Uber, as a company, everybody
knows, has been charging more and more
to every passenger. They have not

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been distributing that back to the actual drivers who, throughout COVID, continue to take the risk, have to pay for all these expenses, including at a time of such heightened inflation, and are the ones responsible for the labor that bring this company its riches.

I mean, it's just a joke to hear them basically say that a raise is not needed. You know, the cost of not just gasoline and vehicle and repairs and insurance has gone up, the cost of food has gone up, the cost of milk has gone up, cost of bread has gone up. Rents have gone up.

In other parts of the country, Uber voluntarily enacted a fuel surcharge. This is the one city, the city where it is the breadbasket for this company, where they punish the drivers and deny them a fuel surcharge. And how dare they now talk about denying the drivers a long overdue raise.

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We are proud of the fact that we are the union that proposed a transportation CPI. Not only is it economically sound. As one of our members Basel said earlier. It is actually the CPI index that the TLC must adopt permanently. You cannot go back to a household CPI which simply does not measure the level of expenses that professional drivers bear. And we can't leave that on these companies.

That's the other reason why one of our other members, Alpha talked about the need to continue with the group rides bonus. You can't leave it voluntarily to these companies to do anything right by the drivers. You have the power to regulate them, and you must use that power. We need to reinstate the group rides bonus. We need to double the fare --

TIMEKEEPER: Thirty seconds remaining.

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MS. DESAI: -- for Uber and Lyft trips for out-of-town trips. Drivers are deadheading back, they're coming back empty with -- there's no payment. They're not making enough on these out-of-town trips. We need parity with the yellow cab taxi meter for Uber and Lyft drivers to be equally paid. Double the rate on these out-of-town trips.

We also call upon the TLC to do another study that would establish the prevailing wage standard --

TIMEKEEPER: Time has expired.

MS. DESAI: -- for drivers in this industry. \$25 an hour after expenses is the minimum that a workforce that serves a million people every single day, makes this city the global capital that it is, drivers no longer accept to be the lowest paid transportation workers. They deserve a proper increase. You can make it happen. Nothing less than \$25 an

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hour.

Thank you, Chairman Do. We are proud of the work that we did with you to bring ourselves to this point of a raise. And we look forward to winning much, much more.

Thank you.

MS. ELUTO: Thank you.

Our next speaker is James Parrott.

Mr. Parrott, you can unmute your mic.

MR. PARROTT: Good morning, Chair Do and members of the New York City Taxi Limousine Commission.

My name is James Parrott. I'm director of economic and fiscal policies at the Center for New York City Affairs at the New School. Thank you for the opportunity to testify on the proposed pay changes affecting for-hire vehicle and taxi driver pay.

Inflation is running its highest level in 40 years. It is encouraging

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to see the TLC act to adjust the minimum compensation for for-hire vehicle drivers and the taxi fare, to help New York City's drivers keep pace with inflation.

This is particularly a critical -- considering that the city is still struggling to recover from the pandemic unprecedented economic dislocations. I strongly support both sets of proposed rule changes.

Along with Professor Michael Rank (phonetic) of the University of California, Berkeley, I was the co-author of the 2018 and 2019 studies that were the basis for the for-hire vehicle minimum pay standard.

In our December 2020 analysis that assesses the impact of that pay standard in its first year, we found that the minimum compensation policy had the intended effects of raising driver pay while reducing passenger wait times and maintaining service

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levels. We found a high rate of compliance and that the driver pay increased about 9 percent. For an estimated aggregate increase of \$340 million in 2019.

Some of the pay increase was passed through to the passenger fares, but there was also a significant reduction in the effective company commission rates.

We also found that there was an increase in passenger fares in Chicago at the same time without the implementation of a minimum driver pay standard there.

Originally, the TLC rule establishing the minimum compensation standard called for an annual adjustment to reflect changes in the Consumer Price Index. However, we had not anticipated inflation running at more than four to five percent a year.

While there was a moderate adjustment and the per minute

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component of the pay standard in February of this year, there was no change in the milage factor in the pay standard. The transportation component of the regional CPIW is a better indication of the vehicle-related cost borne by drivers.

That index --

TIMEKEEPER: Thirty seconds remaining.

MR. PARROTT: -- that component -- by 36.5 percent from February of 2019 through June of 2022. The expense factor increased utilizing the proposed rule is in fact fairly conservative. Private transportation costs rose 44 percent over the same period. New and used vehicle prices rose by 40 percent, and the gas -- and gas cost doubled, that is increased 100 percent over that period.

I also support the proposed changes to the taxi --

TIMEKEEPER: Time has expired.

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MR. PARROTT: -- share associated surcharges, including those for the airports. It's been 10 long years since there's been an adjustment to the taxi fare that directly affects what a driver puts in their pocket at the end of a long shift. These adjustments are long overdue.

Thank you for the opportunity to testify today.

MS. ELUTO: Thank you for your comments.

Our next speaker is Malik Anwaar.

MR. ANWAAR: Hello, everyone.

Once again, thank you to the TLC Commission. We are back at level one where we started. Same minimum wage, same stress, same problems, more tickets and more commission for Uber and Lyft.

All TLC did this whole year is figure out how to give one thousand more TLC plates only to EVs.

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That's what I take as throwing a bone to us to keep us in mixed emotions, so that way less drivers show up at the hearing when -- goes to TLC not getting bashed as much.

Funny thing is, you guys set up the external fair the same day I believe just to take attention away from this hearing.

I don't know who these people are who are saying we are getting -- we should get 25 per hour and all that B.S. We are not employees. We are independent contractors, and we are bargaining to get life justice -- proposed the 90 percent of the fare.

Ride share companies keep profiting off our hard labor work, as always, and the TLC does not give a damn.

It's simple. If TLC would just set the rules where every driver would get 90 percent of the fare and that's it. All the pluses, minuses, would be

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gone and for once just listen to the workers. We are the ones moving the city 100 times better than the MTA. But yet now we are getting hit with another stressful plan from them to charge us up to \$23 every time we enter the CBD area.

How is that fair? Why is it that we are risking our lives every sickle day yet we just get the minimum rates. Why is it that we get tickets just because we went to use the bathroom for a minute or two. Why is it that so many drivers are being diagnosed with diabetes and others having heart attacks just freaking stressing about how it will be tomorrow.

And then there's back problems, stress about riders or someone else shooting us. And the list goes on and on. TLC drivers are being shot, robbed, killed. And now to add on top of that, those TLC so-called peace

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officers are assaulting us.

I implore TLC to please go back to the drawing board and instead of drawing cartoons this time, please do some work, have a passionate heart and think about the shit we go through. And please come back with some better solutions.

And a cap on new ride share riders is needed if TLC actually wants us to make money.

Thank you.

MS. ELUTO: Thank you.

Our next speaker is Ray Rehill.

Please unmute your microphone and you can begin.

MR. REHILL: Hi, can you hear me?

MS. ELUTO: Yes.

MR. REHILL: Yes, hi. Good morning to everyone. Thank you, Chair Do. Thank you everyone from the TLC that's coming to hear this hearing out.

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A couple of good points to make. I would start with Josh Gold from Uber representative that came and said it would be economically unviable to give a raise in the middle of the year, which is absolutely untrue. Having seen that inflation is up close to 10 percent. Also having seen that fares have not been adjusted from the very getgo with Uber.

They are taking over 50 to 60 percent of the fares that are out there. At the same time, app companies have no transparency, no liability as most drivers are 1099 workers. They don't work for Uber, they don't work for Lyft, they don't work for any hire companies. They work for themselves. They're the ones that are doing the expenses. They are the ones putting out the money. They are the ones that are going out there and taking the responsibility out on the streets. So therefore they should

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be the ones that are rewarded the most. Not companies. Not anyone that's -- you know, not liable for us.

So going forth, TLC, you guys are the regulators. You regulate the market. You tell them, hey, listen, you can't be unfair to the drivers. You can't be unfair to other people. Also, with the MTA surcharges, whether it's taxi, whether it's Uber, whether it's any app company, it is unbelievable that we are making money for the MTA. There are no benefits to us whatsoever. I'm not an employee of the MTA. I'm collecting money for them every single day on every single ride. How is that possible? Who allowed that? That would be the TLC.

So how do we reward drivers for going out and making money for the MTA? Well, let's provide some benefits. Let's give them some benefits. We don't have any benefit from the MTA. So if you are going to

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allow anymore surcharges and talk about raising fares, which don't work obviously, because if everyone is having to pay more and more money, there's going to be less and less revenue for everyone involved.

I think what needs to be done is take away some of these surcharges, take away some of these regulations that allow basically -- I mean, it's a carcass full of vultures. How many vultures are going to be on a single carcass. That's the question.

So I would thank everyone, take a careful look at what you are doing; please do the right thing for everyone, whether it's drivers, whether it's companies. I mean, mainly drivers because they're the only ones that are really, you know, having the burden to do all these things.

And I appreciate everyone here on this meeting hearing me out. I

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think every single driver that came out here, every single representative that came out here in favor of raising the fares, but I think also take a look at all of the other things, all the multitude of factors that are involved in this, please.

Thank you so much.

MS. ELUTO: Thank you.

Our next speaker is Zubin Soleimany.

You can begin.

I'm sorry, I think I keep butchering your name every single time.

MR. SOLEIMANY: There was improvement. Thank you.

So hello again. I love a double hitter. This is Zubin Soleimany, again, staff attorney at the New York Taxi Workers Alliance.

I want to thank the Commission for its attention to the really nitty-gritty of the policy details on

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the driver pay rules.

First off, I wanted to start by appreciating the fact that the rule -- the rule now creates a uniform policy for when and how the CPI adjustments are made in the future. There was some confusion about that earlier that had lead to the TLC to miss the last CPI adjustment in 2021. Glad that we were able to bring that to TLC's attention and we can get that raise.

But as -- as Mr. Parrott said, we do have concerns about the use of the CPI, the CPI transportation index only being used for one year. So you know, as we had mentioned to the TLC in our correspondence over the summer where we specifically requested a transportation cost index measure for the milage amount, which we are very happy to see happening here. There's a huge disconnect between the CPIW for wage workers, which looks at how much rent costs, how much groceries cost,

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things like that. And the specific vehicle expenses which as Mr. Parrott said, have far outpaced general inflation.

So seeing that reflected in the pay raise to go in effect now is a huge increase. But it leaves us sort of wondering why if TLC can acknowledge that there can be such a broad mismatch, why that formula wouldn't be applied going forward. The proposal going forward for adjustments in January in the following years reverts back to using the regular consumer CPI for groceries and rent and that sort of thing just forever into the future.

That problem is compounded by the fact that the proposal also removes the annual review to determine whether or not -- whether or not the rates are appropriate. So it seems like there would be no mechanism left for reviewing that rate, should --

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should this gap between household expenses and transportation expenses continue to increase. So we'd like to see that change and made part of the regular formula.

When I hear somebody talking about no economic basis, and it sounds like they're talking about -- talking about Article 78, just to respond to Mr. Gold's point, the idea that rates can't be adjusted in the middle of the year, I mean, please. The IRS for the first time in its history adjusted the mile to reimbursement rate in the middle of the year looking at the astronomic --

TIMEKEEPER: Thirty seconds remaining.

MR. SOLEIMANY: -- increase -- licenses and vehicle expenses. Clearly, that's a decent precedent for a rational basis for TLC to do the same.

I'll also say, on the rule of

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the shared ride bonus, the rule packet states that that's being removed because it was never determined and implemented. I don't think the fact that a rule was never implemented is a good reason to repeal it. I think the initial intent of the rule packet that should be -- that should be determined and implemented now. I'll echo what our members --

TIMEKEEPER: Time has expired.

MR. SOLEIMANY: -- on out-of-town rates and just quickly note that drivers get a 50 percent premium under the rules for going out of town. Don't get trips on the way back most of the time, and if they do, they're about half of the normal rate.

So very happy to see these changes. Hope they'll be improved and in long-term, I think, you know, given the rate that people are talking about, the amount that Uber takes and Lyft takes, that a fair balance here

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is a high rate approach, which would pay drivers the greater of the rates paid right now. Or 85 percent of the fare as charged to the customer.

Thank you for the time. I appreciate you letting me go over a little bit. Happy to take any questions.

MS. ELUTO: Thank you.

Our next speaker is Mohammed Azizul Haque.

Mr. Haque, you can unmute your microphone.

MR. HAQUE: Thank you. And good morning, Commissioners and Chairman Do. My name is Mohammed Haque. And I'm the member of the New York City Taxi Worker Alliance. And I'm a proud owner of FHV vehicle, and I'm driving for three years now for app companies.

I would like to thank to all for this hearing.

Drivers are the backbone of the city and transportation system. Since

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I started my career as a FHV driver, it has changed dramatically and dangerously. I chose it as my full-time career, and this is my only livelihood. Since starting until now, it has become offense again by the app companies.

We feel we are the victim of some scam. TLC is the only organization who can protect us and protect us -- protect our food and job. I'm a New Yorker and living in a most expensive city. Since pandemic started, the industry fall back and living cost and vehicle maintenance cost, rent cost went up. Gas prices skyrocketed. Vehicle parts are not available all the time and it's costly.

Insurance went up. If I work 40 hours for the company, it's equal to like 60 hours. After gas cost, tolls, commission charged by app companies, and it's very high, I take

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home it's not even the minimum wage.

We are the ambassador of this country and we carry millions of passenger every year, safely and securely. This job is hard and dangerous. We are tired of being lowest paid transportation worker while other sectors went up. But we are -- are -- we need to stay at home without getting paid and sometimes we get deactivated for long times. We are not getting paid.

In out-of-town fares, we almost take home \$0 after expenses, tolls, gas and time we spend. There is no passenger to back to town. It is now so important to think about minimum wage to take home. And make sure drivers take a secured income at home.

Every year, TLC is required by law to look at the inflation and raise app drivers pay rate. Also TLC shouldn't use consumer pricing index for --

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TIMEKEEPER: Thirty seconds remaining.

MR. HAQUE: TLC must keep doing this every year to review. And as a driver, I'm asking for \$25 take home pay after expenses. And try to stop unfair deactivation by those app companies. Especially out-of-town fares, it should be doubled. And depend on the New York City Taxi Workers Alliance proposed policies.

Thank you. Thank you so much.

MS. ELUTO: Thank you.

Our next speaker is Lamin Jatta. You may begin.

MR. JATTA: Hello. Good morning. My name is Lamin Jatta. I'm a proud member of the New York Taxi Workers Alliance. And I'm supporting the TLC to keep the app companies to pay drivers the group ride bonus. Because there was a big problem with this rides, you know. So -- consumers are trying to get to the fastest

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place -- to the places as fast as possible with these trips and then they are very belligerent and drivers have to endure a lot to do these trips.

And sometimes you're on the highway. They're going to send like additional trip to you on the highway, like on the FDR, which is very dangerous with the speeding. And they send you another trip on the way, you have to accept that. You have to figure out what time to exit and you know it's very dangerous. So drivers need to get a bonus for all that trouble.

Also, I want TLC to use a professional Consumer Price Index, which looks into drivers, profession -- you know, drivers professional expenses as opposed to the consumer index. Because that was another expense, on gas and prepares -- I used to fill my tank for

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\$30. Now it's like \$60 when the gas prices are high.

So drivers -- you know, look at the driver's expense as opposed to the consumer price index.

And also, I support the doubling of the out-of-town wage. Because I used to drive for a yellow cab from 2012 to 2016 and then I joined Uber in 2016. But when I used to drive for yellow, the trip for out-of-town rate were very exciting and rewarding financially. But when I turned to Uber, you know, it was nagging me to take an out-of-town trips because you go like a trip to long distance for like 1 mile -- sorry. One hour also with no tips, you come back empty and it's like you go for free. And it's not fair to driver.

Also, another problem with this out of town, let's say you can get a trip from downtown, Greenidge Village to Jersey City downtown. You go to

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Jersey City. And then the coming back to the tunnel, the tunnel is closed, you have to go all the way to Lincoln Tunnel for only \$12 fare. And the driver fastest, it's killing the drivers.

It's not fair to drivers. We going through a lot. We are suffering right now. And debts. Our families are suffering. And this is why so many drivers commit suicide and all that just recently. Less we forget. So TLC really have to be serious with drivers' concern --

TIMEKEEPER: Thirty seconds remaining.

MR. JATTA: You know -- you know -- you know, we are people. We are not -- you know, animals. We are people.

You know, because you go out of town, you know, sometimes Lyft, you know, you cannot take back because they don't even allow you out of Bronx

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or Queens. You cannot come back to the city with a trip being they don't allow you to from there.

You know, really, it's too much for us. We are tired of all this roadways from Uber and Lyft. And TLC need to step in and save our lives and our families.

Thank you.

MS. ELUTO: Thank you.

Our next speaker, Nusrat Jahan.

MS. JAHAN: Hi, can you hear me?

MS. ELUTO: Mm-hmm.

SPEAKER: Good morning, Commissioners. Thank you for this opportunity. My name is Nusrat Jahan, and I'm a member of New York Taxi Workers Alliance, NYTWA. I'm an Uber driver myself.

Though this is a male-dominating industry, still there are a lot of female drivers on the road. We are women, a mother, our responsibility doesn't end only on the street. The

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moment we enter our home, we need to take care of our family, our children. We cook, we clean. We are a mother at home, but on the street, we are drivers.

Every day, one million trips we cover all over the city. Because of us, you can go anywhere at any time. When you enjoy dinner with your family, we drop you to the restaurant. When you take your family to the vacation, we drop you to the airport. We ensure you reach your destination safe. On the weekend, when you are at party or enjoying your family and friends, even at 3:00 a.m., 4:00 a.m., 5:00 a.m., you know we are awake, we are waiting to drop you home safe.

Because of the inflation, not only the household expenses increased, gasoline, insurance, car payment and repairs, everything increased. We demand TLC should use Commissioner Price Index to look professional

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drivers expenses and earnings, and should renew annually.

We also demand double of the out-of-town rate so we, in the rush hour, we take a trip to New Jersey or Long Island, which takes minimum one or thirty minutes to two hours, at least we can earn to survive. We're working 12 hours a day. You can say 24/7 service. This is a service oriented industry. We work without health insurance, without any benefits. There's no job security. Today or tomorrow, I can end up with an accident and get disabled. Or got killed.

Am I begging here? No. We want justice. We want raise. Ask yourself, whichever position you are working, will you continue your work without a raise for 10 years or more?

We are not asking for this raise for vacation. Just to survive with our family, our children and put food

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on the table. Please, please, think about this. Thinking about us is another way of thinking about yourself. As all -- as all of you need us as much we do.

Thank you for your time. Driver power, union power. Thank you.

MS. ELUTO: Thank you for your comments.

Our next speaker, Xavier Koudougou.

MR. KOUDOUGOU: Okay. Hello.

MS. ELUTO: Hello.

MR. KOUDOUGOU: Hi. My name is Xavier Koudougou, member of the New York Taxi Worker Alliance. And as previous caller said that we need to double the out-of-state fare. Also, we need to use a better CPI. Yes, we are consumer, but we use more gas than regular driver and when the gas price high, they have other options. But we don't.

We have to put SA, we have to

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put -- we have to do whatever the customer asking. Yet, we just being judged like regular customer. And on top of it, you just take like two or three years. And I think the main problem here, we think it's TLC that is -- I mean Uber that is the problem. But the part of the problem is the TLC agency. You guys are supposed to protect us. But instead of protecting us, you are just ripping us. Like the regular ticket that a TLC -- like NYPD officer would give, you guys give the triple, the full. You are just asking for money.

So why do you want Uber or Lyft to respect us when they see you guys disrespecting us like crazy. You guys are the cause of the problem. That's why everybody think that they're allowed to do it.

And more problem like, I would say the -- say that they're going to raise the -- the -- reduce the -- the

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production of the gas. So which means that the gas going to go up again. What they're going to do, nothing. What the TLC going to do, nothing. Except giving us ticket, making more money.

So we want to double the out of town -- we want to use a better CPI. We want you guys to respect us. Like TLC, you should respect us. Because we are here. You are here because we are here. So you should be fighting for us instead of fighting against us with the Uber and Lyft drivers.

That's the core of the problem. And we are being called like it's essential workers when the city needed us. We put our life in danger. What we got in return. Congestion price that is coming. That's the way you guys say thank you to us. It's really unfair. And you guys are able to sit there with nice bow tie, leaving us to work like 12 hours, being assaulted.

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Now you are trying to play us the fool, like with the Uber calling like Uber X Share instead of calling it Uber share --

TIMEKEEPER: Thirty seconds remaining.

MR. KOUDOUGOU: Yeah, so what I'm trying to say, Lyft, Uber, whatever company, they're treating us bad because you guys, TLC, showed them the path of treating us bad. If you do your job properly, they wouldn't be able to treat us the way that they're treating us.

So the main cause of the problem is you guys at the TLC, you killing drivers, killing drivers. Calling us like it's essential worker when you need us --

TIMEKEEPER: Time has expired.

SPEAKER: But -- but when you don't need us, you just throw us in the garbage. And it's not fair. It is unhuman, and you should be ashamed

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of the way you guys are acting.

Thank you.

MS. ELUTO: Thank you.

Our next speaker is Oltimdje
Ouattara.

Please unmute your microphone
and you can begin.

MR. OUATTARA: You hear me?

MS. ELUTO: Yes.

MR. OUATTARA: Thank you. My
name is Oltimdje Ouattara, I'm proud
member of New York Taxi Worker
Alliance. And I support all the
proposal made by the organization.
But I would like to offer them more
about the out-of-town double meter.

Uber and Lyft are not following
TLC rule about the out-of-town
payment. We are not getting the
double meter as it was -- it's
supposed to be. We filed to give the
TLC the power to this company, but we
think that TLC is afraid to use this
power.

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You all living and are working in this city. And we are -- and we all witness all the price increase for everything in the city. Rent, food, gas, and so on. On top of all this expense, TLC driver has more expense. Like TLC insurance too high, TLC car maintenance, TLC frame, for example. Regular people, when they run the red light and get the camera ticket, they pay 50 dollars. But TLC driver you have to pay 400-dollar plus two-points on your TLC license. That's nonsense.

We are all from this city. And we shouldn't discriminate. And because we are immigrant, we -- I think that you guys are taking advantage of us. And when you come to regular price, you are backing up.

We really need this time, you guys to act and protect the driver. That's your job. Please have mercy on us. Even you know that we are immigrant.

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Thank you for giving me the time to speak.

MS. ELUTO: Great. Thank you for your comments.

Our next speaker is Jose Taveras.

MR. TAVERAS: Hi. Can you hear me?

MS. ELUTO: Yes.

MR TAVA: Hi. My name is Jose Taveras. I am a FHV driver and a member of IDG.

I agree with the proposal of increasing our raise so we can get a little bit better pay.

Since the last rate that TLC approved, gas prices have gone up since. Food been going up, everything. Rent. Forget it. You go to the supermarket, you spend so much money.

Insurance has skyrocketed. My insurance, previously, the policy liability was 3200. When I went to

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renew it, they said now you got to pay 3900. And I asked them why. Why so much. I have a very good record. And pretty much had to ask them to revise this 3900 liability policy and then they dropped it down to 3700. Still, \$500 up. And when I asked them why did you increase it so much, they said inflation. And I couldn't do anything but to pay the 3700 because I need to adhere to TLC rule and regulation.

Also, we follow TLC rule and regulation and this condition, us as a driver, to keep our car very -- in very good condition. This translates to big expenses from our pocket. And everything has been going up. You go to the mechanic, they have raised prices. Because inflation have gone up.

So please, TLC, do the right thing and give us a proper rate increase. Okay. That's all I have to do. And power to the driver.

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Thank you.

MS. ELUTO: Thank you very much.

That concludes our second public hearing.

THE CHAIR: Thank you so much, everyone, and thank you for being here testifying today. I want to first thank our Commissioners for listening today, and our general counsel Sherryl Eluto for guiding us through this process. And of course, behind the scenes, all of our TLC team members who worked on this.

Finally, I just want to remind everyone that TLC In Your Borough is currently happening until this afternoon, 4:00 p.m. at the Falchi Building in Long Island City, which is where the TLC offices are. I look forward to seeing you all there.

And with that, I'll close this meeting today.

Thank you, everybody.

(TIME NOTED: 11:22 a.m.)

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C E R T I F I C A T E

STATE OF NEW YORK)

:SS

COUNTY OF NASSAU)

I, Elbia Brumit, a Notary Public within
and for the State of New York, do hereby certify:

I reported the proceedings in the
within-entitled matter, and that the within
transcript is a true record of such proceedings to
the best of my ability.

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 14th day of October, 2022.


ELBIA BRUMIT

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