		1		
1				
2	NEW YORK CITY			
3	TAXI & LIMOUSINE COMMISSION			
4	COMMISSION MEETING			
5				
6	October 15, 2015 10:20 A.M.			
7	33 Beaver Street			
8	New York, New York			
9				
10	Present:			
11	MEERA JOSHI, CHAIR & CHIEF EXECUTIVE OFFICER			
12	BOARD OF COMMISSIONERS:			
13				
14	ELIAS AROUT EDWARD GONZALES LAUVIENSKA POLANCO			
15	NORA C. MARINO			
16	FRANK V. CARONE JACQUES JIHA			
17				
18	Reported By: Vicky Galitsis, C.S.R. License No.: 000866-1			
19				
20				
21				
22				
23	STENO-KATH REPORTING SERVICES, LTD. 139 MAMARONECK AVENUE MAMARONECK, NEW YORK 01543			
24	212.95.DEPOS (953.3767) * 914.381.2061 FACSIMILE: 914.722.0816			
25	EMAIL: Stenokath@verizon.net			

1 Proceedings 2 CHAIR JOSHI: Good morning. The 3 time now is 10:20 and we'll begin our 4 meeting. 5 On the agenda today we have no 6 hearings and we have three votes: 7 One, on the rules that we had a hearing on last month, the distribution 8 9 of the 30 cents that's collected from trips to go back to owners of accessible 10 taxis and drivers of accessible taxis; 11 12 And then two votes on proposed 13 pilots; one on a more flexible leasing 14 system, and one on alternative technology 15 system for in-taxis. 16 I just want to start out by 17 giving you a few updates on licensing. The move of our licensing facility is 18 19 imminent. We're shooting for November 12th, so there will be some disruption of 20 service around that time. So we will 21 send out industry notices and we'll 22 23 expect that at least one day that our 24 licensing facility will be closed because 25 of the move.

Proceedings 1 2 As part of increasing efficiency at licensing and lowering the foot 3 traffic, which I think from everybody's 4 perspective, the public's perspective as 5 6 well as the staff's perspective, would be 7 a more efficient use of time, we're transitioning to an appointment system 8 for new driver licenses. So you have to 9 apply online to get your appointment. 10 11 You don't need to come down to licensing. 12 And as part of that online application, when you schedule, you can fill out many 13 parts of the application. So you get a 14 15 head start on it, so there is less to do when you come in for your appointment. 16 17 That will begin on October 26th and that includes medallions, FHV, paratransit, 18 19 and commuter van licenses. You have to have an appointment and you have to get 20 that appointment by going on our website 21 and scheduling it. 22 23 You have to have a valid e-mail 24 address to submit the appointment 25 request. So hopefully most people have

1 Proceedings 2 that and, if not, they can get one easily before then. And in the next couple of 3 days we'll be sending out industry 4 notices that will give you a little bit 5 6 more detail about how to do that process. 7 Another way we're trying to improve the interaction between our 8 licensees and the staff at licensing, in 9 terms of providing information and moving 10 11 driver applications along, is using text messaging which we'll roll out in the 12 next few weeks. So if there is missing 13 requirements from your application, we'll 14 15 start by notifying you via a text message in hopes that that's a more efficient way 16 17 to communicate gaps in licensing procedures than our current mailing 18 19 system and sometimes e-mail. So for drivers to get these text 20 messages, we'd love to get your feedback. 21 I hope that it generates a more 22 23 responsive system than we have today. 24 And we hope to roll it out in all of our communications, so that's per vehicle 25

5 1 Proceedings 2 owners, medallion owners, drivers, 3 everybody, in the coming months. So we're starting with drivers since that's 4 our biggest pool. 5 6 And with that, we'll move on to 7 the adoption of the minutes. All in favor of adoption of the minutes from the 8 9 September 17th meeting. (Whereupon, there was an 10 unanimous vote.) 11 CHAIR JOSHI: It was unanimously 12 13 adopted. 14 And base applications for 15 determination. MS. MIOLA: Good morning. 16 CHAIR JOSHI: Good morning. 17 MS. MIOLA: Angelique Miola, 18 Supervisor For the Business Unit. 19 20 We have 13 bases on the agenda 21 for your approval. CHAIR JOSHI: All in favor of 22 23 adopting the recommendations. 24 (Whereupon, there was an 25 unanimous vote.)

6

1 Proceedings 2 MS. MIOLA: Thank you. CHAIR JOSHI: Next on the agenda 3 is a vote on taxi improvement fund rules. 4 We had a hearing last month. Chris 5 6 Wilson will go through the technical 7 changes. But the biggest change was based on feedback we received from the 8 9 hearing. There was a request that the distribution be extended to current 10 11 medallion owners who are required to 12 hack-up accessible vehicles that have accessible medallions, and so we said we 13 would that take that back and see if we 14 15 could accommodate that. And we determined that we can. And they can be 16 given funds to defray the cost of the 17 accessible vehicle on the same terms of 18 19 the converted accessible medallion, which is every other vehicle. And we've also 20 added that those medallions are required 21 to be participating in our accessible 22 23 dispatch program in order to receive the vehicle and maintenance funding. So 24 25 Chris Wilson can give a summary of the

1 Proceedings 2 technical changes. 3 MR. WILSON: Okay. The rules were originally published in the City 4 Record on August 18th, 2015 with a 5 6 comment deadline of September 17th. Α 7 public hearing was held on the proposed rules on September 17th. Following that 8 hearing as the commissioner indicated, 9 the staff recommended, based on 10 11 testimony, that several changes be made to the rules. In order to receive grants 12 under the rules, owners of vehicles must 13 make sure that their vehicles are 14 15 participating in the commission's 16 accessible dispatch program. And 17 secondly, we expanded the grant program to include owners of accessible 18 19 medallions who will receive grants for every other vehicle, beginning with the 20 next vehicle they hack-up. As local law 21 requires the final rule for commission 22 23 action with those changes was suppose to come to TLC's website on October 9th and 24 25 sent to the commissioners on that date.

1	Proceedings			
2	Any questions?			
3	All in favor?			
4	(Whereupon, there was an			
5	unanimous vote.)			
б	MS. WILSON: It's unanimous.			
7	CHAIR JOSHI: Next on the agenda			
8	is a leasing proposal for a flexible			
9	leasing pilot. Deputy Commissioner Jeff			
10	Roth is going to do a presentation, and			
11	then after that we can move to vote.			
12	DEPUTY COMMISSIONER ROTH: Good			
13	morning, Chair Joshi, and Commissioners.			
14	My name Jeff Roth, Deputy Commissioner of			
15	Policy and External Affairs here at TLC.			
16	Today I'm asking the			
17	Commissioners to authorize a new pilot			
18	program that will permit flexible taxicab			
19	leases and promote improvement of taxicab			
20	lessor operations.			
21	Current TLC rules set the price			
22	for medallion lease per shift. Shift			
23	prices are set on a 12-hour lease			
24	structure, and prices are specific to			
25	each day and time. Although not required			

1	Proceedings			
2	to do so by TLC rules, the majority of			
3	lessors have consistently offered taxicab			
4	shifts beginning at either 5:00 a.m. are			
5	5:00 p.m. Historically, the reason for			
6	running a 5-to-5 shift lay in the desire			
7	to provide morning drivers with			
8	approximately one hour of trips, the 4			
9	clock hour, during the high demand			
10	evening rush hour. With most lessor			
11	locations in Queens, Brooklyn and the			
12	Bronx, drivers must take the trip back			
13	and forth to Manhattan during shift			
14	change. Making this roundtrip in rush			
15	hour traffic means an increase in off			
16	duty time, and both the morning and			
17	evening drivers lose fair opportunities			
18	during the time when the rush hour			
19	surcharge is in effect.			
20	The current shift change			
21	structure also impacts passengers. This			
22	chart shows, on average when taxicabs are			
23	available. The orange indicates the time			
24	between 4 and 6:00 p.m., a time when			
25	fewer taxicabs are available for			

1	Proceedings			
2	passenger service as they return to the			
3	garage for shift change. The lower level			
4	of service occurs despite the high demand			
5	during the rush hour period for taxicabs.			
6	This data, combined with the			
7	information gathered during the lease cap			
8	review outreach done in the spring of			
9	this year, indicate that the current TLC			
10	lease cap rules and shift change			
11	practices contribute to a decline of			
12	available vehicles during an increase of			
13	passenger demand every day from 4 to			
14	6:00 p.m. Not only is this an			
15	inconvenience for passengers, it also			
16	means lost fair revenue for drivers.			
17	Instead of providing needed service,			
18	drivers who lease taxicabs, on a daily or			
19	weekly basis, are often fighting traffic			
20	returning to or coming back from the			
21	lessor's garage before the end of their			
22	shift.			
23	To address the challenges of			
24	shift change, the TLC is proposing the			
25	"Fair Share" pilot. The pilot will			

1	Proceedings			
2	evaluate whether moving from a flat			
3	leasing structure to a percentage-based			
4	leasing structure will result in			
5	optimized shift times that take advantage			
6	of P.M. rush hour to increase driver			
7	income.			
8	We hope the pilot will offer more			
9	flexibility in the hours drivers lease			
10	the cab, thereby eliminating the			
11	industry-wide practice of shift change			
12	between 4 and 6:00 p.m. Shift changes			
13	occurring earlier or later than current			
14	practice, during times when traffic is			
15	less congested, would make the shift			
16	change more time efficient. This, in			
17	turn, would benefit passengers by keeping			
18	more taxis on the road during peak demand			
19	times.			
20	A percent-based leasing structure			
21	also lowers the risk a driver takes when			
22	leasing out a taxicab. Taxis that today			
23	sit on the lot could be leased to drivers			
24	for shorter hours without drivers taking			
25	on the risk of paying upfront costs and			

1	Proceedings			
2	wondering whether they will make enough			
3	money during the shift.			
4	Based on a review of existing			
5	lease cap share of taxis' potential fare			
6	revenue, TLC has identified a maximum			
7	fare split for the pilot which will allow			
8	owners to charge up to 35 percent of fare			
9	revenues to the driver. The driver would			
10	be entitled to keep at least 65 percent,			
11	and 100 percent of any tips. The owner			
12	percentage includes the credit card			
13	surcharge that drivers pay separately			
14	today.			
15	TLC examined revenues from fares			
16	and surcharges with a total weekly			
17	potential income of nearly \$5,000 per			
18	cab. When spread out over fourteen			
19	12-hour shifts, this works out to \$356			
20	per shift in farebox revenue. The			
21	average lease cap per shift is \$126, when			
22	looking at lease caps for both gas and			
23	hybrid vehicles, and including the credit			
24	card surcharge of \$11 per shift. The			
25	average lease cap is 35 percent of the			

13

1 Proceedings 2 total average revenue. 3 By splitting the farebox based on percentage, lessors and drivers could 4 stand to benefit. Here you can see some 5 6 of the benefits for both the lessor and 7 the driver. Moving shifts could result in an 8 increased number of fares and income 9 during peak passenger demand times, which 10 would benefit both drivers and lessors 11 since they split the fare. 12 13 And for passengers, more flexible leasing could get more taxis on the road 14 15 at times when demand for service is 16 highest. Participation in the pilot is 17 optional. It is open to anyone who 18 leases a taxicab on a daily or weekly 19 basis and agrees to reporting 20 requirements. Participating lessors will 21 be able to chose which vehicles and 22 shifts they offer through a 23 24 fare-splitting lease. As part of the pilot, receipts provided to drivers by 25

1 Proceedings 2 lessors must still include all items 3 required by TLC rules today, but all participating lessors must also include 4 whether the lease falls under the 5 6 standard lease cap or the pilot 7 percentage. These criteria will evaluate 8 whether this pilot increases the 9 efficiency and flexibility of the 10 medallion industry including: 11 Driver satisfaction, safety and 12 13 profitability to insure drivers continue providing service in the medallion 14 15 industry; An increase in the number of 16 17 trips completed in total farebox; Increase taxicab availability 18 19 during peak hours, and a change of traveled time to participant facilities, 20 allowing drivers to spend less time in 21 rush our traffic during a shift change. 22 23 Should the resolution pass today, additional information about the pilot 24 will be, and the MOU will be posted on 25

15 1 Proceedings 2 out web site. If this resolution is adopted, during the rollout TLC will 3 continue working for stakeholders on 4 alternative leasing models. One model we 5 6 are currently researching would provide 7 an hourly cap offering the same flexibility for shorter shifts while 8 preserving a flat rate leasing structure. 9 So stay tune. More to come. 10 11 Any questions? COMMISSIONER MARINO: I know this 12 13 is -- have we've gotten any feedback from this from drivers and fleet owners? 14 15 DEPUTY COMMISSIONER ROTH: We did extensive outreach during the fare lease 16 17 cab review back in the spring. We talked to hundreds of drivers at JFK and at 18 19 garages. We talked to over a dozen leasing garages. All of them were asking 20 for more flexibility. And we think this 21 is one way to do it. We've previewed 22 23 this with a few fleets already. And 24 people like the idea of the flexibility. 25 Once it's posted we'll continue to work

16 1 Proceedings 2 with those garages on an MOU. But I 3 think the response has been, yes, we want flexibility. I think folks are open to 4 it. 5 6 COMMISSIONER MARINO: And how 7 long would the pilot run for? DEPUTY COMMISSIONER ROTH: 8 9 One year. COMMISSIONER MARINO: I think it 10 11 is an interesting idea, definitely. MR. WILSON: As local law 12 13 requires, the final resolution for 14 commission action was posted on TLC's website on October 9th, and sent to all 15 of you on that date. 16 So if you're ready to vote. 17 All the favor? 18 19 (Whereupon, there was an 20 unanimous vote.) 21 MR. WILSON: Okay. CHAIR JOSHI: Next on the agenda 22 23 is a proposed pilot to test alternative in-taxis technology including a virtual 24 or GPS-based meter. And Jeff Garber will 25

		17
1	Proceedings	
2	do a presentation to the commission on	
3	the pilot.	
4	MR. GARBER: Good morning,	
5	Commissioners. My name is Jeff Garber	
6	and I'm the policy advisor for technology	
7	and innovation at the TLC.	
8	I'm here to introduce the GPS	
9	Meter and Alternative Technology System	
10	Pilot. This pilot continues the TLC's	
11	tradition of encouraging and	
12	incorporating innovative technologies	
13	into medallion taxicabs. Specifically,	
14	the TLC will be piloting three changes to	
15	in-vehicle equipment: One, the use of	
16	GPS-based taximeters; 2, the removal of	
17	the Passenger Information Monitor,	
18	usually referred to as the TaxiTV; or	
19	three, a combination of the two.	
20	I am going to give some	
21	background on the thinking behind each	
22	part of the pilot. And then I will talk	
23	about how the pilot will be structured	
24	and evaluated.	
25	Before I do that, let me first	

18 1 Proceedings 2 quickly explain the difference between 3 GPS-based meters and traditional taximeters that are currently used in 4 yellow taxis. Traditional taximeters 5 6 calculate fares by sensing tire rotation, 7 which is used to determine vehicles distance and speed. This involves 8 physically wiring the meter into the 9 vehicle transmission, adding time and 10 11 cost in the installation process. 12 GPS-based meters, on the other hand, 13 track vehicle movement using satellites and other wireless technology, removing 14 the need to rewire the vehicle. Advances 15 in technology have made 16 17 commercially-available GPS receivers precise enough to track vehicles down to 18 19 the yard. This pilot will allow the TLC to 20 evaluate viability of GPS-based meters in 21 yellow taxis. The public has already 22 23 shown it's willing to rely on GPS 24 technology through the ubiquitous use of GPS car navigation systems and the 25

1 Proceedings 2 popularity of app-based dispatching that uses GPS to calculate fares. GPS meters 3 are not yet type-certified by Weights and 4 Measures, but there is a national working 5 6 group on GPS Taximeter standards. In 7 addition, the San Francisco Municipal Transportation Agency has already 8 approved the pilot of the GPS-based meter 9 with support from the California Division 10 11 of Measurement Standards. Through this pilot, New York will join California in 12 the national conversation on GPS meter 13 standards. Allowing for more flexibility 14 15 in meter types could ultimately give the taxi industry and passengers better 16 17 access to the next generation of more streamlined in-taxi technology. 18 19 The pilot will allow the TLC also to evaluate the impact of removing the 20 Passenger Information Monitor or PIM. 21 PIMs were introduced in 2008 as part of 22 23 the Taxicab Passenger Enhancement Program 24 a/k/a TPEP. TPEP systems provide core 25 functionality such a driver

20 1 Proceedings 2 authentication, credit card processing and electronic trip recording. 3 In addition, TPEP systems were required to 4 provide a PIM to facility the payment 5 6 process and those screens are also used 7 to play media content. We believe the technology now exists that can provide 8 the core systems of a TPEP without a PIM, 9 potentially allowing for a more 10 11 streamlined technology system. 12 Participants piloting the removal of the PIM must still provide all of the core 13 services of a traditional TPEP, but 14 15 without the use of the PIM. By opening the door systems without PIMs the TLC 16 17 seeks to identify and update rules that 18 may be overly proscriptive. 19 Now I'll explain the structure of the pilot. Firstly, the pilot will be 20 limited to the yellow taxis and will last 21 for one year. As currently formulated in 22 23 the resolution, a maximum of four pilot 24 participants could offer a new in-vehicle 25 technology pilot system, with each

1 Proceedings 2 participate being allowed to install its 3 equipment in a maximum of 1,000 taxis over the duration of the pilot. However, 4 participants will not have access to all 5 6 taxis immediately. Participants will be 7 allowed to install their systems in a smaller set of vehicles, initially only 8 ten, and must pass reporting and 9 evaluation benchmarks to be allowed to 10 11 install their equipment in more vehicles. This slow rollout is designed to allow 12 13 TLC to keep a close eye on the new systems and insure they are performing 14 15 satisfactorily in the real life environment of New York City taxicabs. 16 17 All pilot systems must still accept credit cards and must comply with 18 19 applicable PCI standards in order to keep passenger credit card information secure. 20 All pilot systems will be tested by TLC 21 staff prior to approval, and in addition 22 23 all GPS-based meters will be tested in 24 conjunction with the New York State Department of Agriculture and Market's 25

1	Proceedings
2	Division of Weights and Measures. All
3	pilot systems must also comply with all
4	accessibility requirements currently
5	applicable to TPEP, including Local Law
6	57 requiring yellow taxi technology to be
7	accessible to the blind and visually
8	impaired. TLC will consult with The
9	Mayor's Office for People with
10	Disabilities and the disability community
11	when reviewing and approving proposals.
12	Pilot systems will be evaluated
13	on passenger and driver acceptability
14	data, which will be solicited through a
15	variety of sources including surveys,
16	focus groups, and 311. The pilot will
17	also evaluate the cost and durability of
18	the hardware and software in the pilot.
19	Pilot participants will still submit trip
20	records required of the existing TPEP
21	providers, and those trip records will
22	also be reviewed when evaluating the
23	viability of the GPS-based meters. A
24	summary of the findings will also be
25	shared with the National Working Group on

Proceedings 1 2 GPS taximeter standards to help them develop and inform their work in defining 3 standards. 4 In conclusion, this pilot 5 6 encourages innovative technology 7 approaches to allow more streamlined solutions, potentially improving the 8 customer and driver experience in taxis, 9 and possibly lowering equipment costs. 10 11 At this point, if you have any 12 questions I'll be happy to answer them. 13 CHAIR JOSHI: Can I just make one comment, because we received a lot of 14 15 feedback since we published this pilot on Friday, it appeared on our website. 16 Ι 17 think three themes came through: One, there is interest in alternatives to the 18 19 current equipment that's in the backseat of the taxicab and there is also interest 20 in information -- some of the information 21 that's provided through that backseat, 22 23 for example, promotions for New York City 24 events. 25 Second, there was concerns raised

24 Proceedings 1 2 about virtual GPS meters and their accuracy and the testing of new payment 3 4 systems. And third, there was concerns 5 6 raised about the ability to meet Local 7 Law 57 which has requirements on visual accessibility, requirements for the 8 equipment that's in a taxicab. 9 So I think, you know, we've had, 10 11 or at least I've had some time involved, and as well as with the staff, to digest 12 a lot that. And as to the first point, 13 those that are interested in alternatives 14 15 have encouraged for a vote today, and us 16 to embark upon this pilot quickly. As to 17 the second and third point, there's been a request to delay the vote to discuss 18 19 further parameters of the pilot and how would we insure accuracy of payment, and 20 21 fare, and meet the requirements of the Local Law 57. 22 23 So my recommendation based on 24 that feedback at this point is, I'm not inclined to defer the vote. I think we 25

1 Proceedings 2 should vote today. TPEP is a tremendous asset in the industry. It captures trip 3 information, it allows us to communicate 4 with drivers, accurately tracks payment 5 6 and fares, and provides passengers with 7 some information. It is vital and so testing it to come up with better, newer 8 ways to provide this is good for the 9 City, it is a priority for the agency, 10 11 and we really encourage existing 12 technology providers, as well as new technology providers to take this 13 opportunity to test out new equipment. 14 15 I do want to address the issues regarding the accuracy of fare payment --16 17 and fare and payment. So fare calculation and payment. All of the 18 19 equipment that we will test, should the pilot be approved, especially on the 20 meter side, will be done in conjunction 21 with the Department of Agriculture and 22 23 there will be rigorous testing before 24 anything can go into a single taxicab. 25 And when it goes in it will only go in on

1	Proceedings			
2	a slow and deliberate schedule. So			
3	that's ten taxicabs in the beginning, and			
4	we have to see how they perform before we			
5	let people go into other taxicabs. And			
6	as far as Local Law 57, as the pilot has			
7	proposed, makes clear, compliance with			
8	that is not a choice, it is a mandate.			
9	So every piece of equipment must			
10	meet the spirit and the letter of Local			
11	Law 57. So notably that's why the pilot			
12	does allow for a backseat payment swipe,			
13	which is one of the features one of			
14	the ways you can comply to make it easier			
15	for the visually impaired sitting in the			
16	backseat. We welcome the disability			
17	community's input in reviewing new			
18	products and evaluating ones to determine			
19	which ones are appropriate for testing in			
20	our pilot. And to that end we are			
21	committed to reviewing products in			
22	conjunction with Counsel Member Vodka who			
23	is the author of Local Law 57, Governor			
24	Patterson who's expressed a keen interest			
25	in this area and seeing improvements in			

1 Proceedings 2 this area, as well as the Lighthouse Guild who we've been in contact with 3 throughout this proposal process and have 4 been a great source for information on 5 6 what works and what doesn't work. So we 7 look forward to that partnership. But being mindful of the concerns 8 raised, particularly as they relate to 9 the number of possible pilot 10 11 participants, the worrying being that anything substandard could affect 12 thousands of passengers, and in light of 13 the fact that we do and must have a 14 15 deliberate process, mindful that people put a lot of trust in us when they step 16 17 into a cab, I'm recommending, at this point, that we make a downward adjustment 18 19 to the number of participants that was originally proposed. And I suggest that 20 we cap the total number of vehicles at 21 1000, and allow each of the participants 22 23 to have 250. And I'd ask that the 24 commission commit to revisiting this 25 early in the new year to determine

1	Proceedings	
2	whether these numbers are accurate or	
3	need to be adjusted.	
4	I just want to note on a	
5	practical level, these endeavors have a	
6	tremendous amount of back-end work. So	
7	our staff works hard monitoring every	
8	piece of equipment that goes in. So it	
9	is much more feasible for us to handle a	
10	lower number, and we think we can still	
11	generate the information necessary to	
12	make informed decisions at the end of the	
13	pilot with a lower end number.	
14	COMMISSIONER CARONE: Thank you,	
15	Chair Joshi. I concur with a lot of your	
16	comments.	
17	In thinking about the voluminous	
18	comments that we received, both for and	
19	against the pilot program, what I always	
20	like to do is start at the rule which	
21	authorizes pilot programs, namely 52-27.	
22	And it is a good rule. It is a rule that	
23	I think gives us the authority to pass	
24	these pilot programs by resolution. And	
25	I like it because we want to encourage	

1 Proceedings 2 innovation and technology, but we want to be mindful when we do that that we keep 3 in mind that the pilot program is meant 4 to be an experiment and a test. And it 5 6 could be disruptive, or it could be very 7 beneficial. But it is an experiment and a test. And I do agree, in order to keep 8 with that philosophy of experimentation, 9 the number should be lowered. And I'm 10 11 also saying that, mindful of conflict potential, other law, in this case Local 12 Law 57 which mandates an accessible 13 payment system for the blind and visually 14 15 impaired. So I'd be very interested to see 16 17 how this pilot shakes out and is consistent with Local Law 57. I'd like 18 19 the commission revisiting this in a couple of months and looking at the data. 20 And I look forward to hearing about the 21 data. But with a lowered amount I would 22 23 support this pilot today. COMMISSIONER GONZALEZ: 24 I would 25 also like to say, A, I support the pilot

1 Proceedings 2 with the lowered amount. And also being 3 on the commission back in 2005 before it rolled out the PIM or the TPEP that's in 4 the cabs, again I remember that the 5 6 backdrop, there was a lot of uncertainty 7 with respect to how this is going to work. It was primarily a cash-based 8 system. It took, again it took a while 9 just going from an idea to having 10 11 something actually sitting in the cabs. I do believe that things are --12 13 technology has improved, that we should explore a pilot such as this, because if, 14 15 for nothing else, it's also just maybe there is something within the new 16 17 technology that we didn't take into account. Also just customers' 18 19 preferences for payments and content and things like that change over time. So we 20 21 rather have, at least, a somewhat controlled pilot program to start to 22 23 explore and get the ball rolling on should there be a need for improvements 24 25 or adoption of new technology that we

1 Proceedings 2 allowed in this controlled and 3 disciplined matter. COMMISSIONER AROUT: This is a 4 5 perfect example of my trying to turn on 6 this mike of why Local Law 57 is so 7 important that it be tested in a very aggressive manner, that no impediment 8 exists of any kind for the passenger that 9 is handicapped. 10 I also endorse the coming of age 11 with this new technology. And if we 12 13 expect to provide a decent opportunity for the driver, this is the one way we 14 15 can catch up. So I wholeheartedly support this alternative pilot. 16 17 COMMISSIONER MARINO: And I concur with my colleagues. I just want 18 19 to add, I thought I was the only one who didn't like TaxiTV. Apparently, I'm not 20 the only one, according to the new 21 stories. I think it is a very excellent 22 23 pilot program. 24 COMMISSIONER GONZALEZ: One 25 addition question for Jeffrey.

1 Proceedings 2 MR. GARBER: Yes. 3 COMMISSIONER GONZALEZ: You had mentioned there is going to be specific 4 testing criteria before installation. 5 6 Can you elaborate what specifically the 7 testing is? I remember, for example, before we rolled out the units that are 8 in the cabs today, we went around the 9 City all over the place to test Wi-Fi 10 11 connectivity, on the bridges and all over 12 the place, and we were able to determine, okay, we're going to -- we established 13 connectivity within the five boroughs and 14 15 we're ready to roll it out. Can you elaborate what specifically --16 17 MR. GARBER: Yes, so it will be very similar. First, in conjunction with 18 19 current Weights and Measures we will make sure that the taxi meters can meet their 20 21 existing tolerances that current meters have to meet. And then in addition to 22 23 that, we will also drive throughout the 24 city running two meters, the GPS -- the 25 pilot GPS meter and the currently

1 Proceedings approved traditional meters, running them 2 3 at the same time, doing trips throughout the City to make sure the fares are the 4 same and standardized. We'll pay special 5 6 attention to tunnels or various high 7 buildings and bridges. COMMISSIONER MARINO: Can I just 8 9 follow up with that? That's a really good question. What if the alternative, 10 11 if you are in a dead zone, what's going 12 to happen? MR. GARBER: So I think -- I 13 don't have any applications in front of 14 15 me so I don't really want to speculate as to what the companies are going to 16 17 propose. But they will have to take that into consideration that there will be 18 19 some kind of backup in a dead zone. I don't want to speculate because I don't 20 have enough information in front of me. 21 CHAIR JOSHI: Yes, and I'll 22 23 probably get the technical words wrong, but there are -- it's sort of a GPS 24 25 system but there's always a Plan B system

34 1 Proceedings 2 for gathering the data when it doesn't work in the dead zones. So that's part 3 of the testing to see which of the backup 4 systems are most reliable and how that 5 6 combination works, but it is primarily 7 GPS-based. There are systems out there now that are functioning like that. 8 9 COMMISSIONER MARINO: So it's all part of the pilot to see which ones work. 10 11 CHAIR JOSHI: Yes, it's actually 12 part of the pre-qualification. If you can't function in the dead zone you're 13 not even going to be able to participate 14 15 in the pilot. COMMISSIONER MARINO: 16 Thank you. 17 COMMISSIONER JIHA: A quick question to you, would you take into 18 19 account Mobile Wallet as a form of payment going forward, to using the 20 21 technology. MR. GARBER: Say that again? 22 23 COMMISSIONER JIHA: Would that 24 take into account Mobile Wallet, like 25 Apple Pay, Google Pay? Since you're

1 Proceedings 2 looking forward to using the technology, are you taking that into account for the 3 4 payment system. MR. GARBER: They will still have 5 6 to take --7 COMMISSIONER JIHA: They will take credit cards. 8 9 MR. GARBER: They will take credit cards, yes. 10 11 COMMISSIONER JIHA: I'm asking 12 you, are you thinking about Mobile Wallet 13 going forward? 14 CHAIR JOSHI: It is already 15 approved, so they already take Apple Pay and Mobile Wallet, and that wouldn't 16 17 change. MR. GARBER: Those have to do 18 19 without payment. COMMISSIONER MARINO: One other 20 21 quick question. The companies that are going to sign up for the pilot, are they 22 going to pay for this equipment transfer 23 24 or who is paying for that? 25 CHAIR JOSHI: I would expect they

1 Proceedings 2 would, because I would think that most people would not be willing to 3 participate, vehicle owners, if they have 4 to pay money out of pocket. They've got 5 6 existing equipment, so I don't assume 7 they would be encouraged to change unless it makes economic sense for them. 8 9 COMMISSIONER MARINO: Okay. MR. WILSON: The pilot resolution 10 11 was posted on the commission website on October 9th and sent to the commissioners 12 on that date. As Commissioner Joshi just 13 indicated, she's proposed to lower the 14 15 number of vehicles participating in the pilot to 1000. 16 And to do that it is therefore 17 proposed that the language of Section 5E 18 19 of the resolution which called for 1000 vehicles to participate be amended to 20 read as follows: 21 "Each participate may install its 22 23 GPS meter and/or alternative technology 24 solution in participating vehicles in a series of tranches to be further 25

		3
1	Proceedings	
2	described in the MOU. During the initial	
3	tranche a participant may install its GPS	
4	meter and/or alternative technology	
5	solution in a maximum of ten vehicles.	
б	During the second tranche, a participant	
7	may install its GPS meter and/or	
8	alternative technology solution in a	
9	maximum of nine additional vehicles.	
10	During the third tranche a participant	
11	may install its GPS meters and/or	
12	alternative technology solution in a	
13	maximum of 150 additional vehicles for a	
14	maximum amount of 250 vehicles during the	
15	pilot.	
16	"Following the conclusion of each	
17	tranche a participant must meet reporting	
18	revaluation bench marks further described	
19	in the MOU, before the TLC permits a	
20	participant to install its GPS meter	
21	and/or alternative technology solution in	
22	the next tranche of vehicles."	
23	So our first step here is, we	
24	have to approve the amendment if we want	
25	to move forward with the amendment.	

38 Proceedings 1 2 So all in favor? 3 (Whereupon, there was an 4 unanimous vote.) 5 MR. WILSON: And I guess, we can 6 approve the pilot. 7 All in favor? (Whereupon, there was an 8 9 unanimous vote.) CHAIR JOSHI: With that the 10 11 meeting is adjourned. And it is now 10:50. 12 13 We have one thing to correct on 14 the record on the minutes. Commissioner 15 Jiha was present --MR. WILSON: Yes, Commissioner 16 Jiha was present on September of 2015, so 17 the final minutes will reflect that. 18 19 (Time noted: 10:52 a.m.) 20 21 22 23 24 25

39 1 2 CERTIFICATE 3 STATE OF NEW YORK ) 4 ) ss: 5 COUNTY OF NEW YORK ) 6 I, VICKY GALITSIS, a Certified 7 Reporter and Notary Public with and for the State of New York, do hereby certify: 8 9 I reported the proceedings in the within-entitled matter, and that the 10 11 foregoing transcript is a true record of said proceedings. 12 13 I further certify that I am not 14 related, by blood or marriage, to any of 15 the parties in this matter and that I am in no way interested in the outcome of 16 this matter. 17 IN WITNESS WHEREOF, I have 18 19 hereunto set my hand this 20th day of 20 October, 2015. 21 22 23 VICKY GALITSIS, C.S.R. 24 No. 000866-1 25

	app-based (1) 19:2	better (2) 19:16 25:8
A	Apparently (1) 31:20	biggest (2) 5:5 6:7
<b>a.m (3)</b> 1:6 9:4 38:19		
<b>a/k/a (1)</b> 19:24	appeared (1) 23:16	<b>bit (1)</b> 4:5
ability (1) 24:6	Apple (2) 34:25 35:15	blind (2) 22:7 29:14
able (3) 13:22 32:12 34:14	applicable (2) 21:19 22:5	<b>blood (1)</b> 39:14
accept (1) 21:17	application (3) 3:12,14 4:14	BOARD (1) 1:12
acceptability (1) 22:13	applications (3) 4:11 5:14 33:14	boroughs (1) 32:14
access (2) 19:17 21:5	apply (1) 3:10	bridges (2) 32:11 33:7
accessibility (2) 22:4 24:8	appointment (6) 3:8,10,16,20,21	Bronx (1) 9:12
accessible (11) 2:10,11 6:12,13,18	3:24	Brooklyn (1) 9:11
	approaches (1) 23:7	buildings (1) 33:7
6:19,22 7:16,18 22:7 29:13	appropriate (1) 26:19	Business (1) 5:19
accommodate (1) 6:15	approval (2) 5:21 21:22	
account (4) 30:18 34:19,24 35:3	approve (2) 37:24 38:6	C
accuracy (3) 24:3,20 25:16	approved (2) 37:24 30:0 approved (2) 19:9 25:20 33:2	
accurate (1) 28:2		<b>C (1)</b> 1:15
accurately (1) 25:5	35:15	<b>C.S.R (2)</b> 1:18 39:23
action (2) 7:23 16:14	approving (1) 22:11	<b>cab (4)</b> 11:10 12:18 15:17 27:17
add (1) 31:19	approximately (1) 9:8	cabs (3) 30:5,11 32:9
added (1) 6:21	area (2) 26:25 27:2	calculate (2) 18:6 19:3
adding (1) 18:10	AROUT (2) 1:13 31:4	calculation (1) 25:18
addition (5) 19:7 20:4 21:22 31:25	asking (3) 8:16 15:20 35:11	California (2) 19:10,12
32:22	asset (1) 25:3	called (1) 36:19
additional (3) 14:24 37:9,13	assume (1) 36:6	cap (8) 10:7,10 12:5,21,25 14:6
address (3) 3:24 10:23 25:15	attention (1) 33:6	15:7 27:21
adjourned (1) 38:11	August (1) 7:5	caps (1) 12:22
	authentication (1) 20:2	captures (1) 25:3
adjusted (1) 28:3	author (1) 26:23	car (1) 18:25
adjustment (1) 27:18	authority (1) 28:23	card (4) 12:12,24 20:2 21:20
adopted (2) 5:13 15:3	authorize (1) 8:17	cards (3) 21:18 35:8,10
adopting (1) 5:23	authorizes (1) 28:21	CARONE (2) 1:15 28:14
adoption (3) 5:7,8 30:25	availability (1) 14:18	case (1) 29:12
Advances (1) 18:15	available (3) 9:23,25 10:12	
advantage (1) 11:5		cash-based (1) 30:8
advisor (1) 17:6	AVENUE (1) 1:23	catch (1) 31:15
Affairs (1) 8:15	average (4) 9:22 12:21,25 13:2	cents (1) 2:9
affect (1) 27:12	В	CERTIFICATE (1) 39:2
age (1) 31:11		<b>Certified (1)</b> 39:6
agency (2) 19:8 25:10	<b>B (1)</b> 33:25	certify (2) 39:8,13
agenda (5) 2:5 5:20 6:3 8:7 16:22	back (6) 2:10 6:14 9:12 10:20	Chair (16) 1:11 2:2 5:12,17,22 6:3
aggressive (1) 31:8	15:17 30:3	8:7,13 16:22 23:13 28:15 33:22
agree (1) 29:8	back-end (1) 28:6	34:11 35:14,25 38:10
agrees (1) 13:20	backdrop (1) 30:6	challenges (1) 10:23
Agriculture (2) 21:25 25:22	background (1) 17:21	change (13) 6:7 9:14,20 10:3,10,24
allow (7) 12:7 18:20 19:19 21:12	backseat (4) 23:19,22 26:12,16	11:11,16 14:19,22 30:20 35:17
23:7 26:12 27:22	backup (2) 33:19 34:4	36:7
allowed (4) 21:2,7,10 31:2	ball (1) 30:23	changes (6) 6:7 7:2,11,23 11:12
	base (1) 5:14	17:14
allowing (3) 14:21 19:14 20:10	<b>based (5)</b> 6:8 7:10 12:4 13:3 24:23	charge (1) 12:8
allows (1) 25:4	bases (1) 5:20	chart (1) 9:22
alternative (11) 2:14 15:5 16:23	basis (2) 10:19 13:20	CHIEF (1) 1:11
17:9 31:16 33:10 36:23 37:4,8,12	Beaver (1) 1:7	<b>choice (1)</b> 26:8
37:21	beginning (3) 7:20 9:4 26:3	chose (1) 13:22
alternatives (2) 23:18 24:14	believe (2) 20:7 30:12	Chris (2) 6:5,25
amended (1) 36:20		
amendment (2) 37:24,25	<b>bench (1)</b> 37:18	<b>city (8)</b> 1:2 7:4 21:16 23:23 25:10
amount (4) 28:6 29:22 30:2 37:14	benchmarks (1) 21:10	32:10,24 33:4
and/or (5) 36:23 37:4,7,11,21	<b>beneficial (1)</b> 29:7	clear (1) 26:7
Angelique (1) 5:18	benefit (3) 11:17 13:5,11	clock (1) 9:9
answer (1) 23:12	benefits (1) 13:6	close (1) 21:13
	l	I

closed (1) 2:24 colleagues (1) 31:18 collected (1) 2:9 combination (2) 17:19 34:6 combined (1) 10:6 come (5) 3:11,16 7:24 15:10 25:8 coming (3) 5:3 10:20 31:11 comment (2) 7:6 23:14 comments (2) 28:16,18 commercially-available (1) 18:17 commission (9) 1:3,4 7:22 16:14 17:2 27:24 29:19 30:3 36:11 commission's (1) 7:15 commissioner (27) 7:9 8:9,12,14 15:12,15 16:6,8,10 28:14 29:24 31:4,17,24 32:3 33:8 34:9,16,17 34:23 35:7,11,20 36:9,13 38:14 38:16 commissioners (6) 1:12 7:25 8:13 8:17 17:5 36:12 commit (1) 27:24 committed (1) 26:21 communicate (2) 4:17 25:4 communications (1) 4:25 community (1) 22:10 community's (1) 26:17 commuter (1) 3:19 companies (2) 33:16 35:21 completed (1) 14:17 compliance (1) 26:7 comply (3) 21:18 22:3 26:14 concerns (3) 23:25 24:5 27:8 conclusion (2) 23:5 37:16 concur (2) 28:15 31:18 conflict (1) 29:11 congested (1) 11:15 conjunction (4) 21:24 25:21 26:22 32:18 connectivity (2) 32:11,14 consideration (1) 33:18 consistent (1) 29:18 consistently (1) 9:3 consult (1) 22:8 contact (1) 27:3 content (2) 20:7 30:19 continue (3) 14:13 15:4,25 continues (1) 17:10 contribute (1) 10:11 controlled (2) 30:22 31:2 conversation (1) 19:13 converted (1) 6:19 core (3) 19:24 20:9,13 correct (1) 38:13 cost (3) 6:17 18:11 22:17 costs (2) 11:25 23:10 Counsel (1) 26:22 COUNTY (1) 39:5

couple (2) 4:3 29:20 credit (7) 12:12,23 20:2 21:18,20 35:8.10 criteria (2) 14:8 32:5 current (9) 4:18 6:10 8:21 9:20 10:9 11:13 23:19 32:19,21 currently (5) 15:6 18:4 20:22 22:4 32:25 customer (1) 23:9 customers' (1) 30:18 D daily (2) 10:18 13:19 data (5) 10:6 22:14 29:20,22 34:2 date (3) 7:25 16:16 36:13 day (4) 2:23 8:25 10:13 39:19 days (1) 4:4 dead (4) 33:11,19 34:3,13 deadline (1) 7:6 decent (1) 31:13 decisions (1) 28:12 decline (1) 10:11 defer (1) 24:25 defining (1) 23:3 definitely (1) 16:11 defray (1) 6:17 delay (1) 24:18 deliberate (2) 26:2 27:15 demand (6) 9:9 10:4,13 11:18 13:10.15 Department (2) 21:25 25:22 Deputy (5) 8:9,12,14 15:15 16:8 described (2) 37:2,18 designed (1) 21:12 desire (1) 9:6 despite (1) 10:4 detail (1) 4:6 determination (1) 5:15 determine (4) 18:7 26:18 27:25 32:12 determined (1) 6:16 develop (1) 23:3 difference (1) 18:2 digest (1) 24:12 Disabilities (1) 22:10 disability (2) 22:10 26:16 disciplined (1) 31:3 discuss (1) 24:18 dispatch (2) 6:23 7:16 dispatching (1) 19:2 disruption (1) 2:20 disruptive (1) 29:6 distance (1) 18:8 distribution (2) 2:8 6:10 Division (2) 19:10 22:2 doing (1) 33:3 door (1) 20:16

downward (1) 27:18 dozen (1) 15:19 drive (1) 32:23 driver (12) 3:9 4:11 11:6,21 12:9,9 13:7 14:12 19:25 22:13 23:9 31:14 drivers (21) 2:11 4:20 5:2,4 9:7,12 9:17 10:16,18 11:9,23,24 12:13 13:4,11,25 14:13,21 15:14,18 25:5 durability (1) 22:17 duration (1) 21:4 duty (1) 9:16 Е e-mail (2) 3:23 4:19 earlier (1) 11:13 early (1) 27:25 easier (1) 26:14 easily (1) 4:2 economic (1) 36:8 EDWARD (1) 1:14 effect (1) 9:19 efficiency (2) 3:2 14:10 efficient (3) 3:7 4:16 11:16 either (1) 9:4 elaborate (2) 32:6,16 electronic (1) 20:3 ELIAS (1) 1:13 eliminating (1) 11:10 EMAIL (1) 1:25 embark (1) 24:16 encourage (2) 25:11 28:25 encouraged (2) 24:15 36:7 encourages (1) 23:6 encouraging (1) 17:11 endeavors (1) 28:5 endorse (1) 31:11 Enhancement (1) 19:23 entitled (1) 12:10 environment (1) 21:16 equipment (12) 17:15 21:3,11 23:10,19 24:9 25:14,19 26:9 28:8 35:23 36:6 especially (1) 25:20 established (1) 32:13 evaluate (5) 11:2 14:8 18:21 19:20 22:17 evaluated (2) 17:24 22:12 evaluating (2) 22:22 26:18 evaluation (1) 21:10 evening (2) 9:10,17 events (1) 23:24 everybody (1) 5:3 everybody's (1) 3:4 examined (1) 12:15 example (3) 23:23 31:5 32:7

	1	I
excellent (1) 31:22	foot (1) 3:3	grants (2) 7:12,19
EXECUTIVÉ (1) 1:11	foregoing (1) 39:11	great (1) 27:5
existing (5) 12:4 22:20 25:11 32:21	form (1) 34:19	group (2) 19:6 22:25
36:6	formulated (1) 20:22	groups (1) 22:16
exists (2) 20:8 31:9	forth (1) 9:13	guess (1) 38:5
expanded (1) 7:17	forward (6) 27:7 29:21 34:20 35:2	Guild (1) 27:3
expect (3) 2:23 31:13 35:25	35:13 37:25	
experience (1) 23:9	four (1) 20:23	НН
experiment (2) 29:5,7	fourteen (1) 12:18	hack-up (2) 6:12 7:21
experimentation (1) 29:9	Francisco (1) 19:7	hand (2) 18:12 39:19
explain (2) 18:2 20:19	FRANK (1) 1:15	handicapped (1) 31:10
explore (2) 30:14,23	Friday (1) 23:16	handle (1) 28:9
expressed (1) 26:24	front (2) 33:14,21	happen (1) 33:12
extended (1) 6:10	function (1) 34:13	happy (1) 23:12
extensive (1) 15:16	functionality (1) 19:25	hard (1) 28:7
External (1) 8:15	functioning (1) 34:8	hardware (1) 22:18
eye (1) 21:13	fund (1) 6:4	head (1) 3:15
-,-(.,	funding (1) 6:24	hearing (6) 2:8 6:5,9 7:7,9 29:21
F		
	funds (1) 6:17	hearings (1) 2:6
facilities (1) 14:20	further (4) 24:19 36:25 37:18	held (1) 7:7
facility (3) 2:18,24 20:5	39:13	help (1) 23:2
FACSIMILE (1) 1:24		hereunto (1) 39:19
fact (1) 27:14	G	high (3) 9:9 10:4 33:6
fair (3) 9:17 10:16,25	Galitsis (3) 1:18 39:6,23	highest (1) 13:16
falls (1) 14:5	gaps (1) 4:17	Historically (1) 9:5
far (1) 26:6	garage (2) 10:3,21	hope (3) 4:22,24 11:8
fare (9) 12:5,7,8 13:12 15:16 24:21	garages (3) 15:19,20 16:2	hopefully (1) 3:25
25:16,17,17	Garber (10) 16:25 17:4,5 32:2,17	hopes (1) 4:16
fare-splitting (1) 13:24	33:13 34:22 35:5,9,18	hour (7) 9:8,9,10,15,18 10:5 11:6
farebox (3) 12:20 13:3 14:17	gas (1) 12:22	hourly (1) 15:7
fares (6) 12:15 13:9 18:6 19:3 25:6	gathered (1) 10:7	hours (3) 11:9,24 14:19
33:4	gathering (1) 34:2	hundreds (1) 15:18
favor (6) 5:8,22 8:3 16:18 38:2,7	generate (1) 28:11	hybrid (1) 12:23
feasible (1) 28:9	generates (1) 4:22	<b>iijbiid</b> (i) 12.20
		· · · · · · · · · · · · · · · · · · ·
features (1) 26:13	generation (1) 19:17	· · · · · · · · · · · · · · · · · · ·
feedback (5) 4:21 6:8 15:13 23:15	give (4) 4:5 6:25 17:20 19:15	idea (3) 15:24 16:11 30:10
24:24	given (1) 6:17	identified (1) 12:6
fewer (1) 9:25	gives (1) 28:23	identify (1) 20:17
<b>FHV (1)</b> 3:18	giving (1) 2:17	immediately (1) 21:6
fighting (1) 10:19	go (5) 2:10 6:6 25:24,25 26:5	imminent (1) 2:19
fill (1) 3:13	goes (2) 25:25 28:8	impact (1) 19:20
final (3) 7:22 16:13 38:18	going (14) 3:21 8:10 17:20 30:7,10	impacts (1) 9:21
findings (1) 22:24	32:4,13 33:11,16 34:14,20 35:13	impaired (3) 22:8 26:15 29:15
first (4) 17:25 24:13 32:18 37:23	35:22,23	impediment (1) 31:8
Firstly (1) 20:20	GONZALES (1) 1:14	important (1) 31:7
five (1) 32:14	GONZALEZ (3) 29:24 31:24 32:3	improve (1) 4:8
flat (2) 11:2 15:9	good (8) 2:2 5:16,17 8:12 17:4	improved (1) 30:13
fleet (1) 15:14	25:9 28:22 33:10	improvement (2) 6:4 8:19
fleets (1) 15:23	Google (1) 34:25	improvements (2) 26:25 30:24
flexibility (7) 11:9 14:10 15:8,21,24	gotten (1) 15:13	improving (1) 23:8
16:4 19:14		
	<b>Governor (1)</b> 26:23	in-taxi (1) 19:18
flexible (4) 2:13 8:8,18 13:13	<b>GPS (18)</b> 17:8 18:17,23,25 19:3,3	in-taxis (2) 2:15 16:24
focus (1) 22:16	19:6,13 23:2 24:2 32:24,25 33:24	in-vehicle (2) 17:15 20:24
folks (1) 16:4	36:23 37:3,7,11,20	inclined (1) 24:25
follow (1) 33:9	GPS-based (9) 16:25 17:16 18:3	include (3) 7:18 14:2,4
Following (2) 7:8 37:16	18:12,21 19:9 21:23 22:23 34:7	includes (2) 3:18 12:12
follows (1) 36:21	grant (1) 7:17	including (5) 12:23 14:11 16:24
	J	
	1	I

		•
		I
22:5,15	know (2) 15:12 24:10	31:17 33:8 34:9,16 35:20 36:9
income (3) 11:7 12:17 13:9		Market's (1) 21:25
inconvenience (1) 10:15	L	marks (1) 37:18
incorporating (1) 17:12	language (1) 36:18	marriage (1) 39:14
increase (5) 9:15 10:12 11:6 14:16	LAUVIENSKA (1) 1:14	matter (4) 31:3 39:10,15,17
14:18	law (12) 7:21 16:12 22:5 24:7,22	maximum (7) 12:6 20:23 21:3 37:5
increased (1) 13:9	26:6,11,23 29:12,13,18 31:6	37:9,13,14
increases (1) 14:9	lay (1) 9:6	Mayor's (1) 22:9
increasing (1) 3:2	lease (14) 8:22,23 10:7,10,18 11:9	means (2) 9:15 10:16
indicate (1) 10:9	12:5,21,22,25 13:24 14:5,6 15:16	meant (1) 29:4
indicated (2) 7:9 36:14	leased (1) 11:23	Measurement (1) 19:11
indicates (1) 9:23	leases (2) 8:19 13:19	Measures (3) 19:5 22:2 32:19
industry (6) 2:22 4:4 14:11,15	leasing (11) 2:13 8:8,9 11:3,4,20	medallion (7) 5:2 6:11,19 8:22
19:16 25:3	11:22 13:14 15:5,9,20	14:11,14 17:13
industry-wide (1) 11:11	lessor (3) 8:20 9:10 13:6	medallions (4) 3:18 6:13,21 7:19
inform (1) 23:3	lessor's (1) 10:21	media (1) 20:7
information (13) 4:10 10:7 14:24	lessors (6) 9:3 13:4,11,21 14:2,4	MEERA (1) 1:11
17:17 19:21 21:20 23:21,21 25:4	letter (1) 26:10	meet (6) 24:6,21 26:10 32:20,22
25:7 27:5 28:11 33:21	level (2) 10:3 28:5	37:17
informed (1) 28:12	License (1) 1:18	meeting (4) 1:4 2:4 5:9 38:11
initial (1) 37:2	licensees (1) 4:9	Member (1) 26:22
initially (1) 21:8	licenses (2) 3:9,19	mentioned (1) 32:4
innovation (2) 17:7 29:2	licensing (7) 2:17,18,24 3:3,11 4:9	message (1) 4:15
innovative (2) 17:12 23:6	4:17	messages (1) 4:21
input (1) 26:17	life (1) 21:15	messaging (1) 4:12
install (8) 21:2,7,11 36:22 37:3,7	light (1) 27:13	meter (12) 16:25 17:9 18:9 19:9,13
37:11,20	Lighthouse (1) 27:2	19:15 25:21 32:25 36:23 37:4,7
installation (2) 18:11 32:5	limited (1) 20:21	37:20
insure (3) 14:13 21:14 24:20	LIMOUSINE (1) 1:3	meters (12) 18:3,12,21 19:3 21:23
interaction (1) 4:8	little (1) 4:5	22:23 24:2 32:20,21,24 33:2
interest (3) 23:18,20 26:24	local (11) 7:21 16:12 22:5 24:6,22	37:11
interested (3) 24:14 29:16 39:16	26:6,10,23 29:12,18 31:6	mike (1) 31:6
interesting (1) 16:11	locations (1) 9:11	mind (1) 29:4
introduce (1) 17:8	long (1) 16:7	mindful (4) 27:8,15 29:3,11
introduced (1) 19:22		minutes (4) 5:7,8 38:14,18
	look (2) 27:7 29:21	
involved (1) 24:11	looking (3) 12:22 29:20 35:2	Miola (4) 5:16,18,18 6:2
involves (1) 18:8	lose (1) 9:17	missing (1) 4:13
issues (1) 25:15	lost (1) 10:16	Mobile (4) 34:19,24 35:12,16
items (1) 14:2	lot (6) 11:23 23:14 24:13 27:16	model (1) 15:5
	28:15 30:6	models (1) 15:5
I	love (1) 4:21	money (2) 12:3 36:5
JACQUES (1) 1:16	lower (4) 10:3 28:10,13 36:14	Monitor (2) 17:17 19:21
Jeff (4) 8:9,14 16:25 17:5	lowered (3) 29:10,22 30:2	monitoring (1) 28:7
Jeffrey (1) 31:25	lowering (2) 3:3 23:10	month (2) 2:8 6:5
<b>JFK (1)</b> 15:18	lowers (1) 11:21	months (2) 5:3 29:20
<b>Jiha (7)</b> 1:16 34:17,23 35:7,11		morning (7) 2:2 5:16,17 8:13 9:7
38:15,17	M	9:16 17:4
join (1) 19:12		
• • •	mailing (1) 4:18	<b>MOU (4)</b> 14:25 16:2 37:2,19
<b>Joshi (17)</b> 1:11 2:2 5:12,17,22 6:3	maintenance (1) 6:24	move (5) 2:18,25 5:6 8:11 37:25
8:7,13 16:22 23:13 28:15 33:22	majority (1) 9:2	movement (1) 18:13
34:11 35:14,25 36:13 38:10	Making (1) 9:14	moving (3) 4:10 11:2 13:8
	MAMARONECK (2) 1:23,23	Municipal (1) 19:7
K	mandate (1) 26:8	
keen (1) 26:24	mandates (1) 29:13	N
keep (5) 12:10 21:13,19 29:3,8	Manhattan (1) 9:13	name (2) 8:14 17:5
keeping (1) 11:17	manner (1) 31:8	national (3) 19:5,13 22:25
kind (2) 31:9 33:19	MARINO (10) 1:15 15:12 16:6,10	navigation (1) 18:25

		l
nearly (1) 12:17	part (8) 3:2,12 13:24 17:22 19:22	PIM (6) 19:21 20:5,9,13,15 30:4
necessary (1) 28:11	34:3,10,12	PIMs (2) 19:22 20:16
need (4) 3:11 18:15 28:3 30:24	participant (6) 14:20 37:3,6,10,17	place (2) 32:10,12
needed (1) 10:17	37:20	Plan (1) 33:25
new (24) 1:2,8,8,23 3:9 8:17 19:12	participants (8) 20:12,24 21:5,6	play (1) 20:7
20:24 21:13,16,24 23:23 24:3	22:19 27:11,19,22	pocket (1) 36:5
	participate (5) 21:2 34:14 36:4,20	
25:12,14 26:17 27:25 30:16,25		point (5) 23:11 24:13,17,24 27:18
31:12,21 39:3,5,8	36:22	POLANCO (1) 1:14
newer (1) 25:8	participating (6) 6:22 7:15 13:21	policy (2) 8:15 17:6
nine (1) 37:9	14:4 36:15,24	pool (1) 5:5
NORA (1) 1:15	Participation (1) 13:17	popularity (1) 19:2
notably (1) 26:11	particularly (1) 27:9	possible (1) 27:10
Notary (1) 39:7	parties (1) 39:15	possibly (1) 23:10
note (1) 28:4	partnership (1) 27:7	posted (4) 14:25 15:25 16:14
<b>noted (1)</b> 38:19	parts (1) 3:14	36:11
notices (2) 2:22 4:5	pass (3) 14:23 21:9 28:23	potential (3) 12:5,17 29:12
notifying (1) 4:15	passenger (9) 10:2,13 13:10 17:17	potentially (2) 20:10 23:8
November (1) 2:19	19:21,23 21:20 22:13 31:9	practical (1) 28:5
number (9) 13:9 14:16 27:10,19,21	passengers (7) 9:21 10:15 11:17	practice (2) 11:11,14
28:10,13 29:10 36:15	13:13 19:16 25:6 27:13	practices (1) 10:11
numbers (1) 28:2	Patterson (1) 26:24	pre-qualification (1) 34:12
	pay (7) 12:13 33:5 34:25,25 35:15	precise (1) 18:18
0	35:23 36:5	preferences (1) 30:19
occurring (1) 11:13	paying (2) 11:25 35:24	present (3) 1:10 38:15,17
occurs (1) 10:4	payment (12) 20:5 24:3,20 25:5,16	presentation (2) 8:10 17:2
October (6) 1:6 3:17 7:24 16:15	25:17,18 26:12 29:14 34:20 35:4	preserving (1) 15:9
36:12 39:20	35:19	previewed (1) 15:22
offer (3) 11:8 13:23 20:24	payments (1) 30:19	price (1) 8:21
offered (1) 9:3	<b>PCI (1)</b> 21:19	prices (2) 8:23,24
offering (1) 15:7	peak (3) 11:18 13:10 14:19	primarily (2) 30:8 34:6
Office (1) 22:9	people (6) 3:25 15:24 22:9 26:5	prior (1) 21:22
OFFICER (1) 1:11	27:15 36:3	priority (1) 25:10
okay (4) 7:3 16:21 32:13 36:9	percent (4) 12:8,10,11,25	probably (1) 33:23
<b>Once (1)</b> 15:25	percent-based (1) 11:20	procedures (1) 4:18
ones (3) 26:18,19 34:10	percentage (3) 12:12 13:4 14:7	proceedings (39) 2:1 3:1 4:1 5:1
online (2) 3:10,12	percentage-based (1) 11:3	6:1 7:1 8:1 9:1 10:1 11:1 12:1
	perfect (1) 31:5	13:1 14:1 15:1 16:1 17:1 18:1
open (2) 13:18 16:4		
opening (1) 20:15	perform (1) 26:4	19:1 20:1 21:1 22:1 23:1 24:1
operations (1) 8:20	performing (1) 21:14	25:1 26:1 27:1 28:1 29:1 30:1
opportunities (1) 9:17	period (1) 10:5	31:1 32:1 33:1 34:1 35:1 36:1
opportunity (2) 25:14 31:13	permit (1) 8:18	37:1 38:1 39:9,12
optimized (1) 11:5	permits (1) 37:19	process (5) 4:6 18:11 20:6 27:4,15
optional (1) 13:18	perspective (3) 3:5,5,6	processing (1) 20:2
orange (1) 9:23	philosophy (1) 29:9	products (2) 26:18,21
order (4) 6:23 7:12 21:19 29:8	physically (1) 18:9	profitability (1) 14:13
originally (2) 7:4 27:20	piece (2) 26:9 28:8	program (9) 6:23 7:16,17 8:18
outcome (1) 39:16	<b>pilot (63)</b> 8:9,17 10:25,25 11:8 12:7	19:23 28:19 29:4 30:22 31:23
outreach (2) 10:8 15:16	13:17,25 14:6,9,24 16:7,23 17:3	programs (2) 28:21,24
overly (1) 20:18	17:10,10,22,23 18:20 19:9,12,19	promote (1) 8:19
owner (1) 12:11	20:20,20,23,25 21:4,17,21 22:3	promotions (1) 23:23
owners (9) 2:10 5:2,2 6:11 7:13,18	22:12,16,18,19 23:5,15 24:16,19	proposal (2) 8:8 27:4
12:8 15:14 36:4	25:20 26:6,11,20 27:10 28:13,19	proposals (1) 22:11
	28:21,24 29:4,17,23,25 30:14,22	propose (1) 33:17
P	31:16,23 32:25 34:10,15 35:22	proposed (7) 2:12 7:7 16:23 26:7
<b>p.m (5)</b> 9:5,24 10:14 11:6,12	36:10,16 37:15 38:6	27:20 36:14,18
parameters (1) 24:19	piloting (2) 17:14 20:12	proposing (1) 10:24
paratransit (1) 3:18	pilots (1) 2:13	proscriptive (1) 20:18
		[
	1	1

	1	
provide (8) 9:7 15:6 19:24 20:5,8	requires (2) 7:22 16:13	sense (1) 36:8
20:13 25:9 31:13	requiring (1) 22:6	sensing (1) 18:6
provided (2) 13:25 23:22	researching (1) 15:6	sent (3) 7:25 16:15 36:12
providers (3) 22:21 25:12,13	resolution (7) 14:23 15:2 16:13	separately (1) 12:13
provides (1) 25:6	20:23 28:24 36:10,19	<b>September (4)</b> 5:9 7:6,8 38:17
providing (3) 4:10 10:17 14:14	respect (1) 30:7	series (1) 36:25
public (3) 7:7 18:22 39:7	response (1) 16:3	service (6) 2:21 10:2,4,17 13:15
		14:14
public's (1) 3:5	responsive (1) 4:23	
published (2) 7:4 23:15	result (2) 11:4 13:8	services (2) 1:22 20:14
<b>put (1)</b> 27:16	return (1) 10:2	set (4) 8:21,23 21:8 39:19
	returning (1) 10:20	shakes (1) 29:17
Q	revaluation (1) 37:18	share (2) 10:25 12:5
Queens (1) 9:11	revenue (4) 10:16 12:6,20 13:2	shared (1) 22:25
question (4) 31:25 33:10 34:18	revenues (2) 12:9,15	shift (18) 8:22,22 9:6,13,20 10:3,10
35:21	review (3) 10:8 12:4 15:17	10:22,24 11:5,11,12,15 12:3,20
questions (3) 8:2 15:11 23:12	reviewed (1) 22:22	12:21,24 14:22
quick (2) 34:17 35:21	reviewing (3) 22:11 26:17,21	shifts (5) 9:4 12:19 13:8,23 15:8
quickly (2) 18:2 24:16	revisiting (2) 27:24 29:19	shooting (1) 2:19
	rewire (1) 18:15	shorter (2) 11:24 15:8
R	rigorous (1) 25:23	shown (1) 18:23
raised (3) 23:25 24:6 27:9	rišk (2) 11:21,25	shows (1) 9:22
rate (1) 15:9	road (2) 11:18 13:14	side (1) 25:21
read (1) 36:21	roll (3) 4:12,24 32:15	sign (1) 35:22
ready (2) 16:17 32:15	rolled (2) 30:4 32:8	similar (1) 32:18
real (1) 21:15	rolling (1) 30:23	single (1) 25:24
really (3) 25:11 33:9,15	rollout (2) 15:3 21:12	sit (1) 11:23
reason (1) 9:5	rotation (1) 18:6	site (1) 15:2
receipts (1) 13:25	Roth (5) 8:10,12,14 15:15 16:8	sitting (2) 26:15 30:11
receive (3) 6:23 7:12,19	roundtrip (1) 9:14	slow (2) 21:12 26:2
received (3) 6:8 23:14 28:18	rule (4) 7:22 28:20,22,22	smaller (1) 21:8
receivers (1) 18:17	rules (11) 2:7 6:4 7:3,8,12,13 8:21	software (1) 22:18
recommendation (1) 24:23	9:2 10:10 14:3 20:17	solicited (1) 22:14
recommendations (1) 5:23	run (1) 16:7	solution (5) 36:24 37:5,8,12,21
recommended (1) 7:10	running (3) 9:6 32:24 33:2	solutions (1) 23:8
	<b>rush (6)</b> 9:10,14,18 10:5 11:6	somewhat (1) 30:21
recommending (1) 27:17	14:22	sort (1) 33:24
record (3) 7:5 38:14 39:11	14.22	
recording (1) 20:3	S	source (1) 27:5
records (2) 22:20,21		sources (1) 22:15
referred (1) 17:18	safety (1) 14:12	<b>special (1)</b> 33:5
reflect (1) 38:18	San (1) 19:7	specific (2) 8:24 32:4
regarding (1) 25:16	satellites (1) 18:13	specifically (3) 17:13 32:6,16
relate (1) 27:9	satisfaction (1) 14:12	speculate (2) 33:15,20
related (1) 39:14	satisfactorily (1) 21:15	speed (1) 18:8
reliable (1) 34:5	saying (1) 29:11	spend (1) 14:21
rely (1) 18:23	schedule (2) 3:13 26:2	spirit (1) 26:10
remember (2) 30:5 32:7	scheduling (1) 3:22	split (2) 12:7 13:12
removal (2) 17:16 20:12	screens (1) 20:6	splitting (1) 13:3
removing (2) 18:14 19:20	second (3) 23:25 24:17 37:6	spread (1) 12:18
reported (2) 1:18 39:9	secondly (1) 7:17	spring (2) 10:8 15:17
<b>Reporter (1)</b> 39:7	Section (1) 36:18	<b>ss (1)</b> 39:4
reporting (4) 1:22 13:20 21:9	secure (1) 21:20	staff (5) 4:9 7:10 21:22 24:12 28:7
37:17	see (6) 6:14 13:5 26:4 29:16 34:4	staff's (1) 3:6
request (3) 3:25 6:9 24:18	34:10	stakeholders (1) 15:4
required (6) 6:11,21 8:25 14:3 20:4	seeing (1) 26:25	stand (1) 13:5
22:20	seeks (1) 20:17	standard (1) 14:6
requirements (6) 4:14 13:21 22:4	send (1) 2:22	standardized (1) 33:5
24:7,8,21	sending (1) 4:4	standards (6) 19:6,11,14 21:19
, , ,		
	1	1

23:2,4 start (5) 2:16 3:15 4:15 28:20 30:22 starting (1) 5:4 State (3) 21:24 39:3,8 stay (1) 15:10 STENO-KATH (1) 1:22 Stenokath@verizon.net (1) 1:25 step (2) 27:16 37:23 stories (1) 31:22 streamlined (3) 19:18 20:11 23:7 Street (1) 1:7 structure (7) 8:24 9:21 11:3,4,20 15:9 20:19 structured (1) 17:23 submit (2) 3:24 22:19 substandard (1) 27:12 suggest (1) 27:20 summary (2) 6:25 22:24 Supervisor (1) 5:19 support (4) 19:10 29:23,25 31:16 suppose (1) 7:23 surcharge (3) 9:19 12:13,24 surcharges (1) 12:16 sure (3) 7:14 32:20 33:4 surveys (1) 22:15 swipe (1) 26:12 system (13) 2:14,15 3:8 4:19,23 17:9 20:11.25 29:14 30:9 33:25 33:25 35:4 systems (14) 18:25 19:24 20:4,9 20:16 21:7,14,17,21 22:3,12 24:4 34:5.7 Т take (12) 6:14 9:12 11:5 25:13 30:17 33:17 34:18,24 35:6,8,9,15 takes (1) 11:21 talk (1) 17:22 talked (2) 15:17,19 taxi (5) 1:3 6:4 19:16 22:6 32:20 taxicab (10) 8:18,19 9:3 11:22 13:19 14:18 19:23 23:20 24:9 25:24 taxicabs (8) 9:22,25 10:5,18 17:13 21:16 26:3,5 taximeter (2) 19:6 23:2 taximeters (3) 17:16 18:4,5 taxis (11) 2:11,11 11:18,22 13:14 18:5,22 20:21 21:3,6 23:9 taxis' (1) 12:5 TaxiTV (2) 17:18 31:20 technical (3) 6:6 7:2 33:23 technologies (1) 17:12 technology (27) 2:14 16:24 17:6,9 18:14,16,24 19:18 20:8,11,25 22:6 23:6 25:12,13 29:2 30:13,17

30:25 31:12 34:21 35:2 36:23 37:4,8,12,21 ten (3) 21:9 26:3 37:5 terms (2) 4:10 6:18 test (6) 16:23 25:14,19 29:5,8 32:10 tested (3) 21:21,23 31:7 testimony (1) 7:11 testing (7) 24:3 25:8,23 26:19 32:5 32:7 34:4 text (3) 4:11,15,20 Thank (3) 6:2 28:14 34:16 themes (1) 23:17 thing (1) 38:13 things (2) 30:12,20 think (13) 3:4 15:21 16:3,4,10 23:17 24:10,25 28:10,23 31:22 33:13 36:2 thinking (3) 17:21 28:17 35:12 third (3) 24:5,17 37:10 thought (1) 31:19 thousands (1) 27:13 three (4) 2:6 17:14,19 23:17 time (16) 2:3,21 3:7 8:25 9:16,18 9:23,24 11:16 14:20,21 18:10 24:11 30:20 33:3 38:19 times (5) 11:5,14,19 13:10,15 tips (1) 12:11 tire (1) 18:6 TLC (18) 8:15,21 9:2 10:9,24 12:6 12:15 14:3 15:3 17:7,14 18:20 19:19 20:16 21:13,21 22:8 37:19 TLC's (3) 7:24 16:14 17:10 today (11) 2:5 4:23 8:16 11:22 12:14 14:3,23 24:15 25:2 29:23 32:9 tolerances (1) 32:21 total (4) 12:16 13:2 14:17 27:21 **TPEP (9)** 19:24,24 20:4,9,14 22:5 22:20 25:2 30:4 track (2) 18:13,18 tracks (1) 25:5 tradition (1) 17:11 traditional (4) 18:3,5 20:14 33:2 traffic (5) 3:4 9:15 10:19 11:14 14:22 tranche (5) 37:3,6,10,17,22 tranches (1) 36:25 transcript (1) 39:11 transfer (1) 35:23 transitioning (1) 3:8 transmission (1) 18:10 Transportation (1) 19:8 traveled (1) 14:20 tremendous (2) 25:2 28:6 trip (5) 9:12 20:3 22:19,21 25:3 trips (4) 2:10 9:8 14:17 33:3

true (1) 39:11 trust (1) 27:16 trying (2) 4:7 31:5 tune (1) 15:10 tunnels (1) 33:6 turn (2) 11:17 31:5 two (3) 2:12 17:19 32:24 type-certified (1) 19:4 types (1) 19:15 U ubiquitous (1) 18:24 ultimately (1) 19:15 unanimous (7) 5:11,25 8:5,6 16:20 38:4.9 unanimously (1) 5:12 uncertainty (1) 30:6 Unit (1) 5:19 units (1) 32:8 update (1) 20:17 updates (1) 2:17 upfront (1) 11:25 use (4) 3:7 17:15 18:24 20:15 uses (1) 19:3 usually (1) 17:18 v

V(1)1:15 valid (1) 3:23 van (1) 3:19 variety (1) 22:15 various (1) 33:6 vehicle (10) 4:25 6:18,20,24 7:20 7:21 18:10,13,15 36:4 vehicles (19) 6:12 7:13,14 10:12 12:23 13:22 18:7,18 21:8,11 27:21 36:15,20,24 37:5,9,13,14 37:22 viability (2) 18:21 22:23 Vicky (3) 1:18 39:6,23 virtual (2) 16:24 24:2 visual (1) 24:7 visually (3) 22:7 26:15 29:14 vital (1) 25:7 Vodka (1) 26:22 voluminous (1) 28:17 vote (13) 5:11,25 6:4 8:5,11 16:17 16:20 24:15,18,25 25:2 38:4,9 votes (2) 2:6,12

#### W

Wallet (4) 34:19,24 35:12,16 want (10) 2:16 16:3 25:15 28:4,25 29:2 31:18 33:15,20 37:24 way (5) 4:7,16 15:22 31:14 39:16 ways (2) 25:9 26:14 we'll (8) 2:3,22 4:4,12,14 5:6 15:25

33:5	<b>126 (1)</b> 12:21
we're (6) 2:19 3:7 4:7 5:4 32:13,15	<b>12th (1)</b> 2:20
we've (5) 6:20 15:13,22 24:10 27:3	<b>13 (1)</b> 5:20
web (1) 15:2	<b>139 (1)</b> 1:23
website (5) 3:21 7:24 16:15 23:16	<b>15 (1)</b> 1:6
36:11	<b>150 (1)</b> 37:13
weekly (3) 10:19 12:16 13:19	<b>17th (3)</b> 5:9 7:6,8
weeks (1) 4:13	18th (1) 7:5
Weights (3) 19:4 22:2 32:19	
• • • •	2
welcome (1) 26:16	
went (1) 32:9	<b>2 (1)</b> 17:16
WHEREOF (1) 39:18	<b>2005 (1)</b> 30:3
wholeheartedly (1) 31:15	<b>2008 (1)</b> 19:22
<b>Wi-Fi (1)</b> 32:10	<b>2015 (4)</b> 1:6 7:5 38:17 39:20
willing (2) 18:23 36:3	<b>20th (1)</b> 39:19
Wilson (9) 6:6,25 7:3 8:6 16:12,21	212.95.DEPOS (1) 1:24
36:10 38:5,16	<b>250 (2)</b> 27:23 37:14
wireless (1) 18:14	<b>26th (1)</b> 3:17
wiring (1) 18:9	
within-entitled (1) 39:10	3
WITNESS (1) 39:18	<b>_</b>
	<b>30 (1)</b> 2:9
wondering (1) 12:2	<b>311 (1)</b> 22:16
words (1) 33:23	<b>33 (1)</b> 1:7
work (7) 15:25 23:3 27:6 28:6 30:8	<b>35 (2)</b> 12:8,25
34:3,10	<b>356 (1)</b> 12:19
working (3) 15:4 19:5 22:25	
works (4) 12:19 27:6 28:7 34:6	4
worrying (1) 27:11	<b>4 (4)</b> 9:8,24 10:13 11:12
wouldn't (1) 35:16	
wrong (1) 33:23	5
	<b>5-to-5 (1)</b> 9:6
X	<b>5,000 (1)</b> 12:17
	<b>5:00 (2)</b> 9:4,5
Y	<b>52-27 (1)</b> 28:21
yard (1) 18:19	
	<b>57 (9)</b> 22:6 24:7,22 26:6,11,23
year (4) 10:9 16:9 20:22 27:25	29:13,18 31:6
yellow (4) 18:5,22 20:21 22:6	<b>5E (1)</b> 36:18
York (11) 1:2,8,8,23 19:12 21:16	
21:24 23:23 39:3,5,8	6
	<b>6:00 (3)</b> 9:24 10:14 11:12
Z	<b>65 (1)</b> 12:10
zone (3) 33:11,19 34:13	
zones (1) 34:3	7
0	
000866-1 (2) 1:18 39:24	
<b>01543 (1)</b> 1:23	9
	914.381.2061 (1) 1:24
1	<b>914.722.0816 (1)</b> 1:24
<b>1,000 (1)</b> 21:3	<b>953.3767 (1)</b> 1:24
<b>10:20 (2)</b> 1:6 2:3	9th (3) 7:24 16:15 36:12
<b>10:50 (1)</b> 38:12	
<b>10:52 (1)</b> 38:19	
<b>100 (1)</b> 12:11	
<b>1000 (3)</b> 27:22 36:16,19	
<b>11 (1)</b> 12:24	
<b>12-hour (2)</b> 8:23 12:19	
1 <b>2-110ul (2)</b> 6.23 12.19	