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8 >>THE SPEAKER: Good morning. I know we're late getting started, so we'll try to get  
9 right down to business. First off, just report on a few policy developments. First, I'm  
10 pleased to report that the city council last week passed intro521A which increases the  
11 maximum penalties for overcharges and service refusals. The bill raises the maximum  
12 fine for a first offense from \$350 to \$500. And the maximum fine for a second offense  
13 from 500 to a thousand. Also, in addition to the existing penalty of license verification  
14 for a third offense, the bill provides for a fine of up to a thousand dollars for a third  
15 offense.

16 So these increased penalties are important because service refusals remain a persistent  
17 problem with the taxi industry. This bill is often repeated position that access to for-hire  
18 transportation is not a privilege, but comes with New York citizenship. Every passenger  
19 who wants to take a taxi or delivery car should be able to do so to any destination in all  
20 five borrows, not the cities that goes beyond Manhattan, it includes the burros of  
21 Brooklyn, queens and Staten Island. They have the right to go to any destination in  
22 those burros. We are coronetting our stepped up enforcement on refusals. These  
23 penalties are an important part of that. I believe, I think it phase fair to say that it was  
24 the council's intention in increasing those penalty that is the penalties, in fact, be  
25 increased. So would expect that we will, in the next couple months, in July, bring to the  
26 commission a rule that will implement this council bill because the -- to actually change  
27 the penalties imposed at hearings, we will need a rule, as well. We will be bringing that  
28 rule in July.

29 Um... next, certainly a big issue that I know many are following very closely. As you  
30 know, in January, mayor Bloomberg announced his support for five burro taxi service.

1 The idea that he put forward is that people should be able to hail a taxi not only in  
2 midtown downtown Manhattan, but, also, in Brooklyn, queens, the Bronx and Staten  
3 Island. We have been working closely, and I think very productively with all industry  
4 stake holders and there are many. There are different parts of the industry, different  
5 business models, and certainly the existing businesses that are operating and serving  
6 the public today, I think, deserve our respect throughout this process and deserve our  
7 consideration to make sure that a rule change and a policy change as important as this  
8 one takes into account the investment and the -- both in money and in time and work  
9 made by existing -- the existing industry over the period of years, really decades. So  
10 we're working to do that.

11 It is no simple matter to craft a solution to this decades old problem that does satisfy all  
12 concerns and all stake holders. Indeed, I suspect it will not satisfy all concerns, but we  
13 are working diligently and I think it's -- I should report to you commissioners that the  
14 industry leadership, I'd say, throughout the -- throughout the regulated industries, I think  
15 are being real models of kind of responsible leadership in both looking out for their  
16 colleagues in the private sector, but, also, recognizing the genuine public interest that  
17 exists in establishing five burro taxi service.

18 So what I would like to do, in fact, given that this is, you know, that these discussions are  
19 on going, that my hope and, indeed, my expectation is that we will get to some solution  
20 that will enable, most likely, the state legislature will be required to ratify a solution and,  
21 since they are going out of session on June 20th, the time is fairly short to reach a  
22 solution.

23 But I would like to bring you up to speed, commissioners. So what I propose is that we  
24 would meet in executive session after this public, open meeting to do that. So I move  
25 that after this meeting is closed, we have an executive session to bring you all up to  
26 speed on five burro taxi service. All in favor? Aye? Opposed. Okay.

27 So we will do that.

28 Um, on a couple of other items, accessible dispatch. I want everyone to know one of  
29 our, as you know, signature policy priorities is ensuring that all New Yorkers have  
30 access to taxi and livery service including people in wheelchairs. To do that, we are

1 moving to establish a dispatch program so that the wheelchair accessible taxis that are  
2 out there can be made available to people who need them.

3 We have put out a request for proposal for -- two requests for proposals, in truth, for  
4 people to operate dispatch system, one focusing on the taxi side, one on the livery side.  
5 The proposals are due June 6th and June 13th.

6 So, um, I am very pleased at the progress the staff has made here. I think it's almost a  
7 record for time from setting out to issue an RFP to the time the RFP actually hit the  
8 streets. That literally takes months, six, eight, ten months. And they did this in a very  
9 short period of time.

10 Tribunal transfer. I reported last month on a proposal to transfer the adjudication on  
11 several agencies, the office of administrative trials and hearings following a public  
12 hearing on the proposal. The mayor ail committee charged with view has  
13 recommended the the mayor approved the recommendation and I expect he will do so  
14 in the coming weeks.

15 Transfer could be effective as soon as July 1st. We've been working hard and deputy  
16 commissioner Scanlon, in particular, has been working extremely hard with oath and the  
17 city's administrative justice coordinator to make sure that the transfer proceeds  
18 seamlessly.

19 I do want our licensees and stake holders that are here today to know this is -- this falls  
20 under the category of, yes, change, yes, disruption. I think for the better.

21 I don't think people will see a significant -- a real change in day-to-day experience of the  
22 adjudications in that, um, they will still be at long island city, they will still be here at  
23 Beaver Street for the consumer-driven cases. I expect that the personnel, really,  
24 except for natural turnover, will remain the same.

25 But the management behind the scenes of the ALJs will be more efficient. I can  
26 integrate the MIS into the existing oath MIS. So I think that it's better for the city. But  
27 for our stake holders, I don't think we'll see a real difference.

28 And in particular, the rules applicable to our adjudications will remain the same. They  
29 will now be oath's rules instead of TLC's rules, but they will be the same.

30 Some logistics news. Our next meeting, commissioner Polanco, you have

1 commissioner Polanco's initiation. We are bringing the TLC out of the lower Manhattan  
2 enclave specifically to the Bronx, to the hall rotunda. The address is 851 grand  
3 concourse. You can get there -- it says here on the 4 train or -- but, of course, you can  
4 get there by taxi or livery.

5

6

(Laughter)

7

8 >>THE SPEAKER: And, you know, we always recommend that.

9 And that is June 16th, June 16th. Our regularly scheduled -- indeed. And we -- we  
10 scheduled that so that it is the same day as the Yankee game. Did we do that? I don't  
11 know.

12 We will check and see if there's a Yankee game on the schedule for that day. If so,  
13 we'll try to coordinate the time.

14 No, in truth, it will be at 10 a.m., as they always are. You can then stay for the Yankees  
15 later, if there is one.

16 At that June meeting, commissioners, you should expect a series of rule-making  
17 proposals. They will -- they will include a revision of our taxi owner must drive rules.

18 We -- you may remember that last meeting, um, deputy commissioner made an  
19 excellent presentation on that. I know there were questions, commissioner Gjonaj  
20 made a presentation. I think that these rules that we won't go through it again today.

21 You should have each received a memorandum from deputy commissioner that goes on  
22 at appropriate length explaining the owner must drive system and what the -- what  
23 this -- what these rules changes would do. I think they strike an excellent balance  
24 between maintaining the -- maintaining the owner must drive concept, which does  
25 provide for not just cars that, um, have better safety record than the norm. But, also,  
26 does provide a career ladder. A way for drivers to get to move up in the industry by  
27 becoming owners.

28 But, again, each of you commissioners will please evaluate that and make your  
29 decisions. It provides a balance between that and some flexibility so that people are  
30 not locked into rules that are just to bridge it for them to meet.

1 So that will be on the agenda for the June meeting.

2 Also, a revision of our fitness standards and application procedures to provide some  
3 sense of whether -- if they file the application and it will be granted or not.

4 A revision of the lost property rules that we considered and tabled last December. And,  
5 also, a revised version of the rule on penalties for street-hailed promoters. FHB bases  
6 that are really not in the dispatch business as they're supposed to be, but are simply  
7 promoters in street hails. You will recall that last month, we considered that rule that  
8 was really tremendous industry feedback. And the industry coalesced behind an  
9 alternative version that we thought was really superior. So we tabled it, revised the  
10 bill -- revised the rule in light of their feedback. That will be on the agenda for June, as  
11 well.

12 Looking ahead to July, we will have proposed rules to replace the emergency rule on  
13 interim vehicle specifications that the commission promulgated last month. The main  
14 purpose of that was to provide specifications for gasoline-powered taxis after Ford  
15 discontinued the Crown Victoria. We did that on an emergency basis so we could give  
16 the industry some ability to plan for when the Crown Vic goes out of production.

17 And we'll bridge the period until the roll out of the taxi of tomorrow in late 2013. We  
18 now have a final set of rules, very pleased to say that we developed them in cooperation  
19 with the Metropolitan Taxi Board of Trade as a result of a settlement we reached a few  
20 weeks ago in the federal litigation.

21 The new specifications that will be before you in July will be identical for hybrids and  
22 nonhybrid taxis, will permit the number of gasoline-powered models and give the  
23 industry, you know, the ability to plan for this interim period.

24 Also, last at our July meeting, we planned to propose rules for taxi rooftop advertising.  
25 We have such a busy summer, I can't believe it. Commissioners won't go the whole  
26 story now because we'll still be in July. But some years ago, kind of in a bow to  
27 expediency, the TLC permitted rooftop advertising through just informal, really,  
28 memoranda of understanding with producers. There was never a rule on this. We've  
29 long, you know, known that that was, again, that was kind of, again, a bow to  
30 expediency rather than the appropriate rule-making process.

1 So we now will move forward with rules to do that. We were also looking at ways to  
2 improve the system so that it will generate more revenue for owners and drivers. We  
3 think that there is the potential to do that. We don't have a fully fleshed out proposal on  
4 those lines. So the rule that we will bring forward in July, we'll simply keep the current  
5 system in place for a period of time, the current system that s again, established by  
6 these informal MOUs. We'll keep that system in place for a period of time to allow  
7 development of a better system that will generate more revenue for the drivers and  
8 owners.

9 So that is our agenda. Before we move to the business, I just have a gift for our  
10 general counsel. This is a bittersweet period here at the TLC as some of our most  
11 valued assets are going onto put their talents to use in other ways.

12 At this time, I'm thinking of our general council, Charles Frazer, who is going to continue  
13 to serve the people of the city of New York at the department of informational technology  
14 and telecommunications. I am happy for the people of the city of New York. I am sad  
15 for us here at TLC.

16 But, um, as part of our recognition of Chuck's truly extraordinary service to the  
17 commission, we have a gift. It's a really nice gift.

18 Chuck, this is just a handful of the photographs and blurbs that commemorate a handful  
19 of your accomplishments here at TLC. You know, some that you would like to think  
20 about, some that you'd like to think about a little less.

21

22 (Laughter)

23

24 >>THE SPEAKER: I'm sure in every one of them, there's a lesson for your future  
25 subordinates and colleagues. Thank you.

26

27 (Applause)

28

29 >>THE SPEAKER: Yeah, this is -- I'm not happy.

30

1 (Laughter)

2

3 >>THE SPEAKER: Okay. Really, it's not about me. So let's move to an option of the  
4 minutes. April -- the minutes of the April 21st commission meeting are before you,  
5 commissioners. Thank you. All in favor of adopting those minutes, say aye?  
6 Opposed, no? Okay, the minutes are adopted.

7 Base applications.

8 Is this your last time doing this?

9 >>THE SPEAKER: We'll see.

10 Good morning, my name is Georgia Steel. And on behalf of licensing and standards, I  
11 would like to present 19 bases with a recommendation for approval.

12 >>THE SPEAKER: All in favor, say aye? Opposed no? Your recommendation is  
13 adopted. Those 19 bases are approved and you also have one additional?

14 >>THE SPEAKER: There is one base that --

15 >>THE SPEAKER: Georgia, please turn the mic on?

16 >>THE SPEAKER: There is one base that lipsing is recommending for denial with a  
17 request that the commission grants an additional 30 days so that they may submit the  
18 outstanding items.

19 >>THE SPEAKER: All in favor, say aye? Opposed, no? Thank you, commissioner.  
20 Your recommendations are adopted in full.

21 We now have a presentation, I believe Seth Melnick from our policy affairs staff is going  
22 to do a brief presentation on the status of our group-ride vehicle efforts.

23 >>THE SPEAKER: Good morning, commissioners. As Mr. Yassky said, my name is  
24 Seth. I'm an analyst and I am here to present to you on the three group initiatives that  
25 the TLC is currently working on.

26 We'll begin by talking about the group-ride vehicle pilot program. And then move on to  
27 the port authority group-ride stand and conclude with the pilot proposal. So let's -- I  
28 can't see on my screen.

29 All right. So let's begin with a group ride vehicle program.

30 So the group ride vehicle pilot program was first approved on July 15th, 2010 for ten

1 initial weeks. The idea was to provide service to areas that were underserved by  
2 affordable transportation options and that caused some commuter delays. The service  
3 was to provide point to point share ride commuter van service along specified pick up  
4 and drop off locations. The initial will recently eliminated. The cost per ride was at the  
5 discretion of the proposer. Vehicles were clearly marked on all sides with an orange  
6 decal in block letters that read group ride vehicle on at least two sides.  
7 Pick ups and drop offs occurred at regular traffic signs, DOT department of  
8 transportation signs like the ones on the right. Drop offs could occur at different  
9 locations as long as they were reasonable requests and the drivers agreed to them.  
10 Drivers were intiert led to negotiate a different fare.  
11 The initial were the former B23, the former B71 which served the parks and prospect  
12 heights. B39, the former Q74 and former Q79, little neck.  
13 The initial providers were sunset service transportation for the B23 and their operation  
14 went from September, 2010 to November 2010 and had an average daily ridership of  
15 two passengers. Brooklyn van lines which operates the former B71 and they began on  
16 September 27th, I believe, and they continued to operate and they have around 13 daily  
17 riders.  
18 City bus service which operated the former B39, they operated from September 2010 to  
19 November 2010 and had an average of four riders. Community transportation riders.  
20 They operated from September, 2010 and they had an average ridership of 11  
21 passengers.  
22 The former Q79 was operated by alpha van lines and they opted out December, 2010.  
23 And they had the largest daily ridership, 27 passengers.  
24 So, you know, some issues with the group ride vehicle pilot program as we have seen  
25 them. It was very low demand. Three months passed between when the MJ  
26 discontinued and the TLC began the program. So these passengers, you know, are  
27 passengers in areas where there are bus routes that already had availability. They had  
28 to find alternate ways to get around. Alternate ways to negotiate their daily commutes.  
29 Because of this time lapse, there weren't many passengers willing to change back to the  
30 old routine. Many of people relied on the free transfer that was offered.



1 The service was offered at a low rate, \$2, but if this is a twice daily trip and those \$2 can  
2 really add up over an extended period of time.

3 There was general lack of consistent service. Mostly because there weren't enough  
4 riders. There have been reports of vehicles not providing service on the route at all and  
5 the TLC has had difficulty making sure the service schedules are properly maintains.  
6 And there was a lack of extensive out reach which shows, you know, most likely due to a  
7 service that we're not really aware of yet.

8 So what have we learned? We have learned that drivers won't cruise where there is no  
9 demand. Drivers are rationale. Timing is everything. Those three months that  
10 passed between the the service and the program might not seem like a lot of time, but,  
11 surely, made the difference. People had already changed their commuter patterns and  
12 they can't be expected to change their routes back.

13 Without constant out reach, creating a program, really, very difficult.

14 Anyway, the TLC staff is recommending that the pilot be terminated and the lessons  
15 learned be used to inform other projects in underserved areas and that's the group ride  
16 pilot program.

17 So I guess we can move along to the port authority group ride stands. We'll talk about  
18 a more successful program.

19 >>COMMISSIONER YASSKY: Do you mind taking questions as we go? I'm sure you  
20 don't?

21 >>THE SPEAKER: I'm just curious. I'm sure there were more than 27 or 1 people  
22 taking these busses. Do we know what happened to these people? I mean, did  
23 that -- did they start to drive? Did they go to other bus routes? Do we have any idea  
24 what happened to them?

25 >>THE SPEAKER: I can tell you with speaking from passengers and people who called  
26 our office, many found alternate routes.

27 >>THE SPEAKER: Mass transit routes?

28 >>THE SPEAKER: Most of them would take mass transit. Or taking taxis and maybe  
29 they would make a deal with a driver. A lot of them can go back because they had  
30 found another way --

1 >>THE SPEAKER: During that three-month period. Got it.

2 >>THE SPEAKER: People still have to work. People still have to take their kids to  
3 school. Sure, they took an extra bus. And, like I also said, the \$2 fare, when you free  
4 transfer, it doesn't cost you anything. But if every day, you're having to transfer, it  
5 becomes very expensive.

6 So I know that I look for the most efficient and cost effective way to go about the city.

7 I can answer any commissioner questions?

8 Okay.

9 >>THE SPEAKER: Just one more question. That one company, B71, you say it's still  
10 going presently --

11 >>COMMISSIONER YASSKY: Yeah, I was going to get that. There's no -- the  
12 commission -- the staff recommends terminating. There's no action necessary to do  
13 that. We are going to terminate the MOU of the last one that is still operating. There's  
14 one -- we have one proposal on the table from -- for a Bronx route that is still being  
15 evaluated by the staff. Assuming that does not pan out, we'll terminate the program  
16 entirely. If it does pan out, we'll terminate that last one. Otherwise, it will terminate.

17 >>THE SPEAKER: Okay. So, um, now I'm going to talk about a more successful  
18 project, the port authority group-ride stand. As we've seen in our data, it is one of the  
19 highest locations for taxis. In 2009, requested that we look into methods for different  
20 locations.

21 In 2010, we added a group ride option to nonexisting stand during the morning rush hour  
22 of 6 a.m. to 10 a.m. We believe that adding this option increases taxi availability and  
23 helped reduce the fare while also raising the income of the driver.

24 The pick up location os at 42nd and 8 #th avenue and now it's switched to 41st. And it  
25 can drop off anywhere from 59th street and 6th avenue.

26 \$3 a person and the launch date is July 7th, 2010.

27 A A metered fare in that distance of 585. But a driver can make \$9, which, you  
28 know, if they made a great economic incentive on both sides.

29 So over the course of the past year, we have noticed about ten riders a day which is the  
30 most successful launch in 2010.

1 We believe this to be due to shortage of cab ins the morning and excessive demand.  
2 Commuters wanting to find a cheap way to trayful and the expedience of the stand has  
3 taken a group ride. We believe that we have a very successful stand.  
4 So it is the TLC staff's recommendation to meet with the port authority group ride stand  
5 permanent. What you see on the screen is the proposed rule we hope to add to the  
6 rule book. I hope to read that quickly. Rates and tolls, group ride fares. A group ride  
7 fare from the port authority bus terminal, the fare made under a group riding with plan  
8 from the port authority bus terminal between 40th and 42nd street to the 6th avenue  
9 area will be \$3 a passenger. We were setting the fare at \$3 as the pilot.  
10 I will now take any questions that the commissioners might have?  
11 Okay. So onto our last one, let's end with the proposal for a new group ride flat rate  
12 stand at the U.S. open. There's a very high demand for taxis at the U.S. open every  
13 year. But we find the supply of taxis is really pretty low. The staff believes that this  
14 issue has been caused by low incentive for the passengers and drivers. The fare is  
15 extremely high and not worth the cost. The drivers becomes lack of U.S. open. Taxis  
16 can find, but they really do struggle to find one out. And this disincentivizes the trip.  
17 So this map reflects all the trips that originated at the U.S. open in 2010. 6,841 trips.  
18 And this might seem like a large number, but it's small compared to the over 700,000  
19 attendanlts that the U.S. open general rates.  
20 So we currently have a taxi stand on Roosevelt avenue, but it is restrained. So you can  
21 see it's heavily utilized, but it depends on how many taxis are actually there.  
22 So this map reflects the number of drop offs. It is interesting to see that the highest  
23 drop offs occur at the district that the U.S. open takes place in.  
24 However, you can also see that the most of the heavily traveled districts are in  
25 Manhattan. So this map reflects the average cost of a trip from the U.S. open by  
26 council district. You'll see that the orientation of this map is a bit different. In this map,  
27 north is pointed right. You can see that the areas which are very heavily traveled to and  
28 from the U.S. open are fairly extensive.  
29 So the proposal. We believe creating a standardized fare would create the proper  
30 insentive for the driver and passenger to take more taxes.

1 The rate will be higher, but they will be at a group ride rate. Higher rates for drivers and  
2 overall utilization of tax dollars. The stand will also be staffed by TLC officers to make  
3 sure that order is kept.

4 So we are proposing that this taxi scan continue on and they put a flat rate. For one  
5 stop, \$35, two stops, \$54 and for four stops, \$60. And this is by stop. So if it's a family  
6 of four going to one location, that is still \$35.

7 We are proposing for the stand to operate during two weeks in August and September  
8 of this year. We will see a steady flow of taxes. In successful, we will return to the  
9 commission prior to the 2012 U.S. open.

10 >>COMMISSIONER YASSKY: Okay. I have a quick question.

11 Were you able to capture number of passengers per trip?

12 >>THE SPEAKER: I don't know if I have that number here.

13 >>THE SPEAKER: The only reason why I ask is when you look at the drop offs to  
14 Manhattan, it's, for example, at least initially assume that it's just one person. If it's one  
15 person, one stop. They're paying something less than 30 bucks for most drop off points  
16 in Manhattan and now we're going to push it at 35?

17 >>THE SPEAKER: I don't understand what you're saying. We've seen larger groups,  
18 but I'm sure we can look into that.

19 >>THE SPEAKER: I think -- I think this is a great idea. I just think you need to heavily  
20 publicize it. I don't know -- I don't go to the U.S. open, but if they -- if they -- when you  
21 buy tickets, if there could be an insert and people, you know -- or if people buy their  
22 tickets on line, if there could be an ad. I think with the group rides that we try to do, if  
23 you don't heavily publicize it, people aren't going to know it's there. And I think that's a  
24 key ingred yent.

25 >>THE SPEAKER: Sorry, this has been a four-year project. The U.S. D.A., if we have  
26 this set up, will put fliers in their mailings. And at the open last year, they actually had  
27 signs on the board walk where the taxi stand is. So, last year, we managed to get the  
28 public to the taxi stand.

29 >>THE SPEAKER: I would suggest two other things.

30 You know, ww.nyc and maybe the U.S. open will create a link to the TLC on their web

1 site to let people know that this is an option.

2 >>THE SPEAKER: And, also, the parks department is working with us.

3 >>THE SPEAKER: Thank you for the suggestions. We will certainly follow up on them.

4 This is said to be a big project every year for her and her staff. When we say staff by  
5 USB officers, there's no additional personnel impact really for us because they're doing  
6 this already because the USTA kind of prevailed upon us to help us regulate the taxi and  
7 car services that are there essentially to act as traffic agents throughout the tournament,  
8 which we've done, I think, and we're doing it and it's a good service. Now we can do it  
9 in a more productive way.

10 You know, this, I guess we can vote on right away. The other -- thank you, Seth.

11 The port authority one is a permanent rule requires public hearing, which we'll get to in a  
12 second.

13 But, um, I move that we approve the U.S. open group-ride pilot. All in favor, aye?

14 Opposed, no? Okay.

15 That is approved. Thank you.

16 Now, um, we now have a public hearing. And, um, I'm just going to -- I see there's  
17 some of the same speak ires on both items. I'll just ask people to come up and speak  
18 to both at the same time. The public hearing is on the -- making the port authority  
19 group ride location permanent. That is a permanent rule now. And, also, on the -- this  
20 is the bigger deal, really. On the fine restructure proposal that deputy commissioner  
21 Scanlon presented -- I didn't remember who presented, but I remember it was presented  
22 at the last meeting or the one before. You have material about in your packages.  
23 Again, the essence of this is to allow for guilty pleas ahead of time and then they -- the  
24 violator will get a break on the penalty.

25 And, in addition to that, we've gone through the entire rule book and up daytimed the  
26 finds. Some were a couple decades old and needed to be raised just because of the  
27 value of the money. Some needed to be adjusted because they were really  
28 inconsistent with the similar violation elsewhere in the code and they were being  
29 penalized at different levels. So this is a comprehensive effort to make the fine book  
30 consistent internally and also to introduce this notion of essentially plea bargaining.

1 The -- for the public hearing, the first person, um, is Osmond Chaudry.  
2 And we have a... --  
3 >>THE SPEAKER: Good morning, everybody. I'm a driver for 13 years.  
4 I have been driving. How can I get this cab because the responsible are the owner an  
5 garage. They give the garage. I don't know, that's all going.  
6 54-15. Number -- number D, the locking the taxi cab door. Midnight, I'm driving the  
7 taxi and a stranger have a wine bottle sometimes, sometimes glass comes into my cab.  
8 I try to lock the cab. In that situation, it's a refusal. The reason I don't pick because I  
9 don't know and then they make complaining and then they hear them over the phone.  
10 It's very difficult to drive yourself right at that point.  
11 54-15. F. I have been driving 2008/2009. I'm not provided an easy pass. I go to  
12 easy pass company and then finally I see there that outedstanding balance. I don't get  
13 easy pass with my company.  
14 Don't give me any private easy pass. If I use my personal, it's high. It's a commercial  
15 easy pass.  
16 Okay. 54-16. Complain reasonable passenger request. Sometimes people have four  
17 destinations, one east side, one west side and down and up. I'm not going to make  
18 money. So we pay the high list this time. Gas price is high. We need to complete  
19 these things. Sometimes, the no standing any time, they want to wait for there. We'll  
20 get a summons. We need to pay those things. We need to clear those things. No  
21 standing any time. I can stop there. Sometimes nay're waiting for someone's coming  
22 up. They're waiting five min outeds. I'm going to suffer.  
23 54-17E.  
24 The gasoline credit card. After ten o'clock, a GPS, sometimes midnight, ten o'clock,  
25 GPS is not working. I go to grab -- the GPS company shuts down. I need this out  
26 right, Friday night. What can I do? I said do you have a problem? Can I give you the  
27 cash? It's not often.  
28 Even I was -- one time, a credit card not working.  
29 (beeping).  
30 >>THE SPEAKER: Just one minute.

1 >>THE SPEAKER: Just sum it up.

2 >>THE SPEAKER: 54-19. If you go JFK, Laguardia, the black cab and them go inside,  
3 they're waiting for there. I need to keep pressure and not do that sort of thing with any  
4 passengers. Thank you.

5 >>COMMISSIONER YASSKY: Thank you very much.

6 The next speaker is David Polack.

7 After the public hearing, if there are issues that are addressed, I'm going do ask you to  
8 respond. But, one in particular about the locked doors because one of our  
9 commissioners also raised an issue about that.

10 But let's hear if there's any other things that need to be addressed. You can do it all at  
11 once.

12 >>THE SPEAKER: Dad Polack, your staff member already addressed the port authority  
13 stand. We had some concerns about the left turn and those were addressed  
14 appropriately.

15 So, just briefly on the finds -- we certainly agreed with the trying to improve compliance  
16 on various issues. But there may be better ways than increasing fines to drivers. This  
17 is a time where increases in income for any agency looks like nothing more than  
18 revenue-stream for the city.

19 But, possibly, additional out reach programs to drivers and owners alike as opposed to  
20 law enforcement initialing summons. Going back in time, possibly out reach when you  
21 see something is wrong based on all the information you have gathered from your GPS  
22 systems.

23 It's not a break. A lot of these new rule is, if you plead guilty, you're seduced in a sense  
24 to plead guilty. You do save time and you do pay less than the possible fine if you're  
25 found guilty at the hearing.

26 But the initial fine, the new fine, is still more than the old fine.

27 So those are just some minor points I wanted to make. Thank you very much for your  
28 time. And on behalf of the drivers who drive for the committee on taxi safety, more  
29 educational programs and more out reach drivers would be nice. Thank you.

30 >>COMMISSIONER YASSKY: Thank you, David.

1 Next is bill Lindower and Vinnie Sapoe.

2 Turns out we will have Bill directly. We don't have to wait.

3 >>THE SPEAKER: Could not make it today, but she will comment on some of the rules,  
4 I think, privately to chairman Yassky. Some of the rules are archaic and some of them  
5 apply to only customer explants. And some of them are just so absurd, some villainous  
6 mind must stay up nights thinking of these possible situations. It's unbelievable.

7 Of course, I am against higher fines. What a surprise. And, of course, it's the -- the  
8 driver has to gamble, you know. Should I go to a hearing and plead not guilty because  
9 I'm not not guilty or should I pay the fine? Well, maybe I'll pay the fine because TLC  
10 courts are notorious for being kangaroo courts. They still are.

11 Okay. So much for comments for that.

12 Now, for the group rides. You consider ten rides in a four-hour period for the port  
13 authority to be a success? This is a ridiculously low standard. That's two and a half  
14 rides an hour. What is failure if two and a half rides an hour is success?

15 As for the U.S. tennis proposal. First of all, I think you should reach out --

16 >>THE SPEAKER: You don't have to speak next to the mic.

17

18 (Laughter)

19

20 >>THE SPEAKER: Okay. Thank you.

21 I think you should reach out pho any drivers who are at the flushing stand which already  
22 exists. You could reach out to them and say, maybe, hey, maybe you want a ride to the  
23 ution open.

24 And another thing on the U.S. open proposal, the second fare person pays \$11 more.

25 The third person pays only \$9 more than the second person. And the fourth person  
26 pays only \$6 more.

27 Why the differential? It should be the same?

28 >>THE SPEAKER: That's the devious minds at work, yes.

29

30 (Laughter)



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>>THE SPEAKER: I know the devious minds work here.

Okay. So I suggest that it's equal. Okay? Thank you.

>>COMMISSIONER YASSKY: Just be clear, bill, on the port authority, are you recommending against continuing with that?

>>THE SPEAKER: No, you can continue it. But it doesn't seem like it's a prime thing, you know, because according to how many people use it in an hour.

>>COMMISSIONER YASSKY: Okay. Thank you.

>>THE SPEAKER: And Vinnie Sapone is our last signed-up speaker.

>>THE SPEAKER: Good morching, chairman Yassky and commissioners. Long time no see, Mrs. Weinshall. How have you been?

(Laughter)

>>COMMISSIONER YASSKY: I think you speak for all of us.

(Laughter)

>>THE SPEAKER: All right. I don't know where to begin here, you know. Why is it that most hearings, it's always increasing fines? These guys go out there and do jobs that nobody else wants to do. Listen, they're not all perfect, but neither are politicians, by the way. And I don't want to mention any names.

(Laughter)

>>THE SPEAKER: You know, they work very hard. The gas is outrageous. There's traffic all over the city. And you want to raise fines? I mean, the way it is, it's too high. You know? And, also, you want to give them a thousand dollar fine if they don't report a bribe? You know, you ever talk to a dispatcher at the airports? You get out of here because I'll write you up as a refusal if you complain about anything. That's very touchy

1 to raise from a hundred dollars to a thousand dollars. Pch what country are we in? I  
2 thought this said network the last time I looked, you know.

3 It's just a disgrace. I'm sorry that I have to talk like this. But to raise someone a  
4 thousand dollars from a hundred dollars because he didn't report a bribe because he's  
5 scared? It's ridiculous.

6 And, to wait eight years for an increase is even worse. Who here waits eight years for a  
7 raise of any kind? Who here gets -- has to pay for their medical? Who? You do?  
8 You better come work for me.

9 Anyway, you know, I don't like talking like this. But what happened to our country here?  
10 What's all of these fines? Get rid of the bad apples, throw them out and keep what  
11 you've got and do that, also, with the politicians.

12

13 (Laughter)

14

15 >>THE SPEAKER: Thank you.

16

17 (Applause)

18

19 >>COMMISSIONER YASSKY: Um, thank you. Vinnie, I understand -- I understand -- I  
20 understand your passion and I appreciate it. I just want to make sure I'm clear. The  
21 one with the bribe kind of caught my ear there.

22 If I -- I believe that is already a thousand dollar fine. And it's not for reporting a bribe.

23 >>THE SPEAKER: I got here...

24 >>COMMISSIONER YASSKY: Unless we're looking something different. It's for --

25 >>THE SPEAKER: Up to 30 days.

26 >>COMMISSIONER YASSKY: Yeah and that's 5412.

27 >>FEMALE: Oh, 5412?

28 >>COMMISSIONER YASSKY: That would be for bribing a TLC employee. And, again,  
29 that's not -- that's not being changed.

30 >>THE SPEAKER: I'm not talking about bribing -- I'm talking about failure to probation

1 report a bribe.

2 >>COMMISSIONER YASSKY: We are raising that, you're right. That's for failure to  
3 report a demand by a TLC officer, official, for a bribe. And we do, in other words --

4 >>THE SPEAKER: Well, then, it ain't worded right here. Maybe it's me.  
5 The way I look at it, failure to report a bribe.

6 >>COMMISSIONER YASSKY: No, by any -- it's a demand for bribe by any employee  
7 representative or member of the commission or any other public servant.  
8 And we do -- I'll standby that. We do -- we need, um, -- we have zero tolerance for any  
9 corruption issue in government. That's what this is about.

10 >>THE SPEAKER: It's just that they're afraid.

11 >>THE SPEAKER: That I had're scared.

12 >>THE SPEAKER: Listen, how many years I'd be reporting the bribe for the doormen?  
13 You know? It's not the TLC's business.

14 >>COMMISSIONER YASSKY: That's not covered by this.

15 >>THE SPEAKER: I understand. But why couldn't we bring it to Albany, why can't we  
16 bring it to the city council to do something. A yellow cab can't get a job to the airport  
17 from the hotels.

18 And then you know what they tell them? Get out of here before I report you that you did  
19 a refusal here.

20 I -- what happened here?

21 >>COMMISSIONER YASSKY: Yeah, I would agree with you on the need for some  
22 enforcement mechanism against that type of bribery. I don't know if we should say --

23 >>THE SPEAKER: Mr. Chairman, I've been speaking to the last six or eight or ten  
24 chairmans in this TLC and nothing has been done. I'm not blaming you, okay. It's  
25 been a history.

26 >>COMMISSIONER YASSKY: Would you like me to reply?

27 >>THE SPEAKER: Yes, sure, go ahead.

28 >>COMMISSIONER YASSKY: I just -- maybe I shouldn't use the word bribery because  
29 prescribe is really a government official demanding a payment here.  
30 But I agree that we should, and if you have proposals for an enforcement mechanism for

1 that kind of demand for pay off or kick back, um, we certainly would consider that with  
2 great interest.

3 >>THE SPEAKER: I'll work on it. We had plans before, they must have went the way of  
4 the sliced bread or something.

5 >>COMMISSIONER YASSKY: Yes. Thank you. Thank you.

6 >>COMMISSIONER YASSKY: That concludes our public hearing.

7 >>THE SPEAKER: I have a question.

8 >>COMMISSIONER YASSKY: Yes, questions?

9 >>THE SPEAKER: You want me to get up again?

10

11 (Laughter)

12

13 >>THE SPEAKER: No, no. I just have a general question.

14 Um, in this rules that we have here, this package, are we including points? Or is it just  
15 the amount? Because I see some points in brackets, so I don't know whether there's  
16 being added or the points are already there.

17 >>COMMISSIONER YASSKY: If it's in brackets, it's being removed. There was a  
18 number of places where we had inconsistent penalties as the chairman said in the  
19 beginning. A VHV driver for a comparable offense.

20 >>THE SPEAKER: So that's 11A. it has two points for the unlicensed activity. It has it  
21 in brackets.

22 >>THE SPEAKER: That's being removed, right?

23 >>THE SPEAKER: One of the benefits of the rules revision we did is that all of the rules  
24 now have a standard numbering system in each chapter.

25 So we can very easily, much more easily than before, compare comparable rules  
26 against industry types and that part of this project is to make penalties for similar  
27 offenses in different industries, similar penalties.

28 >>THE SPEAKER: So the ones that are underlined are being added?

29 >>THE SPEAKER: Yes.

30 >>THE SPEAKER: So what makes the -- a particular rule? How do we determine can

1 rules gets points and which one doesn't get points.

2 >>THE SPEAKER: Severity. I mean, and that goes to both -- whether it gets points and  
3 how many it gets, the points are persistent violater points. And if you get six in 15 or 18  
4 months, I forget, you are suspended. And if you get to ten, your lienz is revoked. So  
5 the points are ganged to that calculation.

6 Obviously, the bribely is 6 points because it's intended that you will be sus sended at  
7 about a minute.

8 >>THE SPEAKER: I just have two more questions.

9 >>COMMISSIONER YASSKY: This is an intricate rule. Please ask them.

10 >>THE SPEAKER: In the 54-15F, the EC passed ruled, where it says that a driver must  
11 not operate a taxi cab for hire. I know the gentleman before about something about the  
12 owner of the vehicle is the one that provides the easy pass to the driver. So I don't  
13 know if I'm mistaken. So if the driver doesn't have the easy pass because the owner  
14 didn't provide it, does the driver get the ticket?

15 >>COMMISSIONER YASSKY: This is a driver rule. The driver has to use the easy  
16 pass is the purpose of this.

17 >>FEMALE: Femme so it eetion the owner of the vehicle.

18 >>THE SPEAKER: Right, there must be an easy pass or you're not allowed to drive the  
19 car.

20 >>THE SPEAKER: The driver is obligated to use easy pass and charge only the  
21 discounted ease sis pass rate for the toll.

22 >>COMMISSIONER YASSKY: Id know have more questions, but, just on that one, I'll  
23 note, um, we did launch, I think, a quite successful enforcement initiative a few months  
24 back. Using the TPAP data, identified drivers that repeatedly paid cash -- used the  
25 cash and paid cosh rather than easy pass. And its' not -- it's, you know, it's a small  
26 difference. But passengers are entitled to the easy pass raid over and above the pas  
27 and cut down on the wait time.

28 So deputy commissioner, staff issued summons to some maybe 300, if I'm recalling  
29 right, drivers who had many, many violations.

30 I mean, over a hundred violations. And, believe me, nod if I'm correct, yes? Per

1 driver.

2 And since then, we have been monitoring the TPAP. And we could have, by the way,  
3 issued hundreds more tickets. But, instead, just to try to focus on the most -- the ones  
4 with the most violations.

5 Since then, the TPAP shows a huge drop in that. In other words, it appears the drivers  
6 are now, not uniformly, but to a much greater extent are using easy pass and not paying  
7 cash. So that was -- it -- I want to recognize the deputy commissioner for their  
8 successful enforcement.

9 >>THE SPEAKER: One final question.

10 On the 54-17, um, E32, where it says that if the -- for some reason, the debility or credit  
11 card does not work, um, in the TPAP system, either the driver must offer the customer  
12 the option of paying cash or having the taxi cab driver continue to a location where the  
13 wireless payment system can communicate.

14 >>THE SPEAKER: This was a system that arose when the system was in its beginning  
15 stages. There would be certain places where the GPS wouldn't work. It turns out  
16 that's nowhere near the side it might be. But the point is, if the driver finds him or  
17 herself in one of those points and the passenger wants to pay by credit card, those two  
18 options must believe given, either accept cash on drive o a place where you're out in the  
19 shadow.

20 >>THE SPEAKER: But that's no longer our problem.

21 >>THE SPEAKER: I have not heard in several years a single anecdotal of being a  
22 problem. Mf.

23 >>THE SPEAKER: Okay. I've got two questions, also, on 54-17, I guess what was  
24 discussed here was, um, an issue where if passenger pays by credit card and some of  
25 them are by 10 p.m. and midnight or so, is it something that we picked up? Or we've  
26 known this or is it something that's somewhat unique?

27 >>THE SPEAKER: I don't know.

28 >>THE SPEAKER: And the testimony today, the, um, the driver stated that, um, having  
29 connectivity problems between 10 p.m. and midnight with a credit card. I just wanted to  
30 know if that was something that was very common or is this something to do with -- is it

1 unique and something we can address?

2 >>COMMISSIONER YASSKY: You know, deputy commissioner, if I don't know and step  
3 up to the podium and tell him. If you have any information that bears on that, tell me. I  
4 don't believe that we do. We can certainly check that. We can, for example, 1K4EBG  
5 the TPAP to see if there is a drop in the percentage of trips paid by credit card during  
6 those hours. That would suggest there's a problem.

7 >>COMMISSIONER YASSKY: 10 and 12. And, further more, we've asked the vendors,  
8 you know, as, you know, trust but verify. So we will ask the vendors if they know of any  
9 issues tr. But, in addition, we will use TPAP the best we can to verify.

10 I don't think that we know -- we have gotten complaints about that. Have we?

11 >>THE SPEAKER: We've not gotten complaints about an outage at any particular time.  
12 We do have complaints from time to time on one off bases where a vehicle was having  
13 trouble getting connectivity. If we find that it's widespread, we do follow up with the  
14 vendors. Even when there's one off, sometimes we reach out to vendors and try to  
15 ascertain what the vehicle is. We'll find out what the date was in question and look into  
16 it if there is an anomaly, we'll try to get on it.

17 >>THE SPEAKER: Okay. Great.

18 Appreciate that.

19 Also on the group ride, I guess in the pilot program, it was mainly covered in the morning  
20 rush hour from 6-10 with the current rules, you're going to extend that to 24/7 or is it just  
21 going to be for the morning rush.

22 >>COMMISSIONER YASSKY: Just continuing that morning rush. It's really for  
23 commuters.

24 >>THE SPEAKER: Should we specify that in the rules? 3-6789D the reason it's not  
25 specified is that the port authority actually puts out the sign that is sort of their -- they run  
26 this thing. In other words, they have the person who stands there and do the  
27 organization of the groups.

28 And they put out a -- one of these free-standing signs when it's activated. They take it  
29 away when it's not activated. So we didn't specify it in our rules because they really  
30 control that time period.

1 It's generally 6-10. It's generally the same thing. But there may be variations.

2 >>THE SPEAKER: I wouldn't want to make it a violation of the rules and let's say the  
3 port authority guy takes the sign in.

4 >>THE SPEAKER: And then just one comment just to reiterate David Pollock's  
5 comment in the sense that WE ARE REVAMPING THE message gets to the out reach  
6 in education.

7 >>COMMISSIONER YASSKY: Under. Thank you.

8 Just on the question of the locked doors, I just want to clarify for the commissioners, um,  
9 I know one of the commissioners who raised a question about whether this will -- would  
10 cover an instance where the vehicles and the doors lock automatically.

11 >>THE SPEAKER: Jay, what happens is we require it to be disabled. And we also,  
12 during the inspection, the inspection three times a year, we check the locks to make  
13 sure that they don't automatically lock.

14 S.

15 >>COMMISSIONER YASSKY: SO IT WOULD HAVE TO BE MANUAL. THANK YOU.  
16 Any -- commissioners, any other questions?

17 >>THE SPEAKER: Just a or a clarification.

18 I didn't hear the speaker's name, the driver who spoke.

19 On the easy pass question, section 5450 through F, it sounded like despite driving his  
20 best eaters, you said u you could not procure this easy past. How do we take into  
21 consideration a driver who can be the afford not to drive the thing, but just can't get an  
22 easy pas. He said he can't use it pirl because its' a commercial rate.

23 >>THE SPEAKER: On his testimony, I'll let him speak. But you can, in facts, use your  
24 own easy pass. You're not obligated to use the is medallion owner's.

25 >>THE SPEAKER: The rate is the same whether it's a commercial -- that's what his  
26 testimony was.

27 >>THE SPEAKER: Yes, commercial easy pass, private car is not. I have a private car.  
28 We have to make a number plate.

29 >>THE SPEAKER: I think there are two issues with the easy pass. Tab there's owners  
30 not providing the easy pass, please, let us know. If cru doabt own the car, you can't not



1 get an easy pass. So you need to hug it to a license. It doesn't have to be on the  
2 license, but if you don't own the car allot all, you can't buy an ease se pass.

3 >>THE SPEAKER: Are you sure? They've gotten easy passes and not owned cars.

4 >>THE SPEAKER: You have to be able to get do a license plate.

5 >>THE SPEAKER: People who have a rent-a-car have their own keys.

6 >>THE SPEAKER: Right, but what I'm saying is you only have one pho a car to begin  
7 with.

8 >>THE SPEAKER: There is an option on this web site. So I'm not going to look at it all  
9 now, be, clearly, there is something different.

10 >>COMMISSIONER YASSKY: I believe there is some full-time of commercial easy  
11 pass. I don't know what that entails. Normally, I'm not sure why it's necessarily  
12 relevant here.

13 It is true, a driver is required to use you know, -- the drivers who are required to do the  
14 standard easy pass.

15 So let's just take this. So if there's a driver who is leasing a car from an owner and the  
16 owner, for whatever reason, dungt give the driver the easy pass, right? And then the  
17 guy who is leasing it doesn't own a car, then they're allot a disadvantage.

18 Because from what you said, they can't then get an easy pass.

19 >>THE SPEAKER: The agents and the platings are requires to have easy passes or  
20 give the person the option if they want to provide their own.

21 >>THE SPEAKER: Right.

22 >>FEMALE: So they're required.

23 >>THE SPEAKER: Ire'm taking it one step further. Let's say somebody is leasing a car  
24 from somebody, a cab, an owner, they're not giving up their easy pass.

25 >>THE SPEAKER: The owner has a vie lags. So we can issue a summon to the  
26 owner. Make him provide the easy pass.

27 >>THE SPEAKER: The owner gets fined, right?

28 >>THE SPEAKER: You're saying a situation where the driver gets there, the fleet will  
29 not, which I va to say, we don't get reports of this.

30 The -- in a situation where the dove driver, um, where the vehicle owner --

1 >>THE SPEAKER: Don't forget the Dub driver is the vehicle.

2 >>THE SPEAKER: And takes the easy pass out of the cab and then the guy who is  
3 lesioning from him doesn't have a car, how is he supposed to get an easy pass.

4 >>THE SPEAKER: That would be a violation on the part of the leasing agent. The  
5 person who leased the medallions.

6 >>THE SPEAKER: You're saying the driver gets there, there is no easy pass. He's in  
7 some ways putting himself at risk. Perhaps we could, um, create some kind of defense  
8 where -- if they, um, were not given an easy pass and they were supposed to simply  
9 declining to use it.

10 But I would say -- I don't know if we've gotten reports of that. I don't think it's a problem  
11 that we have encountered in the real world where as we va reported repeatedly with  
12 drivers.

13 >>THE SPEAKER: I just have one clarification from the gent I man. Is that what he  
14 said? That's what I heard. That the owner did not give him the easy pass.

15 >>THE SPEAKER: And I would say, certainly i if you have a particular complaint, in your  
16 case, as always, we stand ready to act on the facts with specific complaints.

17 >>THE SPEAKER: Okay. They don't give me easy pass.

18 >>THE SPEAKER: Who doesn't?

19 >>THE SPEAKER: Taxi management. Not taxi down in management. It's a new  
20 name. Okay.

21 After that, I doabt have to go in reverse and say to an easy pass company. I went there  
22 with my friend and they decided, this person, decides the application from. I went there  
23 and finally found there and I was standing better that the issue, the part with easy pass,  
24 because there's an outstanding balance.

25 And, also -- okay.

26 I think -- I have -- every day I give you the city's things. I have mentioned there that not  
27 unlet this provided easy pass.

28 With the commissioner and several full-time I made a complaint with the company with  
29 the easy pass.

30 >>COMMISSIONER YASSKY: If I could suggest, commissioner Marie know, if it's

1 accessible to you, I'd like to ask just to give our enforcement folks the facts of his  
2 particular case so that we can follow up and if there's been a violation, we can act on  
3 that. Is that helpful?

4 >>THE SPEAKER: Yes, that's helpful.

5 >>THE SPEAKER: Thank you, sir.

6 >>THE SPEAKER: I just want eds to make a comment to the industry. I'm just  
7 surprised with such a huge effect on the industry that not many more of you turned out  
8 to argue against these increases.

9 >>THE SPEAKER: Can I answer that question?

10 >>COMMISSIONER YASSKY: Perhaps your folks are out there working hard trying to  
11 earn a living?

12 >>THE SPEAKER: You're absolutely right what you're saying. But cab drivers hate to  
13 leave the wheel. They feel like if I come here or if Dave come to see it or Joe or  
14 anybody else.

15 And there's no parking here.

16 >>THE SPEAKER: Vinnie?

17 >>THE SPEAKER: Can you go mic?

18 >>THE SPEAKER: Oh.

19 They don't want to spend \$40 for parking.

20 >>COMMISSIONER YASSKY: Yes, and, in truth, I would say -- I wanted Mr. Sipone and  
21 Mr. Pollack and the other industry folks that are here, we disco fully appreciate when  
22 you're speaking on behalf of your association of members. And I think it's fair to say to  
23 that we give that due credit.

24 >>THE SPEAKER: You know what, the next meeting, I'll bring 200 bodies down.

25 >>COMMISSIONER YASSKY: Not just here, but you know we have the old floor room  
26 which you can watch it on TV which some people think is a superior experience.

27 >>THE SPEAKER: Listen. You know what, I'll give them hell and tell them to come on  
28 down.

29 But they'll expect me to pay for the parking. That's my problem.

30 >>THE SPEAKER: You seem like a sport to me.

1 >>COMMISSIONER YASSKY: I'm sorry, did you say parking is on you?

2

3

(Laughter)

4

5 >>COMMISSIONER YASSKY: A further question or comment? Okay.

6 So... with that, I believe what is -- then I would move that we adopt the proposed rule on

7 the fines and, also, the port authority bus terminal group ride. All in favor, aye? No?

8 The rule and -- both rules, then, are adopted.

9 Um, commissioners, let me ask -- seek guidance from you on this scheduling question.

10 We have a staff presentation prepared on taxi of tomorrow. That's our final item on the

11 agenda. I think it would be important -- I know it's been a long meeting. And there's

12 not for action, we can defer that. I also think it would be useful, in addition to the staff

13 presentation to hear -- have -- to organize a session for Nissan, the partner that we are

14 now seeking to work with to come in and for you, commissioners, to talk directly with

15 them.

16 They have begun meeting with stake holders, with the large -- with the industry

17 associations, with representative drivers, we are taking steps to recognize a passenger

18 kind of focus group. There are 600,000 passengers a day, so it would probably not

19 include all of those. But I think that it would be really important for you, commissioners,

20 as well, to have, you know, direct time with the Nissan folks. You can ask all of your

21 questions.

22 So what I would like to do, given that that is in the context of contract negotiations, I

23 think it would be appropriate that that would be in executive session.

24 So what I would like to do is move that we hold at some future date to be scheduled with

25 you in accordance with your schedules, an executive session in which Nissan can

26 participate.

27 So before we deal with the rest of today's schedule, let me move that. All in favor, say

28 aye? Aye? Okay. Opposed no.

29 So we will do that.

30 Given that, folks, maybe just a quick show of hands, how many would like to proceed

1 with the staff presentation now and how many would like to defer it? Who wants to  
2 proceed now? Defer it? Okay. So we'll defer to another time.

3 I know it's been a lengthy meeting already.

4 Commissioners, I thank you, members of the public, and industry folks. I appreciate  
5 your forbearntion today. We will have substance packed meetings in June and July. I  
6 will see you June 16th in the Bronx, July back here at Beaver Street. Thank you very  
7 much. With that, the meeting is adjourned.

8

9

(END)

10

11 (This text was provided in a rough draft format. Communication Access Realtime  
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14