

**Testimony of Taxi and Limousine Commission  
David Yassky, Chairperson/Commissioner**

**City Council Transportation Committee  
May 24, 2010**

Introductory Numbers 232, 233, 234, and 236 to amend the Administrative Code and Charter of the City of New York, adding the requirement of an operational EZ-Pass, and payment of tolls with EZ-Pass, to the yellow taxi Passenger Bill of Rights; mandating TLC to report on complaints received and enforcement actions taken; mandating a licensed or retired driver on the TLC Board of Commissioners; mandating that the TPEP vendors share their data with TLC and taxicab drivers; and imposing a \$50.00 fee on all taxicab re-inspections.

Good afternoon Chairman Vacca and members of the Transportation Committee. My name is David Yassky, and I am the Chairperson/Commissioner for the New York City Taxi and Limousine Commission. I am joined today by General Counsel Charles Fraser. Thank you for the opportunity to speak to you today regarding Introductory Numbers 232, 233, 234, 235, and 236.

Introductory Number 232 proposes to amend the Passenger Bill of Rights to include a requirement that each taxicab be equipped with an operational E-Z Pass, as well as the payment of tolls with the E-Z Pass are both mandates that are currently set forth in TLC rules. As an agency that licenses and regulates 50,000 vehicles and approximately 100,000 drivers, it is important that our drivers understand our rules, requirements and expectations, and that passengers understand their rights as consumers to enjoy safe, courteous and reliable service. To this end, we believe that a clearly stated and informative passenger bill of rights is an important tool. We have maintained a "Passenger Bill of Rights" in the yellow taxi industry for many years

because we rely on passenger feedback to ensure that drivers provide the best possible service.

This rule was added to the Passenger Bill of Rights, and we support Council intro 232 which would add this requirement to the Administrative Code.

Concerning Intro. 233, we currently do not list our complaint and enforcement statistics on our web site, but we agree with the Council that this is important information that should be made available to the public. When passengers report violations of our rules, they do so by calling 311 or filing a complaint through NYC.GOV. We internally compile and analyze these complaints based on data received from 311 and then take enforcement action based on the information provided by the passenger and our investigation of the alleged violation. We also compile data based on our inspectors field enforcement and issue summonses when rule violations are observed. There are tracking and operational concerns with how data is reported because we are one of few agencies that have multiple complaint types and yet 311's Siebel reports only captures specific data and bundles it in a particular way. From an operational standpoint, we have concerns with how the bill is currently drafted but we support this legislation with our proposed drafting language changes and will work closely with the Council on this measure.

Now, I would like to turn our attention to Intro. 234, which would amend the Charter to require a licensed or retired driver on the TLC Board of Commissioners. We believe that the concerns and interests of the more than 100,000 drivers we license are

important, and we try to work very closely with the industry to make sure that their needs are met. TLC licensed drivers provide outstanding service to millions of New Yorkers and tourists, and many have years—and in some cases even decades—of experience that could help guide us in developing sensible rules and regulations. However, we have been advised by the Law Department that this legislation would be a curtailment of the Mayor's Charter-mandated authority, and thus would require a public referendum. Further, having a current driver on the Taxi and Limousine Commission would present countless conflicts of interest in the course of the Commission's work. We do not think that requiring a licensed or retired driver on the Board of Commissioners is a good approach to ensuring drivers' views are represented, but I say again: we do value their input. We will therefore take steps to utilize existing advisory boards composed of stakeholders in our regulated-industries. We look forward to working with the Transportation Committee and the Council at large in developing these boards to help us carry out our mission.

The legislation called for in Intro Number 235 would impose data-sharing requirements on the TPEP vendors so that licensed taxicab drivers and TLC can always access trip sheet data, including the fare amount and the rate code used. The TPEP system has been a remarkable success for the Taxi industry and for all who rely on the vital transportation services that yellow cabs provide, particularly in the central business districts of Manhattan. The technology allows passengers the option of paying for their ride with a credit card or cash and very importantly to us and we now have access to valuable data that will help us understand the industry and help to inform our policies

and rules requirements. Currently, all three TPEP vendors provide the TLC with the rate code used on all trips. All three vendors are required by current contract to make trip sheet data accessible to every licensed taxicab driver and the TLC. Drivers can access their trip sheet data through one of the three vendors' web portals at any time of the day. There is no limitation to the number of times a driver can access this information. We therefore support the intent of this legislation but, in its current draft, we believe it places undue restrictions on the TLC's ability to negotiate and work with the vendors to create a system that meets the needs of the industry and the consumer. We have drafted language that we believe will be more effective at gathering important information and allowing for needed transparency of info and data.

Finally, I would like to discuss Introductory Number 236, which would authorize the Taxi and Limousine Commission to charge up to \$50 for each taxicab inspection. Since the early 1990s, the TLC has charged \$50 to conduct a first inspection for yellow cabs, which is a required fee that is authorized by section 19-504 of the Administrative Code. If a vehicle fails the first inspection, a second inspection is required at no additional charge. If a vehicle fails the second inspection, its owner is charged \$35 for a third inspection, and all subsequent inspections are performed at no charge. We have seen vehicles come in for more than 3 inspections and as many as 13 re-inspections. In fact, there is a high failure rate of these vehicles upon first inspection – more than 40% for medallion vehicles. We are therefore proposing legislation that would authorize a fee of up to \$50 for all inspections and re-inspections for yellow cabs. If this legislation were enacted, it would incentivize vehicle owners to maintain their vehicles at

a higher standard of service, free up appointments for other vehicles, and reduce wait times for scheduling inspections. Additionally, we are planning to pass TLC rules to charge fees for multiple "transfers" for For-Hire Vehicle related business transactions. Currently, when a base or business owner comes in to transfer a plate to a new vehicle or a vehicle to a new base, the fee is \$25—regardless of how many transactions are actually processed. I would like to take this opportunity to extend an invitation for the Transportation Committee to come out to our DMV certified inspection facility in Woodside Queens which a state- of- the- art safety and emissions inspection facility. I think this would be a great opportunity and would be excited for you to join us.

This concludes my testimony. Thank you for the opportunity to testify today on this proposed legislation. At this time, I would be happy to answer any questions you may have.



**League of Mutual Taxi Owners, Inc.**

**LOMTO**

**50-24 Queens Blvd.**

**Woodside, NY 11377**

**(212) 947-3380**

**Fax (212) 629-7973**



May 24, 2010

Comments from Vincent Sapone, Managing Director.

Intro 236 – Raising the re-inspection fee from \$35.00 to \$50.00 would create an addition hardship for medallion owners. Business is still not great. Heavy traffic and no right-of-way, like buses, have an impact on earnings. Competition from illegals picking up on the street further reduces income.

Intro 232 – We are in favor of using E-ZPass. There are times when a driver's E-ZPass account can be low because some have to pay by cash. Not every driver can get a credit card to replenish the account. There are also times when a passenger asks a driver to use the cash lane which would be a reasonable request. Use of E-ZPass should be enforced but within reason.

Intro 234 – Having a TLC commissioner that was a driver is a great idea. The person should be someone that drove a taxi and a radio car and it still active in the industry. There shouldn't be a five-year time-line necessary for someone to qualify.



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**Peter M. Mazer**  
General Counsel

**Testimony of Peter Mazer, General Counsel of the  
Metropolitan Taxicab Board of Trade Before the New York City Council  
Transportation Committee  
May 24, 2010**

Good afternoon. My name is Peter Mazer. I am General Counsel of the Metropolitan Taxicab Board of Trade (MTBOT), a 58-year-old trade association that represents 28 yellow medallion taxi fleets which operate approximately 3,500 yellow medallion taxicabs - roughly 25% of the taxi industry. MTBOT fleets lease its vehicles to over 14,000 drivers and employ hundreds of mechanics, dispatchers, managers and other personnel at its garages in Manhattan, Brooklyn, Queens and the Bronx.

At the outset, I would like to state that MTBOT shares with the City Council the goals set forth in the four Council-originated bills, that the TLC become more open, transparent and accountable to the public and well as the individuals and businesses it relates. To that end, we are always willing to work with the Council to ensure that these mutual goals are achieved.

We are pleased to comment on the five taxi-related bills being heard today before this Committee, the four Council bills, as well as the Mayoral bill relating to increased fees.

**Intro 232:**

This bill requires that new language be added to the "Passenger Bill of Rights" pertaining to the requirement of every taxicab to have a working E-Z Pass tag. It is important to note that the TLC already requires each medallion owner to participate in E-Z Pass unless the driver elects to use his own tag (TLC Rules 1-37; 2-27) and that EZ Pass must be used in all tolls in New York City. The "Passenger Bill of Rights" is an excellent consumer protection tool that our member fleets endorse. While it is not meant to express every "passenger right" afforded to the public, MTBOT has no objection to the City Council requiring that this be included in the "Passenger Bill of Rights." We support this bill with the expectation that, this year, TLC will enact rules eliminating redundant stickers and signage in taxicabs which includes the passengers' bill of rights since it is

shown on the T-PEP monitor. This will alleviate the burden taxicab owners incur each time a sign or sticker is changed, damaged, becomes faded, or is removed by a passenger.

**Intro 233:**

One of the most persistent problems facing the yellow taxicab industry is the scourge of illegal livery street hails that occur every day throughout the City including the Central Business District. While yellow taxicabs are the only vehicles permitted by law to accept street hails, opportunistic livery drivers and even unlicensed drivers of "straight-plate" vehicles illegally strip our drivers of these fares. While we are encouraged by Chairman Yassky's recent remarks and requests for additional TLC inspectors, we fully endorse additional methods that highlight this serious problem. Intro 233 requires that illegal street hail enforcement and other data be transmitted in the TLC's annual report to the City Council so that the Transportation Committee and the TLC can hopefully work together to end this practice once and for all.

It may also be worth working with the TLC directly to permanently include this data in the Mayor's Management Report.

**Intro 234:**

MTBOT opposes this bill that requires that one of the four Mayoral appointees to the TLC be either a licensed or retired driver who has held a license in the last 5 years. The provision would permit a driver to vote on matters that would directly affect his personal interest. It would likely be a direct violation of the New York City Conflicts of Interest Law.

It is also important to note that other jurisdictions like San Francisco had industry representation on their Commissions, only to have them subsequently abolished because members frequently had to recuse themselves from deliberations and votes.

There is a more effective way to get the input of drivers is through the TLC's driver advisory board, which is already authorized and mandated to meet regularly by Section 19-520 of the Administrative Code.

More importantly, the Brooklyn and Bronx City Council-appointed seats have been vacant for years. During the same period of time, the Commission seats appointed by the Mayor have been fully filled. The City Council should be focused on filling these vacant seats and ensuring that they be filled as soon as possible after a vacancy occurs. Doing so would ensure that ALL of the Council's TLC appointees can effectively work with the Mayoral appointees to balance the many different stakeholder interests in this varied and complicated industry.



**Intro 235:**

This bill requires taxi owners to store and provide fare data and other information to the TLC and drivers upon request within seven days. MTBOT doesn't believe that this bill achieves its intended purpose of providing the TLC with greater access to fare data, as it does not require much that is not already required by TLC rules, as presently written.

**Intro 236:**

We should call this bill what it is – a revenue generator. While, the ostensible purpose is to prevent owners from using the TLC inspection facility as a diagnostic center and to encourage them to make sure their taxicabs are roadworthy when initially brought to the inspection facility, in reality, the inspection process is highly subjective, often resulting in failures for “visuals” or other minor defects. The TLC could be encouraged by this new inspection scheme to fail more vehicles and generate more revenue. Medallion owners already pay three hundred dollars for required TLC inspections when they renew their medallions every two years. This covers the cost of the initial inspection. Many vehicles which fail inspection do so for non-safety related items, commonly referred to as visuals, that can be corrected quickly, and these vehicles need not be fully reinspected. MTBOT is nonetheless sensitive to the TLC's concern that vehicles can be reinspected for a third, fourth or fifth time at no cost. Thank you for your consideration. I would be happy to answer any questions you may have.



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City Council  
250 Broadway  
New York City  
May 24, 2010

Testimony by David Pollack on behalf of the Committee for Taxi Safety  
Intros: 232, 233, 234, 235

Good Afternoon, Chairman Vacca and distinguished members of the New York City Council Transportation Committee,

I am David Pollack, Executive Director of the Committee for Taxi Safety, an association of licensed lease agents. On behalf of the Committee, which is proud to be part of a public transportation system that daily moves over one-half million passengers within the City of New York, I must urge that the City Council carefully re-consider Intro 234.

While the Committee for Taxi Safety applauds the goal of seeking greater input from the taxi industry at the Taxis and Limousine Commission, this bill would serve only one aspect of the industry - the drivers. Other licensed professionals, such as lease agents would be excluded from service by this bill. While asking for input in decision-making is a laudable goal, this should not be accomplished by elevating one industry voice at the expense of others at the regulatory body level.

The TLC must pass rules and regulations that affect the entire industry. Evenhandedness and fair play must be the hallmark of any regulatory body. To have any one segment acting as rule maker and regulator can only lead to distrust among all others.

In order to establish confidence that decisions are made equitably and on an even playing field, licensed lease agents must also be mandated members of the TLC. Lease agents work with both medallion owners and drivers. In addition, we are most akin to the professional expert requirement of the Board of Standards and Appeals on which, we assume, this legislation is modeled. Our Committee has demonstrated time and time again our willingness to work with the City to implement its policies that provide reliable, safe taxi service to New York.

Our members have embraced more fuel-efficient cabs, credit card payments and worked with the City to strengthen laws against dangerous illegal cabs. We believe our record clearly indicates that we deserve a seat at the table. Licensed agents should be a mandated part of the Taxis and Limousine Commission

Intro 233: The Committee for Taxi Safety is concerned with Intro 233's reporting requirements that each January the TLC release not only the records of all meetings, but also all the documents in their possession. The bill language is so broad that these publicly released documents may contain personal data – information about home addresses, finances and medallion ownership – that will compromise the privacy and security of our drivers.

Intro 235: Data about fares is stored, but not in the cab itself. It is linked to a central storage location. The bill proposes that fare data be available to the TLC within 7 days of a request. How will this information be provided and who will provide it? In addition the bill sets forth that a driver can request this information up to (12) times per year at no cost. Providing this information to the driver is a multi-step process. ~~If a driver wants this information more than once a year, there should be a fee.~~

Intro 232: This bill is redundant with regards to EZ pass. The TLC requirements already require EZ pass.

The Committee for Taxi Safety is prepared to work with the Council to address these concerns.

David Pollack  
Executive Director



**Public Testimony**  
**Before The**  
**NYC City Council**  
**Transportation Committee**

**May 24, 2010**

**Int 0234-2010**

**By**

**Guy B. Palumbo**

**Secretary**

**Member Organizations**

**Livery Base Owners Coalition**

**NYC Independent Livery Owners Corp**

**The NYS Federation of Taxi Drivers, Inc.**

**NYC Fleet Livery Owners Association, Inc.**

**United As One TLC Base Owners Association, Inc.**

**Board of Livery-Transportation Industry Trades, Inc.**

**United African Livery Drivers & Base Owners Association**

**We represent over 18,000 NYC Livery Drivers, 350 Base Owners  
and more than 8,000 Phone Operators and Dispatchers.**

## Public Testimony – May 24, 2010

Chairman Vacca, members of the Committee, thank you for allowing me to testify before you this afternoon.

I am Guy B. Palumbo, Secretary of The Livery Round Table.

We would like to express our objection and concerns on the issue requiring a driver or retired driver to be a TLC Commissioner.

We agree with the basic concept of having true industry representation in the TLC decision and approval process but we disagree with the representation being made for just one driver but do welcome the Committee's efforts.

Over the years we have expressed our interest in having such representation but have been unsuccessful.

In the past, there was an advisor board as required by local law (Title 19-520) and called the "New York City Taxi & Limousine Commission's Livery Advisory Board". Later this was put under the TLC's "Office of Constituents Affairs" and ceased to operate in 2006 for reasons that were never made known.

There are several sub-categories and licenses issued by the TLC that while you are most likely aware of but we would like to identify as this will help to explain our opposition.

The TLC licenses the following segments of the industry:

- Yellow Medallion Taxicabs 13,294 Medallion vehicles
- **Community Car Services (Livery) 460 bases – which we are representing here - 21,204 vehicles**
- Black Car Services 75 Bases - 7,783 vehicles
- Luxury Limousine Services 172 Bases - 4,656 vehicles
- Commuter Van Services 47 bases - 276 vehicles
- Paratransit Services 177 bases - 2,294 vehicles

Each of these represents a unique type of service and has separate licenses, rules and methods of operation that have to be considered.

We disagree with the proposal for the following reasons:

1. Without being demeaning, although drivers are key people in the industry, the TLC regulates the drivers through the bases and the problems and operation of the base are seen only by the bases. A driver can never be enough and a base owner must be included.

2. Assuming a driver (retired driver) or a base owner is selected, it presents the problem as to what segment of the industry does he/she come from? A Luxury Limousine driver or base owner would only know or have the interest of the Luxury industry. Such a driver or Luxury Car base owner has no idea of what the Community Car (Livery) problems are or how they are regulated.

We believe that an advisory board that is made up of proportional representation of each industry segments should be formed.

In the past, there was concern about the potential large size of this advisory board. This should not be an issue because the TLC will not need to consult with the entire advisory board before formulating new rules. The TLC can consult with the advisory board representing that segment of the industry where the TLC rule(s) pertain to at the time the rules are being formulated to prevent confusion and allow for valued industry input.

We would like to work with the Committee in developing the best method to achieve this worthwhile and definitely need improvement to the TLC.

Thank you,



Guy B. Palumbo  
Secretary

## New York City Administrative Code -

### Title 19 Transportation

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§ 19-520 **Advisory Boards.** a. Taxi and limousine commission advisory board. There shall be an advisory board whose members shall be appointed for two-year terms by the mayor to enable the commission to be kept aware of current views of all segments of the taxi industry and of the public and to be available to the commission to provide the expertise of its members for the better administration of the commission and service to the public.

b. The advisory board shall consist of fifteen members, one member each representing the taxi industry, labor, the commissioner of transportation, the commissioner of consumer affairs, the police commissioner, the director of the bureau of franchises, owner-drivers of taxis, the coach and limousine service industry, the private livery industry, the chairperson of the consumer affairs committee and the finance committee of the council and five members of the general public, one from each of the boroughs of the city.

c. Advisory board on transportation of the handicapped. There shall be an advisory board to advise the commission as to fees, safety regulations and any other matters concerning wheelchair accessible vans and handicapped transportation services.

d. This board shall consist of fifteen members to be appointed for two-year terms as follows: two, at least one of whom is handicapped, by the delegation of council members from each borough and five, at least three of whom are handicapped, by the mayor on recommendation of the director of the office for the handicapped. The members of this board shall serve without compensation except for reasonable expenses incurred in the transportation to and from meetings of said board.

\* e. Livery advisory board. There shall be a livery advisory board to consist of not more than twenty members to be appointed for two-year terms by the chairman to advise the commission concerning matters relating to the livery industry, including the preparation of rules and regulations for the class of for-hire vehicles commonly known as "liveries," for the owners and drivers thereof, and for livery vehicle base operators.

f. There shall be a drivers' advisory board to advise the commission on matters of safety, conditions of work and the fair enforcement of laws and rules governing drivers licensed by the commission and to examine complaints about these matters solely to facilitate the board's ability to advise the commission. This board shall consist of fourteen members each of whom shall, at the time of appointment and thereafter, possess, for at least one year, a valid driver's license in good standing issued by the commission. The board shall be comprised of two taxicab lease drivers and two independent taxicab owner-operators, two for-hire vehicle fleet drivers and two independent for-hire vehicle operators, two black car drivers, two commuter van drivers and two paratransit drivers. Half the

members within each category shall be appointed by the speaker of the council and half shall be appointed by the mayor all for two-year terms, none of whom shall be an employee or staff member of the council or the commission. The board shall meet no less often than every three months, unless the board determines otherwise, but in no event shall the board meet less often than every six months.

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## Livery Advisory Board

### Requirements, Mission and Responsibilities

<p><b>NYC Administrative Code Requirements</b></p> <p>Chapter 5 Section 19-520</p> <p>e. <u>Livery Advisory Board.</u> There shall be a livery advisory board to consist of not more than twenty members to be appointed for two-year terms by the chairman to advise the commission concerning matters relating to the livery industry, including the preparation of rules and regulations for the class of for-hire vehicles commonly known as "liveries," for the owners and drivers thereof, and for livery vehicle base owners.</p>
<p><b>NYC Taxi &amp; Limousine Requirements</b></p> <p>The board is required to <u>meet no less than every 3 months.</u> Meetings will be scheduled through the Office of Constituent Management</p> <p>The board may vote on and <u>elect a chair or 2 co-chairs.</u> If chairs are elected, they will start at the beginning of each 2 year term and serve for the <u>entire board term.</u></p>
<p><b>Mission</b></p> <p>The board should keep the commission aware of <u>current and ongoing issues</u> in the for-hire industry. The board shall be available to the commission and utilize its expertise to <u>assist the commission in operational and policy development.</u></p>
<p><b>Board Responsibilities</b></p> <ul style="list-style-type: none"> <li>• <u>Prepare state of the sector reports to present to the commission</u></li> <li>• <u>Identify ongoing and emerging issues within the industry</u></li> <li>• <u>Evaluate and submit feedback on policy issues</u></li> <li>• <u>Have an advisory board representative attend each commission meeting and serve as spokesperson when necessary</u></li> <li>• <u>Draft policy proposals for TLC review</u></li> <li>• <u>Attend all Advisory Board Meetings</u></li> <li>• <u>Communicate policy initiatives and/or changes within industry sector</u></li> <li>• <u>May nominate and vote on Co-chairs</u></li> </ul>
<p><b>Co-Chair Responsibilities</b></p> <ul style="list-style-type: none"> <li>• <u>Assist the TLC with reports and presentations</u></li> <li>• <u>Serve as spokespeople for the board</u></li> <li>• <u>Provide guidance and leadership to the board</u></li> <li>• <u>Help identify new board members</u></li> <li>• <u>Offer feedback to the TLC on board responsibilities</u></li> <li>• <u>Disseminate certain issues to all board members</u></li> <li>• <u>Potential Co-Chair terms would last two years</u></li> </ul>
<p><b>Meeting Agendas</b></p> <p>Agendas will be set by the Office of Constituent Management. Agenda items will consist of <u>ongoing/emerging issues</u> of both the TLC and the representatives of the board. All board members will have the opportunity to submit agenda items for discussion prior to each meeting by contacting the Office of Constituent Management.</p>



Office of Constituent Affairs  
40 Rector Street 5<sup>th</sup> Floor, New York, NY 10006  
Tel: 212.676.1024 Fax: 212.676.1153

Matthew W. Daus, Commissioner/Chair

### **Livery Advisory Board Nomination Form**

This form can be used by board members to nominate individuals to serve on the Livery Advisory Board. Feel free to use the back of this form or additional sheets of paper as necessary. Please return the completed form to TLC's Office of Constituent Management care of Jennifer Palmer.

**Nominee Information:**

Name \_\_\_\_\_  
Affiliation \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone \_\_\_\_\_ Fax \_\_\_\_\_ E-Mail \_\_\_\_\_

**Reason for Recommendation:**

What relevant experience or knowledge does the nominee possess?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

In what way would the nominee be an asset to the board?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Nominator Information:**

Name \_\_\_\_\_ Date \_\_\_\_\_  
Phone \_\_\_\_\_ Fax \_\_\_\_\_ E-Mail \_\_\_\_\_

*Submission of this nomination form does not assure that the nominee will be selected for appointment to the Advisory Board/Committee. All nominees will be evaluated based on their qualifications, the qualifications of other nominees, and the needs of the board/committee, including with respect to the appropriate composition thereof.*

FROM : KEL MGMT

PHONE NO. : 1 718 279 9223

Jan. 13 2006 03:58PM P1

**TLC** NEW YORK CITY  
TAXI & LIMOUSINE  
COMMISSION

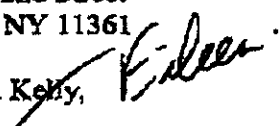
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40 Rector Street, 5<sup>th</sup> Floor  
New York NY 10008  
Tel: 212.676.1003, Fax: 212.676.100

Matthew W. Daus, Commissioner/Chair

January 6, 2006

Ms. Eileen Kelly  
Kelly's Car Service  
212-35 42nd Street  
Bayside, NY 11361

Dear Ms. Kelly,



Happy New Year! I hope this letter finds you doing well and looking forward to an exciting 2006. The new year is sure to bring about many exciting changes and challenges for the New York City Taxi & Limousine Commission (TLC) as well. Starting off the new year, I would like to inform you of a new office that has been created and the addition of two staff members that you will be working with in the future.

The TLC recognizes the fluid nature of our regulated industries and we strive to maintain an environment where our agency is better able to understand issues impacting our mission and develop appropriate measures to address them. In order to foster greater understanding with the industry and our constituents, the Office of Constituent Management has been created. This new office will be responsible for working closely with TLC's numerous and varied external stakeholders and agency staff to ensure that we are able to achieve our mission.

In addition to other responsibilities, the Office of Constituent Management will be working with the advisory boards and industry representatives. By having this office as your primary contact within the agency, we believe that your concerns will be best heard and we will be able to facilitate productive conversations.

In the next several weeks, the Office of Constituent Management will be reaching out to you to build relationships. Should you have any questions before that time, please do not hesitate to contact me, Samara Epstein, Director at (212)676-1055 or Jennifer Palmer, Assistant Director at (212)676-1024.

Sincerely,



Matthew W. Daus  
Commissioner/Chair

FROM : KEL MGMT

PHONE NO. : 1 718 279 9223

Jan. 25 2006 05:45PM P1

**TLC** NEW YORK CITY  
TAXI & LIMOUSINE  
COMMISSION

Office of the First Deputy Commissioner  
40 Rector Street, 5<sup>th</sup> Floor  
New York NY 10006  
Tel: 212.676.1147, Fax: 212.676.1082

Matthew W. Daus, Commissioner/Chair

January 13, 2006

Ms. Eileen Kelly  
Kelly's Car Service  
212-35 42nd Street  
Bayside, NY 11361

Dear Ms. Kelly,

By now you should have received a letter from Commissioner Daus informing you of the new Office of Constituent Management. Our office is responsible for working with TLC's numerous and varied external stakeholders and agency staff to ensure that we provide the best possible service to all of these parties. Thus, we will be working with you to better understand issues that impact your constituents so that we can develop appropriate measures to address them.

An important function of our office will be to work with the Advisory Boards. Currently, we are working to schedule this year's meetings with Commissioner Daus. We are also discussing how we can improve the function of the boards. As a member of the Advisory Board, we look forward to working with you on this process. In order to improve the effectiveness of the boards, we will be implementing term limits, developing focused meeting agendas and asking for your participation in creating reports as well as presentations. We believe that these changes will enhance communications between the TLC and various stakeholders.

The first meeting of the new year is scheduled for February 15, 2006 from 3:00-4:30p.m.. At this meeting, we will be discussing the changes mentioned and setting agenda items for 2006. Prior to all meetings, we would appreciate your input on emerging/ongoing issues and ask that if you have a topic you feel should be addressed, please email us at [jennifer.palmer@tlc.nyc.gov](mailto:jennifer.palmer@tlc.nyc.gov). Agenda items should be submitted no later than February 8, 2006.


Should you have questions before the meeting, please feel free to contact either Samara Epstein, Director of Constituent Management, at (212) 676-1055 or Jennifer Palmer, Assistant Director of Constituent Management, at (212)676-1024 with questions or concerns.

We look forward to working with you!

Sincerely,



Samara Epstein  
Director of Constituent Management



Jennifer Palmer  
Assistant Director of Constituent Management



Office of Constituent Management  
40 Rector Street, 5<sup>th</sup> Floor  
New York NY 10006  
Tel: 212.676.1024 Fax: 212.676.1153

Matthew W. Daus, Commissioner/Chair

June 22, 2006

Ms. Eileen Kelly  
Kelly's Car Service  
212-35 42nd Street  
Bayside, NY 11361

Dear Ms. Kelly,

We have been working diligently over the past six months to re-energize the advisory boards and are pleased with the progress we have made so far. We hope that you are finding the process to be more productive and meaningful as well.

As we mentioned at the first meetings of this year, local law stipulates a two year term for board members. While this does not limit you from serving multiple terms, it does require us to proceed with the nomination and confirmation process. To this end, we are starting this process so that we can proceed with confirmations by the end of 2006.

We anticipate that you are interested in continuing your involvement with the advisory board, but would like for you to review the enclosed document that outlines the board functions and responsibilities. Upon review of this information, should you be interested in continuing to serve on the board, we ask that you submit a nomination letter to us.

Additionally, we would like your assistance in identifying and nominating new potential board members. If you know of somebody in the industry that would be an appropriate board member and would like for them to be considered, please complete a nomination form on their behalf. Nomination forms should be received no later than September 1<sup>st</sup> 2006.

The next meeting is scheduled for ~~Tuesday August 29<sup>th</sup>~~ at 10:30am. At the meeting, we will be discussing the nomination and confirmation process. As always, should you have additional agenda items, please contact Jennifer Palmer at [Jennifer.palmer@tlic.nyc.gov](mailto:Jennifer.palmer@tlic.nyc.gov) or (212)676-1024.

Sincerely,

Samara Epstein

Jennifer Palmer





# AGENDA

Matthew W. Daus, Commissioner/Chair

## Livery Advisory Board

August 29, 2006

10:30 a.m. - 12:00 p.m.

<b>Introductions</b>	TLC Staff Advisory Board Members	Andrew Salkin
<b>Review Notes</b>	Review of Notes	Samara Epstein
<b>Updates</b>	Nassau Reciprocity FHV Decals State tax credit for accessible vehicles	Chris Wilson Eileen Kelly Pansy Mullings Andrew Salkin
<b>Next Meeting</b>	Nominations/Voting Prioritize/Agenda setting	Samara Epstein

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 5/24/10

(PLEASE PRINT)

Name: ETHAN GORBER, ENYTA

Address: \_\_\_\_\_

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 02333, 02354 Res. No. \_\_\_\_\_

in favor  in opposition

Date: May 24, 2010

(PLEASE PRINT)

Name: Richard Thaler

Address: 525 E 82<sup>ND</sup> ST - 10028

I represent: Self and OmniMedia Network

Address: 799 McLean Ave, Yonkers N.Y 10704

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 232-236 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 5/24/2010

(PLEASE PRINT)

Name: PETER M. MAZER

Address: 24-16 QUEENS PLAZA SOUTH, RM 503, LIC, NY

I represent: METROPOLITAN TAXICAB BOARD OF TRADE

Address: Same

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: CHARLES FRASER, GENERAL COUNSEL

Address: \_\_\_\_\_

I represent: TLC

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0231-200 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: GUY B. PALOMBO

Address: 36-31 10th. LIC,

I represent: LIVERY ROUND TABLE

Address: SAFE

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: DAVID YASSKY, CHAIR

Address: \_\_\_\_\_

I represent: TLC

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 232 23<sup>b</sup> Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: Edith (PLEASE PRINT) Prentiss

Address: 739 W 186 St 4E

I represent: DIA

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 233, 234, 235 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 5/24/10

Name: David (PLEASE PRINT) POLLACK

Address: \_\_\_\_\_

I represent: Committee for TAXI SAFETY

Address: 23-10 JACKSON AVE - LICKEY 11101

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 236, 237, 238 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 5-24-10

Name: Steven Belatowicz (PLEASE PRINT)

Address: 30-24 Queens Bl

I represent: LION TO

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 5/24/10

(PLEASE PRINT)  
Name: Bhairavi Desai

Address: \_\_\_\_\_

I represent: NY Taxi Workers Alliance

Address: 250 Fifth Ave. #310 NY 10001

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 5-24-2010

(PLEASE PRINT)  
Name: BILL LINDAUER

Address: NYTWA

I represent: 252 F. Ave

Address: NY NY 10001

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 5/24/10

Name: Biju Mathew (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: NY Taxi Workers Alliance

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 5/24/2010

Name: Beresford Simmons (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: NY Taxi Workers Alliance

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms