

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

of the

COMMITTEE ON TRANSPORTATION

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December 14, 2009
Start: 10:42 am
Recess: 12:27 pm

HELD AT: Council Chambers
City Hall

B E F O R E:
JOHN C. LIU
Chairperson

COUNCIL MEMBERS:
Council Member Gale Brewer
Council Member Simcha Felder
Council Member Robert Jackson
Council Member Vincent M. Ignizio
Council Member G. Oliver Koppell
Council Member Jessica Lappin
Council Member Darlene Mealy
Council Member Diana Reyna
Council Member Ydanis A. Rodriguez
Council Member Larry B. Seabrook
Council Member Eric A. Ulrich

A P P E A R A N C E S (CONTINUED)

Matthew Daus
Chairperson
Taxi and Limousine Commission

Samara Epstein
Assistant Commissioner
Taxi and Limousine Commission

Bill Lindauer
Organizer
New York Taxi Workers Alliance

Osman Chowdhury
Organizer
New York Taxi Workers Alliance

Joseph Giannetto
Director, Business Development
Metropolitan Taxicab Board of Trade

David Pollack
Director
Committee for Taxi Safety

Vincent Cipone
Representative
Yellow Cab drivers

Ethan Gerber
Executive Director
Greater New York Taxi Association

Dr. Richard Thaler
Representative
Livery Services

[gavel, background noise]

CHAIRPERSON LIU: Good morning.

Welcome to today's hearing of the City Council's Committee on Transportation. My name's John Liu. I have the privilege of Chairing this Committee. And I think Council Member Koppell asked if this was my swan song. I don't know what a swan song is, necessarily, but unless something else comes up, which you know, in this City, a lot could come up at the last minute, this is in all likelihood my last hearing as Chairperson of the Transportation Committee. It's been a great eight years, I've loved every single moment of it. And-[applause] Wow. Well, I'm really happy I made those comments before we get into the testimony. [laughter] But in any event it's been, it's been a great ride, I want to thank all of you for really having the best interests of New Yorkers at heart. I know there are always bound to be some disagreements in such a diverse city as we are, but nonetheless I have every confidence that everybody does have the best interests of New Yorkers at heart. And so, I want to thank my Committee Members and my Council, fellow Council

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2 Members for giving this oppor--giving me this
3 tremendous opportunity to serve as Chairperson of
4 this great Committee. And many of the issues will
5 continue to be dealt with by the City Council, by
6 the Speaker, and by whoever the new Chairperson of
7 this Committee is, and I certainly will be looking
8 at many of these issues from a slightly different
9 perch. And I look forward to that. I apologize
10 for the delay this morning, we had a number of
11 votes across the street that were kind of called
12 last minute, and so we had to delay the start of
13 this hearing a little bit. But there, there are,
14 this, this hearing was originally convened for the
15 purpose of examining some of the livery issues
16 that are out there and so, I know the Chairperson
17 of our Taxi and Limousine Commission has been here
18 for a while, I'm sorry to keep you waiting, Matt.
19 But we also do have to take a couple of votes in
20 advance of beginning the oversight hearing. And
21 so, I wanted to let everybody know that. We are
22 going to take votes on Intro 662-A and on Intro
23 907. Both of these bills were passed by this
24 Committee a few weeks ago, and overwhelmingly
25 passed by the full City Council also a few weeks

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2 ago. Unfortunately, the Mayor has sought to veto
3 these bills, and he has in fact done so. We've
4 convened for this, we've convened this morning for
5 the purpose of overriding those vetoes, to vote
6 these bills out of Committee, once again for
7 consideration by our full Council, even over the
8 objections of the Mayor. Intro 6--Intro 662-A is
9 in relation to clergy parking permits. It's a
10 bill that has been necessitated because the rules
11 and regulations governing parking permits for our
12 clergy leaders are out of date and out of touch.
13 There are a number of examples why they don't work
14 for not only the clergy leaders, but the
15 congregations that these leaders serve. And so we
16 are looking to make the parking permit process
17 fairer, and realize the realities that clergy
18 members and religious congregations today have to
19 deal with. We want to make sure that these
20 constituents and these New Yorkers are well served
21 in their respective religious institutions,
22 without onerous burdens placed upon them by the
23 Department of Transportation and the City's
24 Administration. With regard to Intro 907, it has
25 been known as the five minute grace period bill.

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2 The fact of the matter is that there is no New
3 Yorker who would doubt or who would question the
4 fact that parking tickets have been issued at an
5 increasing rate over the last several years. And
6 not only have the number of parking tickets
7 skyrocketed, but the fines of course, the fines
8 themselves, have in many cases been doubled. And
9 we are in a City that is now reaching, within a
10 couple of years, a billion dollars a year in
11 parking ticket revenue. And at a time when
12 revenue is even more needed, we want to make sure
13 that the parking regulation enforcement is
14 treating New Yorkers fairly, in a manner that is
15 focused on keeping people safe and keeping traffic
16 moving, and not necessarily as just a way to
17 increase revenues. That is why we need these
18 safeguards in place, and that is why Intro 907,
19 which simply asks the City to not, to refrain from
20 issuing those parking ticket within the first few
21 minutes that regulations go into effect. That
22 bill is clearly necessary. I want to give a few
23 minutes to the prime sponsors of these bills, so
24 that they can offer a few remarks on their
25 respective bills. Intro 662-A, introduced by

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2 Council Member Robert Jackson.

3 COUNCIL MEMBER JACKSON: Thank you,
4 Chairman Liu. Let me just say to you that I have
5 enjoyed working with you in our eight years on the
6 City Council. Even though I am not a member of
7 the Transportation Committee, I, let me just say
8 that in summary I think you've done an excellent
9 job, and I know that you will do well as the next
10 Comptroller of the City of New York. So thank you
11 for being my colleague for the eight years that
12 we've served together. Concerning Intro 662-A, I
13 read the New York Daily News this morning, and in
14 fact I asked my staff to make copies so that
15 everyone coming into the hearing will have an
16 opportunity to read it; because in fact, if you
17 read this article, in my opinion, it speaks for
18 itself. And let me just quote to you the first
19 two paragraphs, and then I'll close, Mr. Chair.
20 "They tend to the sick in body and spirit, as well
21 to those who have departed this mortal soul, but
22 all too often their reward is a parking summons."
23 That says it all. In fact, as you know, this bill
24 was initiated because one of my religious leaders
25 was constantly getting tickets because he happens

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2 to live in Fort Lee, New Jersey, even though he is
3 a rabbi of the Hebrew tabernacle, which is on 185th
4 Street and Fort Washington Avenue. It was
5 ridiculous in my opinion. And especially knowing
6 that the law basically says that if you live
7 anywhere in New York State, even in Buffalo, New
8 York, you could have a New York City clergy
9 parking permit, even if you only come once every
10 five years. It didn't matter. So, that's why
11 this bill was initiated on behalf of clergy, and
12 obviously it expands the number of hours that
13 clergy members will be able to park in front of
14 their house of worship, and/or if they're visiting
15 the sick and infirm in the hospital. We've been
16 joined today, Mr. Chair, by several members of the
17 clergy: Reverend Shawn Atkins, and Reverend
18 Richard Lawson, and Reverend D. Albert Turk, and
19 Reverend Michael Granson, Grandon. They're here
20 and they've been here all along, in this entire
21 process, even meeting with the Department of
22 Transportation, even before we initiated the bill.
23 So, as the article says, this particular bill was
24 passed 49 to zero, when it was voted on, on
25 November 16. And I hope that 51 members of the

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2 City Council are present when we override the veto
3 I believe on December 21st. That would send a
4 clear message to our Mayor that the need for
5 clergy parking permits is extremely important for
6 the religious leaders that carry out their duties
7 on behalf of the people of New York City. Thank
8 you, Mr. Chair.

9 CHAIRPERSON LIU: Thank you very
10 much, Council Member Jackson. Like to offer the
11 floor to Council Member Felder for his Intro 907.

12 COUNCIL MEMBER FELDER: It's not
13 going to be long. I wai--Thank you, Mr. Chairman,
14 I waive my right to, or I should say your offer,
15 to speak on the bill. I want to echo Councilman
16 Jackson's thoughts about the pleasure of serving
17 with you, but I would respectfully ask you to
18 reconsider, you know, your leaving. We're very
19 concerned [laughter] we're very concerned about
20 finding an appropriate replacement, and I beg you
21 to think about it before January 1st. [laughter]

22 CHAIRPERSON LIU: Council Member
23 Felder often leaves us speechless. [laughter]
24 But thank you, Simcha, for your kind words. And I
25 take them to be kind words. Let me introduce the

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2 members of the Council who are here with us this
3 morning, starting from my left, Council Member
4 Daniel Garodnick of Manhattan, Council Member
5 Robert Jackson of Manhattan, Council Member Oliver
6 Koppell of The Bronx, Council Member Vincent
7 Ignizio of Staten Island, Council Member Gale
8 Brewer of Manhattan, Council Member Ydanis
9 Rodriguez, welcome Ydanis to this Committee and
10 the City Council. [applause] Council Member
11 Rodriguez is undoubtedly going to be a very vocal
12 member of this Committee, from Manhattan. And
13 Council Member Diana Reyna of Brooklyn and Queens,
14 Council Darlene Mealy of Brooklyn, and Council
15 Member Jessica Lapin of Manhattan, and Council
16 Member Felder who we've already heard from, from
17 Brooklyn. And I want to thank the staff to this
18 Committee, Phil Hom, for his service under my
19 chairmanship, and his continuing service in the
20 City Council, he's been an incredible legislative
21 counsel for many years. Thank you very much,
22 Phil. [applause, cheers] I want to also thank
23 Chimo Vicheri [phonetic], who has been a terrific
24 finance analyst for the Transportation Committee,
25 in the entire eight year period that I've had the

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privilege of being Chairperson of this Committee.
Is he here? And also Ashwin Koratile [phonetic],
our legislative analyst for this Committee. And I
also do want to thank Carrie Mobley, who's been
instrumental in pushing along Intro 662-A, thank
you very much Carrie. [background voices] And so
at this point, I want to call the vote for both of
these votes, and we are--the, we are going to vote
on two questions. And I think we will, should we
couple them, or separate? [background voice]
Alright, the, the first vote will be on the
question of shall we accept and file the Mayor's
veto message? I recommend a yes vote on this,
Committee members. Shall the Clerk call the role.

CLERK: William Martin, Committee
Clerk, roll call on the Committee of
Transportation, items 1688 and 1689, Council
Member Liu.

CHAIRPERSON LIU: Yes.

CLERK: Reyna.

COUNCIL MEMBER REYNA: Yes.

CLERK: Brewer.

COUNCIL MEMBER BREWER: Yes.

CLERK: Koppell.

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COUNCIL MEMBER KOPPELL: Yes.

CLERK: Garodnick.

COUNCIL MEMBER GARODNICK: On 662-A
I vote yes, on 907 I vote no.

CHAIRPERSON LIU: We're, we're
right now voting on accepting and filing the
Mayor's veto message. The next motion will be to
whether, will be on whether to pass those motions,
those bills.

COUNCIL MEMBER GARODNICK: I'll
accept it. I vote aye. [laughter]

CLERK: Lapin.

COUNCIL MEMBER LAPPIN: I--I vote
aye. I vote aye.

CLERK: Mealy.

COUNCIL MEMBER MEALY: Aye.

CLERK: Rodriguez.

COUNCIL MEMBER RODRIGUEZ: Yes.

CLERK: Ignizio.

COUNCIL MEMBER IGNIZIO: Yes.

CLERK: By a vote of nine in the
affirmative, zero in the negative, no abstentions,
items are accepted and filed by the Committee.

CHAIRPERSON LIU: Thank you. Once

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2 again, just to clarify for everybody, that was
3 simply to accept and file the Mayor's veto
4 messages on these two bills. Now, the substantive
5 question, I will ask the Clerk to call the roll on
6 the question of shall Intro, shall Intro 662-A and
7 Intro 907 both couple together, past the objection
8 of the Mayor notwithstanding.

9 CLERK: Council Member Liu.

10 CHAIRPERSON LIU: Yes.

11 CLERK: Reyna.

12 COUNCIL MEMBER REYNA: Yes.

13 CLERK: Brewer.

14 COUNCIL MEMBER BREWER: I vote - -
15 I vote yes. I will say that on Council Member
16 Felder's bill, number which I can't remember, for
17 the minutes involved, it's 907, I, as I have said
18 publicly before, I think it's a challenge to be
19 able to implement it, and that it will not
20 necessarily achieve the result that I understand
21 he is very legitimately trying to achieve, but I
22 vote aye because I do think that the concept of
23 people getting so many tickets is one that should
24 be recognized. I do want to say the other day I
25 had a rental car, and my staff had another car,

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2 and we were, I was running down the street to put
3 money in the meter, and to the credit of that City
4 official, she stopped writing the ticket, she did
5 not know who I was, and there was no political
6 advantage to her. And the, and so I want to say
7 that there are people who do pay attention to
8 legitimate people who are trying to do the right
9 thing, and it's not all trying to getcha. I also
10 will miss John Liu. I, I hope Phil Hom stays, I
11 have no idea what his plans are, because we really
12 like Phil Hom as much as we like John Liu. Thank
13 you very much.

14 CLERK: Koppell.

15 COUNCIL MEMBER KOPPELL: May I
16 explain my vote, Mr. Chairman?

17 CHAIRPERSON LIU: Please do.

18 COUNCIL MEMBER KOPPELL: I, first
19 of all, want to congratulate you and thank you for
20 your service. I've enjoyed serving on the
21 Committee with you and we've done many good
22 things. With respect, the rhetoric around this by
23 the Mayor is, is actually quite surprising. On
24 the bill giving a grace period, it was the City's
25 practice for many years to give a grace period.

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2 There was no chaos, the Mayor said this bill's
3 going to result in some sort of chaos. I haven't
4 quite figured out [laughs] what that means. As
5 far as the implementation is concerned, as, as you
6 know now, most of these tickets are given out with
7 a handheld computer that puts down the time of the
8 ticket. I was unlucky enough to get one at
9 exactly 8:31 when the time period for not parking
10 was started at 8:30, and I arrived back at about
11 8:32, having received a ticket at 8:31, it was
12 right, printed on the ticket. Obviously, if this
13 bill becomes law, they will not write a ticket
14 until the handheld computer says 8:36, in this
15 instance. That doesn't seem to me to be the
16 introduction of chaos into the system. So, I
17 think it's clear that all of us, you know, try to
18 rush to meet certain deadlines, and often are
19 delayed sometimes beyond our, our individual
20 ability by one thing or another. And so to give a
21 little bit of a grace period makes sense. It was
22 interesting, Mr. Chairman, to learn that even the
23 Metr--the MTA, which we are always criticizing,
24 gives a little grace period with respect to the
25 departure times of trains out of Grand Central, I

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2 don't know if you read that story. So, giving
3 people a little extra shot at avoiding a ticket
4 seems to me the humane and appropriate thing to
5 do, and I'm telling you if this causes chaos we're
6 all in trouble. So I vote yes to pass this
7 legislation, and the other legislation,
8 notwithstanding the objection of the Mayor.

9 CLERK: Garodnick.

10 COUNCIL MEMBER GARODNICK: Moment
11 to explain my vote?

12 CHAIRPERSON LIU: Please do.

13 COUNCIL MEMBER GARODNICK: Thank
14 you. First of all, Mr. Chairman, I want to just
15 join my colleagues in congratulating you and
16 thanking you for your service on this Committee.
17 I've enjoyed the past four years, and will look
18 forward to working with you in your new capacity.
19 I'm going to vote yes on 662-A; as for 907, I
20 certainly support the concept of grace, I am all
21 for grace, but I believe that grace is not
22 something that you legislate. Grace is something
23 that you offer freely, and I think that what we
24 all want here is for ticketing agents to act with
25 common sense and good judgment, as they did with

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2 Council Member Brewer and the example that she
3 gave. But our job here is to legislate the rules,
4 and if we change a 60 minute meter to 65 minutes,
5 then the period of grace will be minutes 66 to 70,
6 and I think that we're inviting that conversation,
7 and I think we don't want to go down that road.
8 But with that, I do appreciate the goals of the
9 bill, but--and certainly respect the intention,
10 but I'm going to be voting no on 907.

11 CLERK: Lapin.

12 COUNCIL MEMBER LAPPIN: Mr.

13 Chairman, I just wanted to say I, I remember--I'm
14 a little hoarse today--going out to Flushing in
15 2001 and helping you in your election, and I'm
16 very proud to have been one of your earliest
17 volunteers and supporters. You have been an
18 excellent Council Member. It has been my honor to
19 serve on this Committee with you, as Chair, and
20 really a lot of fun. And we're going to miss you
21 a great deal, but I know you're going to be an
22 excellent Comptroller and I look forward to
23 working with you in that capacity. And I vote aye
24 on all.

25 CHAIRPERSON LIU: Thank you.

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CLERK: Mealy.

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COUNCIL MEMBER MEALY: Aye.

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CLERK: Rodriguez.

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COUNCIL MEMBER RODRIGUEZ: Yes.

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CLERK: Ignizio.

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COUNCIL MEMBER IGNIZIO: Yes, I,

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too, want to say good luck to you, Mr. Chairman,

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and just reiterate the express policy of the

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Administration, vis-à-vis ticketing people who are

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beyond their metered time, is to encourage

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turnover, not enhance revenue generation. And

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that's what the express goal of having meters and

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MUNI meters and, you know, throughout the City,

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when they were first implemented was about, oh,

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turning over spots so that other additional people

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can park. And the revenue generation became a

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cash cow, and that's why I believe the

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Administration's reluctant to give up, to give

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that up, and I think that New Yorkers particularly

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in the City economy, ought be given a five minute

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grace period, it's the least that we the City can

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show compassion and do. So I vote aye on both.

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[pause]

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CLERK: Council Member Ulrich, to

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2 accept and file the Mayor's veto messages.

3 COUNCIL MEMBER ULRICH: Aye.

4 CLERK: That vote now stands at ten
5 in the affirmative, zero in the negative, and no
6 abstentions. Council Member Ulrich, to readopt
7 Introduction 662-A and Introduction 907.

8 COUNCIL MEMBER ULRICH: Aye.

9 CLERK: Introduction 662-A is
10 adopted by a vote of ten in the affirmative, zero
11 in the negative, and no abstentions; and
12 Introduction 907 is adopt--is readopted by a vote
13 of nine in the affirmative, one in the negative,
14 zero abstentions. Council Members, please sign
15 the Committee reports.

16 CHAIRPERSON LIU: Thank--Thank you
17 very much, Mr. Martin, for doing an excellent job
18 calling the roll. And I want to thank my
19 Committee Members, I know there are many
20 concurrent hearings going on. We will now proceed
21 to the reason why this meeting was convened, and
22 that is for the purpose of examining two pilot
23 projects that will be implemented by the Taxi and
24 Limousine Commission, that of livery stands and of
25 taxi group rides. The livery stand pilot program

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2 would create at least two livery stands in each
3 borough in areas underserved by taxi cabs.

4 Passengers would be able to get a livery, also
5 known as community cars, at these stands. The
6 taxi group ride pilot is a two-part pilot. Part
7 one involves the TLC creating taxi stands along
8 the major commuting corridors. At these stands,
9 taxis would be able to take two to four passengers
10 to another stand along the corridor at a
11 discounted price. Part two of this pilot involves
12 allowing taxis to pick up more than one hail at a
13 time, if the passengers are going in the same
14 direction. Taxis participating in this pilot
15 would be equipped with a meter that could keep
16 track of two fares at once, and electronically
17 display screens that would show others on the
18 street the direction of the cab. The TLC has said
19 that this pilot project would make more efficient
20 use of taxis and reduce the cost of rides for tax-
21 -for passengers. We are delighted to be joined--
22 well, we had been joined by Council Member Ulrich,
23 and at this point we will proceed with the
24 oversight portion of our hearing. As I indicated
25 before, it's great to see, once again, the

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2 Chairperson of our Taxi and Limousine Commission,
3 Matt Daus, welcome, and please introduce your
4 colleagues.

5 MATTHEW DAUS: Sure. I want to
6 thank you for the 60 minute grace period on the
7 testimony. [laughter] Seriously, before doing
8 that, though, Mr. Chairman, I want to just take a
9 quick moment of personal reflection. You know,
10 first of all, in addition to congratulating you,
11 congratulations on your victory, I know we spoke
12 before. And I just want to say thank you. It's
13 been a long and winding road, to quote a famous
14 rock band, but I think over the last eight years,
15 when you first were elected and I was first
16 appointed Chair, we really, you were learning and
17 I was learning at the same time. And I think over
18 those many years together, we have disagreed many
19 times; however, I think at the end of the day, if
20 you look back, over the last eight years in the
21 transportation industry, that we serve both
22 passengers and just all New Yorkers have benefited
23 from, I think, the dialogue that we've had. So,
24 we're going to miss you. If I was able to vote,
25 I'd vote for Council Member Felder's motion, but

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2 I'm not. But I'm sure that there'll be plenty of
3 opportunity in your new capacity to continue to
4 work with us. And I want to just wish you the
5 best, it's been an absolute pleasure.

6 CHAIRPERSON LIU: Thank you, thank
7 you, Mr. Chairman.

8 MATTHEW DAUS: To my, to my right
9 is Tweeps Philips [phonetic], who is the Project
10 Director for the Livery Stand Project; and to my
11 left is Assistant Commissioner Samara Epstein who
12 is overseeing the Taxi Group Ride Stand Program.
13 Good morning, again. Thank you for inviting me.
14 I'm here to testify about both the livery and taxi
15 group ride stand pilots, two new and exciting
16 transportation initiatives that the TLC has been
17 working on this past year. On January 15th of this
18 year, in the State of the City address, Mayor
19 Bloomberg asked the TLC to "experiment with a
20 common sense idea that will help New Yorkers
21 stretch their own dollars further. The option of
22 taking multiple fare taxi and livery rides from,
23 for example, airports and other locations, riders
24 will save money and drivers will make money. It's
25 a win-win. What's not to like?" Mr. Mayor, I

1 wholeheartedly agree, and so did the TLC's Board
2 of Commissioners, who voted unanimously on the May
3 28th of this year to approve two distinct pilot
4 programs to fulfill the Mayor's vision. I'll now
5 describe the details of both programs. First the
6 livery stand pilot program. This will allow
7 owners or operators of private property, at
8 locations within shopping centers, business
9 improvement districts, and other well trafficked
10 locations, to contract with livery bases, to
11 provide transportation services onsite, via a
12 satellite base. This pilot program will test the
13 use of licensed livery vehicles and livery stands,
14 to enhance service to passengers, providing for
15 more prompt, efficient, accountable and reliable
16 dispatch service from satellite based locations.
17 On December 1st of this year, the TLC released a
18 Notice of Opportunity to participate in the livery
19 stand pilot program. Until the deadline of
20 January 15th of 2010, the TLC will receive pilot
21 program proposals from private property owners, or
22 their representatives, and community car services,
23 who will partner with one another to establish
24 satellite base stands on private property. The
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2 Commission voted to approve the pilot program
3 without limitation on the number of participants;
4 however, our goal is to establish at least two
5 stands in each borough. This pilot program will
6 last for one year. Proposers must submit a
7 business plan that includes staffing by
8 dispatchers, courtesy phones, signage, insurance
9 information, sufficient off-street vehicle parking
10 spaces, and/or staging areas, vehicle availability
11 or service capacity, passenger demand or service
12 expectations, and hours of operation. Also,
13 applicants must address congestion mitigation;
14 methods to curb illegal for-hire vehicle activity,
15 demonstrate a lack of availability of alternative
16 modes of transportation, such as subways, buses or
17 yellow cabs; submit comparative passenger costs
18 for alternative transit modes; and also address
19 the stand's impact, most importantly, on the
20 quality of life of affected stakeholders, such as
21 neighboring businesses and residents in the
22 community. Once a livery stand is selected for
23 the pilot, the license base and the private
24 property owners, as well as any other interested
25 representatives or parties, such as for instance

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2 business improvement districts, they must
3 establish contractual relationships with one
4 another, and in addition these parties must also
5 sign a memorandum of understanding with the TLC
6 detailing the parameters of the pilot program,
7 including not only reporting requirements to the
8 TLC, but mandatory surveys and other methods to
9 evaluate customer, community and stakeholder
10 satisfaction. As for the yellow cab industry, the
11 group ride taxi stand pilot program was inspired
12 by similar measures that were included in the
13 City's transit strike contingency plans over the
14 years. And they were actually put the test as we
15 know, and implemented, during the 2005 transit
16 strike. This program focuses on yellow taxi cab
17 efficiency during peak hours, when passenger
18 demand for cabs is at its highest, while also
19 saving passengers money and increasing driver
20 earnings. The group rides will allow two to four
21 passengers to share a taxi ride from one of our
22 newly established stands. The taxi cab will
23 travel along a designated corridor to a final
24 destination for a flat fare of either three or
25 four dollars per passenger, which is on average 43

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2 percent lower than the standard metered fare for
3 those trips. Thanks to our taxi cab passenger
4 enhancement project, we were able to use GPS
5 enabled electronic trip sheet data to analyze
6 ridership trends, allowing us to choose the
7 locations and flat fare rates based on the
8 concentration of pick-ups and drop-offs, as well
9 as the average taxi fares paid. Six locations
10 were approved by the TLC Board of Commissioners
11 for the taxi group ride stand pilot program. The
12 hours of operation for all six stands are 6:00
13 a.m. through 10:00 a.m. The first three stands,
14 which we hope to have in operation within the next
15 few weeks, will originate from West 57th Street and
16 8th Avenue, West 72nd Street and Columbus, and East
17 72nd Street and 3rd Avenue. Each of the rides
18 originating from these stands will travel south on
19 Park Avenue, allowing passengers to exit the taxi
20 anywhere along this corridor as far south as 42nd
21 Street. The fares will be \$4 per passenger at the
22 72nd Street, and at the 72nd Street stands, on both
23 the east and west sides, and \$3 per passenger at
24 the 57th Street stand. The New York City
25 Department of Transportation has assisted the TLC

1
2 in developing signage at taxi group ride stands,
3 and has been very supportive by not only
4 prioritizing their work on this important project,
5 but helping to secure the most effective and
6 appropriate placement of these stands. The second
7 group of taxi stands, which are expected to be
8 operational in early 2010, will originate from
9 each of the major transportation hubs in Manhattan
10 midtown. Passengers from Grand Central Terminal,
11 Penn Station and the Port Authority Bus Terminal
12 will be able to travel north on 6th Avenue as far
13 as 59th Street, and once again may exit the cab
14 anywhere along 6th Avenue prior to the final
15 destination. The fares will be \$3 per passenger
16 at the Grand Central and Port Authority Bus
17 Terminal stands, and \$4 per passenger at the Penn
18 Station stand. We are also partnering with and
19 would like to thank the Grand Central and 34th
20 Street partnership bids, as well as the Port
21 Authority for their support commitment and work on
22 implementing these stands, as they have committed
23 not only to staffing them with their dispatchers
24 that they pay, but also may design and pay for the
25 signage as well. We were also looking to develop

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2 additional group ride stands at La Guardia Airport
3 and in the theater district, working with the Port
4 Authority and Times Square Alliance Bid,
5 respectively. We will discuss these locations
6 with our Board of Commissioners at our public
7 meeting this coming Thursday, December 17th. The
8 timing of these pilot prog--excuse me, the timing
9 of these pilot projects could not be better. And
10 although the livery and taxi stands are different
11 in how and where they will operate, they both have
12 many common benefits. Both pilots seek to help
13 the environment by encouraging and providing the
14 opportunity for passengers to share one vehicle,
15 as opposed to taking several separate rides.
16 During these challenging economic times, taxi
17 group rides provide an opportunity for both
18 drivers and passengers to put or keep more money
19 in their pockets. And it is my hope that
20 participating bases, as well, will set their rates
21 lower than normal as travel times to pick up
22 random fares may be reduced due to the livery
23 stand project. The taxi stands provide the
24 opportunity for passengers to hail taxis at high
25 demand times, when the ability to do so is

1 normally limited, if not impossible. And livery
2 passengers are also expected to have reduced wait
3 times for vehicles as they will be ready and
4 available at stands. I also believe that the
5 presence of dispatchers at both livery and taxi
6 group ride stands may discourage illegal for-hire
7 activity. As Mayor Bloomberg said, the idea is a
8 win-win. However, I must emphasize that with any
9 new idea or program, the actual implementation
10 often determines the degree of success, in terms
11 of location, operational details and promotion,
12 and that is why the TLC decided to conduct pilot
13 programs, where we can test how well these stands
14 work and retain the ability to make changes where
15 needed. Thank you for allowing me to testify, I'd
16 be happy to answer any questions you have.

18 CHAIRPERSON LIU: Well, thank you
19 very much for the testimony, and I think these are
20 two examples of innovation that takes place under
21 your leadership, and at the TLC. The, with regard
22 to the taxi group ride program, is that something
23 that is expected to, to enhance the revenue of the
24 drivers themselves, or could that possibly take
25 away from their income, which already has been

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strained in recent years?

MATTHEW DAUS: The answer is no. We chose to do these pilot programs based upon times when it's, it's peak usage. So, these are times when many passengers can't, already have cabs. So, no business is being taken away from them. And number two, you know, our recent stats show that earnings are constant and even up for cab drivers as a result of a variety of reasons, including most prominently, the credit cards that we put into the cabs, have led to not only a stable, stable earnings for the cab drivers, but even have seen tips and revenue go up slightly over the last year. Which is good for that industry, given the economic climate we're in.

CHAIRPERSON LIU: Okay, alright, well, I'm surprised you brought up that, that issue. We might get to that a little bit later. And then, there, there have been questions raised as to, you know, as, as you alluded to, the, the GPS system and the credit card system, that was not without its technical glitches. I think we can agree on that. Okay, maybe we won't agree on that. [laughs] But what, what about the

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2 technology that's necessary for the group ride
3 program? Both outside the taxi and also inside
4 the taxi, keeping track of possibly different
5 fares.

6 MATTHEW DAUS: Well, we'll be able
7 to use the electronic trip sheet data when the
8 pilot program actually starts to see how frequent
9 it's being used. And we're, and we're going to
10 know where the people are going, but we'll able,
11 be able to count the cabs. Also, you know, when
12 it comes to the use of the technology in a forward
13 thinking way for implementing the programs, it's
14 not necessary. I mean, basically, you need
15 signage, you need promotion, you need to get
16 people used to and accustomed to going to the
17 stands. And the dispatchers, and even TLC
18 enforcement at the beginning, when the stands are
19 up and running, will be there for a little while,
20 to make sure things run smoothly. But then we
21 want to hand it off to the dispatchers who will
22 group the people together and get them in the
23 cabs. No technology's needed to do that. You
24 know, but it's more, I see the GPS system playing
25 more of a role in terms of actually analyzing data

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to see whether the program is a success or not.

CHAIRPERSON LIU: Okay. And what about areas, as you know, there are some heavily traveled corridors, commuting corridors, outside Manhattan.

MATTHEW DAUS: Right.

CHAIRPERSON LIU: And it might make sense for this kind of taxi group ride program to be implemented in those areas, too. I don't know how difficult that might be, given that there are very few yellow taxi cabs in those areas to begin with. But is this something that could be extended to enhance the transportation options for people outside Manhattan, also?

MATTHEW DAUS: Yes, absolutely. We actually started the way we started because we wanted to put stands where both livery and yellow cabs already go. To, we basically looked at the data, the data showed us where all the cabs were going, that's where we set the stands up for the group rides. For the livery stands, the cars already go to shopping centers, transportation hubs, so we're going to start there, and then obviously there's a possibility, as we did in

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2 Flushing, little bit different, but you know, a
3 lot of the different transportation hubs outside
4 of the central business district now, may have the
5 opportunity to have more yellow cabs there, so
6 that is a possibility that we want to leave open
7 in the future, depending on the result of these
8 pilot findings.

9 CHAIRPERSON LIU: Okay. And, and
10 what about, beyond the, the convenience or
11 possible inconvenience for different passengers in
12 the same taxi, what about safety concerns? Both
13 for the driver and possibly for the other
14 passengers?

15 MATTHEW DAUS: Well, I, we really
16 don't envision any safety concerns, if you're
17 talking about people not wanting to travel with
18 other folks, if that's what you're getting at.
19 First of all, it's a consensual thing, you don't
20 have to get into the cab if you don't want to,
21 with somebody else.

22 CHAIRPERSON LIU: But what if
23 you're already in the cab, and somebody else is
24 about to come in?

25 MATTHEW DAUS: Well, we have a

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2 licensed and professional chaperone, called the
3 Yellow Cab driver, who is able to and has the
4 ability to take you where you need to go, and it's
5 no different, you know, you're basically always
6 with a third party. So we don't envision any
7 safety issues as a result. And if people aren't
8 into it, they don't have to take the stands. And
9 they don't have to go to those, and take those
10 rides. It's not, we did actually test it during
11 the 2005 transit strike, and there were no issues.
12 In fact, New Yorkers tend to like--

13 CHAIRPERSON LIU: So in other
14 words, so in other words, the, the first passenger
15 that gets into the cab, they have a full
16 expectation that there could be another passenger
17 coming in along the way.

18 MATTHEW DAUS: Well, they're all
19 going to be grouping together at a stand.

20 CHAIRPERSON LIU: Oh, I see, they
21 all start at the same--

22 MATTHEW DAUS: I mean, if they
23 don't, if they don't want to travel with somebody,
24 then they can just tell the dispatcher, "I'll wait
25 for the next person," but you know, we would

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2 rather that people, when they go to the stand,
3 it's for the order of the stand, that it's going
4 to be based upon who's in the line, 'cause they're
5 all going to the same destination, so there's
6 really going to be very little conversation about
7 "Where are you going?" It's not going to be about
8 that at all. The signage says where, where the
9 cab is going. You know, if, it's if people are
10 lining up at the stand, they'll see who's in front
11 of them and who's behind them at the stand. If
12 they don't like who's in front or behind them,
13 they can leave the stand or go at the end of the
14 line. But I think it's going to be first in line,
15 and people will be grouped up. And I envision
16 that they'll be maximizing the efficiency of the
17 cabs. I think as you, as you go along the sliding
18 scale, the drivers make more money when you have
19 three or four people in the cab. And we're going
20 to encourage the dispatchers to do that. So
21 everything is consensual. It's up front, there
22 won't be people picked up along the way, what you
23 see is what you get when you get to the stand. So
24 we don't envision any problems, and you know what,
25 Mr. Chairman, if there are, we will be, keep our

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2 eyes and ears open to them, and we will take
3 appropriate action.

4 CHAIRPERSON LIU: Alright. Let me
5 turn the floor over to my colleagues, Council
6 Member Ignizio has some questions.

7 COUNCIL MEMBER IGNIZIO: Thank you
8 very much. Thank you, Mr. Chairman, and as
9 always, I mean, I've been calling for a similar
10 pilot program to this, and I'm very happy to see
11 it coming primary to liveries. As you know, in my
12 area in Staten Island, we don't have Yellow Cabs
13 unless someone's taking from Manhattan, and we
14 don't have really the convenience that is part of
15 that. The main concern, I think, from livery
16 owners, base stations, whatnot, is going to be the
17 enforcement end of all this. Certainly I think
18 base stations will make more money, I think the
19 businesses will make more money because they'll
20 be, more, bringing people more conveniently. I
21 think the drivers will make more money. I think
22 the only issue where this could potentially break
23 down is when you have so-called dollar cabs, gypsy
24 cabs, whatever word you want to affix to them,
25 cutting into that business and saying, "It seems

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2 like it's legal now," so it kind of blurs the line
3 of that which is legal and that which is not. And
4 can you address that a little bit, please?

5 MATTHEW DAUS: Sure. And in fact,
6 I can understand the concern. The reason we did
7 this pilot program was to stop the illegal
8 activity, because what happens is, the prime
9 locations for these stands to be placed are high
10 trafficked areas: shopping malls are a perfect
11 example, where people are coming out of the
12 shopping mall, they have their bags in two, they
13 may have their favorite car services that they
14 call, but it may take some time to get there.
15 Here, I envision you walk out, you have your bags,
16 the cabs are stopped, they're not idling, in a
17 line, with a dispatcher. You just, you pile in
18 and hopefully even you can get, I'm hoping that
19 there'll even be reduced fares, compared to what
20 they usually charge customers. And maybe they
21 could even do group rides, too. There's nothing
22 preventing bases from doing group rides, at, on
23 livery stands as well. And we would encourage the
24 bases to do that. Right now, where you don't have
25 these stands set up, it is a free-for-all now.

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2 So, that's the problem. So the stands were
3 designed to tackle that problem 'cause once you
4 establish it as well as it's, as long as it's well
5 supervised, by both enforcement and by a
6 dispatcher, or the base that has the rights to
7 that stand, I think it could work. So there are
8 two things that are, two safeguards that we have.
9 Number one, our enforcement officers will be there
10 and will lend support at the very beginning. We
11 can't afford to keep them there at all times, but
12 we will periodically check up on them, and
13 certainly, and I envision when the stand first,
14 first gets going, when there's a real temptation
15 for illegal cars to come in, we will be there--

16 COUNCIL MEMBER IGNIZIO: Can I
17 interrupt you real quick on that matter?

18 MATTHEW DAUS: Sure.

19 COUNCIL MEMBER IGNIZIO: Does--does
20 that make is easier for you to enforce? Because
21 it's not cabs anywhere, it's kind of you can go to
22 where this livery stand is, on a roving basis,
23 once every three weeks, once every two weeks.

24 MATTHEW DAUS: Right.

25 COUNCIL MEMBER IGNIZIO: But you

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2 know where to go instead of patrolling just the
3 streets of Southern Staten Island.

4 MATTHEW DAUS: And the beauty of it
5 also is that you won't have passengers roving
6 around, they'll all know where to go, as well. So
7 by concentrating the focus on a small geographic
8 area, that makes it easier for enforcement, makes
9 it less likely that unaffiliated, unlicensed cars
10 are going to be crashing the stand. And most
11 importantly, the second point is, that we're going
12 to be looking, and this says this in the proposal
13 request, more favorably upon bases and shopping
14 centers and whoever that submit proposals that
15 have increased hours of dispatch service. I mean,
16 obviously in the middle of the night, or as it
17 gets later hours, we can understand maybe a
18 courtesy phone, but what we're encouraging is that
19 there be a dispatcher provided either by a third
20 party, the shopping center, or, or the base
21 itself, during peak hours, to help people get in
22 the cars. And that will help us to police as
23 well, because having that presence, and we've seen
24 this at, at Chairman Liu's taxi stand, with the
25 MTBOT in Flushing. You know, having that

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2 dispatcher there makes a big different. They're
3 the eyes and the ears. The illegal cars are less
4 likely to, to crash the stand when somebody's
5 there. And they can call us, they'll have a, the
6 ability to get on the phone with us pretty quickly
7 so that we can get down there, if there's a
8 situation. So those are the two safeguards, and
9 again, we're going to keep our eye on it, if it
10 becomes a problem, this is a pilot program.

11 COUNCIL MEMBER IGNIZIO: Right.

12 MATTHEW DAUS: It's not permanent,
13 and we would need to make the necessary tweaks to
14 it.

15 COUNCIL MEMBER IGNIZIO: Well,
16 thank you. I'm, and I think ultimately there will
17 be beneficial impacts, both to the consumer and to
18 the, and to the base station, but I, I think we
19 are going to have to be in touch as we go forward,
20 because the potential is that it's, you know, you
21 know, it opens up, it kind of legitimizes that
22 which is seen as a, you know, a negative right
23 now. But I want to work with you, I'm in support
24 of it, I've been supporting it for a long time,
25 and hopefully, you know, your agency and my office

1 can work to establish at the Staten Island Mall.

2 Thank you very much.

3 MATTHEW DAUS: Thank you.

4 CHAIRPERSON LIU: Thank you,
5 Council Member Ignizio. Council Member Brewer.

6 COUNCIL MEMBER BREWER: Thank you
7 very much. This is the first I'm hearing about
8 72nd and Columbus, and 57th and 8th, and I think
9 both, although, are in my district, although I
10 share 57th Street with Council Member Garodnick.
11 Have the community boards been notified?

12 [background voice] But they haven't had a
13 hearing.

14 SAMARA EPSTEIN: No.

15 COUNCIL MEMBER BREWER: In my
16 neighborhood, we don't do anything without a
17 hearing at the community board. So is this going
18 to have a hearing before it's implemented?

19 SAMARA EPSTEIN: I don't know, we
20 have, we've reached out to the community, but we
21 still have to talk to them. CB8 and the Upper
22 East Side had, does know about the stand, and we
23 have, they had a hearing about some other issues,
24 but it did come up at that meeting.
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2 COUNCIL MEMBER BREWER: Okay,
3 'cause I know I'm Community Board 7 and Community
4 Board 4, and I have a feeling they're going to be
5 very divided on this issue. And Albert is Chair
6 of Transportation, he sits on the MTA Board, and I
7 know, I think I speak for him, he does not like
8 this idea. And I can tell you that I have gotten
9 calls from older residents of the West Side who
10 have asked for this. But I think that before we
11 do anything, rather than have another, you should
12 have a hearing in the community, so that they're
13 a) aware of it, and b) there's some community
14 input.

15 MATTHEW DAUS: I mean, we can't
16 really force them to have a hearing, but we will--

17 COUNCIL MEMBER BREWER: No, they
18 could--

19 MATTHEW DAUS: --with working with
20 your office--

21 COUNCIL MEMBER BREWER: But I'm
22 saying before--

23 MATTHEW DAUS: We'll reach out to
24 them.

25 COUNCIL MEMBER BREWER: When is

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this supposed to be implemented?

MATTHEW DAUS: We, we did reach out to them, by the way.

COUNCIL MEMBER BREWER: I know, but reaching out--

MATTHEW DAUS: Just for the record.

COUNCIL MEMBER BREWER: --and a hearing are two different things.

MATTHEW DAUS: Correct.

COUNCIL MEMBER BREWER: So when is this supposed to be implemented? And can it be postponed until there's a community hearing?

MATTHEW DAUS: We, we are expecting to implement it as soon as we can get the stands up. I'm unaware that there's ever been a requirement that when you put a DOT stand up, that you need a hearing.

COUNCIL MEMBER BREWER: It's not a requirement, it's called common sense courtesy and community input.

MATTHEW DAUS: Right. Well, again, we'll reach out to them.

COUNCIL MEMBER BREWER: So we're not--

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2 MATTHEW DAUS: If they want to hold
3 a hearing, that's up to them, I can't force
4 community boards to hold a hearing.

5 COUNCIL MEMBER BREWER: Community
6 Board 7 and Community Board 4 love to have
7 hearings.

8 MATTHEW DAUS: Okay.

9 COUNCIL MEMBER BREWER: And they
10 always have people who show up. And this is, I
11 mean, with all due respect--

12 MATTHEW DAUS: We'd love to go if
13 they invite us.

14 COUNCIL MEMBER BREWER: I know, but
15 I'm just saying, before you implement it, you
16 should--

17 MATTHEW DAUS: Sure.

18 COUNCIL MEMBER BREWER: --have the
19 hearing, before you actually have this take place.
20 Because we do have busses, we have subways. It's
21 not hard to get a cab on the West Side, I'm the
22 expert. And I can tell you, it is not hard to get
23 a cab on the West Side. So, with all due respect,
24 the, I don't quite know the purpose of this.
25 There are some residents--

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MATTHEW DAUS: To save your res--
it's to save your constituents money--

COUNCIL MEMBER BREWER: Right, but
they can all--

MATTHEW DAUS: And to help the
environment and to make drivers earn more money.

COUNCIL MEMBER BREWER: - -

MATTHEW DAUS: It has nothing to do
with--

COUNCIL MEMBER BREWER: Well, we
have subways and busses, too. Two, two subway
lines and lots of busses.

MATTHEW DAUS: I understand that,
but we, we, just to clarify, it's not our intent
for these pilot programs to put stands where,
where people have necessarily difficult getting
cabs, per se. We actually took the data where
people--

COUNCIL MEMBER BREWER: So what is
the purpose? So, I just, I don't quite get the
purpose of this, I'm missing something.

MATTHEW DAUS: To save drive--to
make drivers earn more money--

COUNCIL MEMBER BREWER: Okay.

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2 MATTHEW DAUS: To help the
3 environment.

4 COUNCIL MEMBER BREWER: Okay.

5 MATTHEW DAUS: And to have
6 passengers pay less, your constituents.

7 COUNCIL MEMBER BREWER: Okay.

8 MATTHEW DAUS: That's the purpose.
9 We actually, there may be a use for these stands
10 in the future, to put them in locations where cabs
11 don't ordinarily go, if there's awareness. But
12 what we basically did, Council Member, is we
13 looked at the trend of, in your particular
14 district, where people are being picked up and
15 dropped off, and it showed that, yes, you are
16 correct, there's a large number of people that do
17 have no problem getting cabs there.

18 COUNCIL MEMBER BREWER: No problem.

19 MATTHEW DAUS: And they're all
20 going to one location, alright.

21 COUNCIL MEMBER BREWER: Where are
22 we going?

23 MATTHEW DAUS: But there may be
24 more people.

25 COUNCIL MEMBER BREWER: Where are

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we going, this one location?

MATTHEW DAUS: Going, going down to
42nd Street and to midtown proper.

COUNCIL MEMBER BREWER: Okay.
Okay--

MATTHEW DAUS: So, but again, on
the community board issue, we will work with your
office--

COUNCIL MEMBER BREWER: You, Board
4 and Board 7.

MATTHEW DAUS: --and the community
board, yes.

COUNCIL MEMBER BREWER: Will want
to have a hearing, because they have, there's a
big division on whether people want this or not.
I'm just saying, telling you--

MATTHEW DAUS: Okay, that's fair
enough, and we'll, we'll do that.

COUNCIL MEMBER BREWER: --because
we've had, it has come up often, and it's been, I
don't know if it's divided or not, but we will be
glad to have lots of people at the hearing.

Number two, how do you measure success? You, I
mean, you're doing a pilot, how long and how do

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you measure the success?

[background voices]

SAMARA EPSTEIN: I mean, I think we're going to be looking at the trip sheet data as the Chair mentioned, but really I think we measure success by people using it and liking it and we're going to go out there and talk to people that use it. It's voluntary, so I think another part of it is that folks that decide not to use it have no problem with it, because they don't have to if they don't want to.

COUNCIL MEMBER BREWER: Of course not.

SAMARA EPSTEIN: And talking to the drivers and see how it works for them. So it'll be a combination of data and actual feedback from individuals that use it.

COUNCIL MEMBER BREWER: And will it be a survey, per se, online, piece of paper? How will the measurements be done? How--will it be just talking, will it be posted on the web? How will people know what successful is?

SAMARA EPSTEIN: We've actually discussed how we want to do a survey. Definitely

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2 we want to do a survey. We haven't decided yet if
3 it's best for us to hand it out at the stand and
4 talk to people in the mornings, that are using it;
5 if we should post it online; if we should do a
6 combination of both. And that's something that if
7 you have an opinion on, what you think is the best
8 way to reach out to people, we're happy to talk to
9 you about that.

10 COUNCIL MEMBER BREWER: Okay, but I
11 do think that should be part of the discussion.
12 What is success? How do you measure it?
13 Obviously I think everything should be on the web,
14 in public. I mean, the surveys should be public.
15 Data should be public. Real time is always great.
16 Etc. So, I do think you need to have that, but
17 I'd like to have some timeline on what is the
18 pilot timeline and how are you going to measure
19 it? Board 7 is going to have a fit if they don't
20 know about this, I'm just telling you right now.
21 Penny Ryan, you're going to have to take her on.

22 MATTHEW DAUS: We will talk to them
23 before we get started, I promise you that.

24 COUNCIL MEMBER BREWER: Okay. I am
25 telling you. And then the final issue is

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2 enforcement, again, I know you described it, but
3 can you just be a little bit more specific. I
4 mean, in my neighbor--you know the neighborhood,
5 it's busy, you really you can get a cab. I
6 understand that you're trying to save the
7 environment, there's lots of ways of doing it, I
8 don't know if this is the best. Taking the subway
9 is another way. But the issue is how are you
10 going to do the enforcement? Like somebody can
11 pull in front of somebody else, that's what people
12 do. How are you going to do this enforcement? I
13 mean, what does enforcement mean?

14 MATTHEW DAUS: Well, we would have
15 enforcement officers there to help keep order at
16 the Yellow Cab stands.

17 COUNCIL MEMBER BREWER: Right, but
18 only at the beginning, you said, 'cause of the
19 cost of--

20 MATTHEW DAUS: Well, if there's a
21 problem, I mean, we'll be working with the
22 dispatchers to respond. I envision more of a
23 problem with the livery, with the livery stands,
24 quite frankly.

25 COUNCIL MEMBER BREWER: Right.

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MATTHEW DAUS: But--

COUNCIL MEMBER BREWER: So livery,
so can livery--

MATTHEW DAUS: Because everybody
expects, Council Member, there to be Yellow Cabs
there. I mean, we have a problem at the hotels
now where you have these black cars that come in
and poach business from the Yellow Cabs, picking
up when they're not supposed to.

COUNCIL MEMBER BREWER: They were
doing it at Lincoln Center the other night, too,
just so you know. - -

MATTHEW DAUS: Yes, and we're going
to be addressing that separately. But I, what I
would say is that that could happen, yes, it's not
as likely as, it will happen at the livery stands,
'cause everybody kind of blends in at a livery
stand, you know, they all, the community car
services, they, you know, they all look the same -
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COUNCIL MEMBER BREWER: And I took
one this morning, illegally, just so you know.

MATTHEW DAUS: You've--this is not
the first time you've said you had.

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2 COUNCIL MEMBER BREWER: I do it all
3 the time.

4 MATTHEW DAUS: I wouldn't encourage
5 it, but it's, it's your decision.

6 COUNCIL MEMBER BREWER: There were
7 no Yellow Cabs so I took one. [laughter]
8 Alright, thank you very much.

9 CHAIRPERSON LIU: Thank you,
10 Council Member Brewer. [laughter] Not sure that--
11 --well, in any event--

12 MATTHEW DAUS: At least she's
13 honest.

14 COUNCIL MEMBER BREWER: All the
15 time - -

16 CHAIRPERSON LIU: But--I certainly
17 would, would advise the TLC to take heed of
18 Council Member Brewer's suggestions with regard to
19 informing the Community Board and--

20 MATTHEW DAUS: Yes.

21 CHAIRPERSON LIU: --giving them
22 some opportunity to provide their suggestions. We
23 have questions from Council Member Koppell.

24 COUNCIL MEMBER KOPPELL: Thank you.
25 I don't know if the Chairman remembers, but the

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subject of having livery cabs go from cab stands--

CHAIRPERSON LIU: I well remember.

COUNCIL MEMBER KOPPELL: Pardon me?

CHAIRPERSON LIU: I do remember.

COUNCIL MEMBER KOPPELL: You
remember. I was talking about the Chairman of the
Commission.

CHAIRPERSON LIU: The penguin
comment?

COUNCIL MEMBER KOPPELL: But you
both remember ,and yes, the "see no more penguins
and no more Yellow Cabs" since then.

MATTHEW DAUS: Well, there's a lot
of penguins in the zoo up there.

COUNCIL MEMBER KOPPELL: Yeah,
well, in the zoo, that's true. But anyway, the
zoo is not my district, though, although it's next
door. But, I am concerned about, I'm glad you're
doing this, because it's something that we talked
about. But I'm concerned about some of the
apparent restrictions. Because while it is true
that there are locations I can think of in my
area, the Target store on 225th Street is one that
comes immediately to mind, where they could have--

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2 the Target people or the shopping center people
3 organize something like this--there are other
4 locations where there isn't private property where
5 this can be located. And the prime location that
6 you and I have discussed on and off for many years
7 is 231st Street and Broadway, which is a very
8 heavily utilized hub, and--I wanted you to hear
9 what I had to say, so I stopped.

10 MATTHEW DAUS: I'm sorry.

11 COUNCIL MEMBER KOPPELL: When
12 you're ready, tell me.

13 MATTHEW DAUS: The Target on 235th
14 Street, you said?

15 COUNCIL MEMBER KOPPELL: No, 231st
16 Street and Broadway.

17 MATTHEW DAUS: 231st, okay.

18 COUNCIL MEMBER KOPPELL: 231st
19 Street and Broadway is a very heavily utilized
20 hub, and it serves the Riverdale community, which
21 is at the top of a hill, as you may know. And to
22 231st Street and Broadway is at the bottom of the
23 hill. And while there is bus service, many people
24 like to get off the subway and get into a cab or a
25 livery cab. And right now, I believe it's

1 serviced primarily by livery cabs, many of them
2 are probably gypsy cabs. I know that there's a
3 line there every day now. As there was many, many
4 years ago a line of Yellow Cabs. I remember it,
5 I'm old enough, but no more. So, I don't know how
6 it would work there. We do have a bid, which is
7 one thing you mentioned, but the bid doesn't own
8 that location, it's a public street. It has a
9 taxi stand sign, and there's room for four or five
10 cabs to stand, and other ones line up sort of
11 behind, double parked, which is not too bad. But
12 I don't know whether your proposal in, would
13 allow, I mean, should I call the bid and say,
14 "Let's see if we can work something out here?" Or
15 is it not possible because it's a public street,
16 it's not private property?

18 MATTHEW DAUS: Well, I certainly
19 would encourage you, especially if you have a
20 relationship with the bid, to talk to them about
21 what their ideas are. We sent the proposals, the
22 request for proposals to the bids themselves, and
23 we're going to be meeting with the manager's
24 association in the near future. You know, they,
25 they don't necessarily have to submit a plan, but

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2 we envision them as the critical partners because
3 they have the resources that they can actually
4 help, as bids have in the past, hire dispatchers,
5 pay for signage. They know the needs of the
6 business, businesses, as well, that are their
7 members. And so they're a great party to talk to,
8 so I would encourage you to do that. We will
9 certainly look at the site, the Target would be
10 eligible for this. We decided to go with private
11 property first, because legally we believe that
12 it's something that we could do a lot more
13 quickly. If you start using the public streets,
14 which we are not ruling out, if this, if the pilot
15 is successful as a model, there's a lot, lot of,
16 lot more legal hurdles I believe we have to go
17 through to do it on the public street. So that's
18 something that we're not ruling out. So, to
19 answer your question, that would be the second
20 phase of this if the first phase works. Private
21 property is easier legally, it's their property,
22 their agreements, their land, for the livery
23 stands. And it just seemed to make a lot of sense
24 to start there, but not to end there.

25 COUNCIL MEMBER KOPPELL: Well, all

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2 I, all I can say, Mr. Chairman, on that, is that
3 that's quite disappointing to me, because we don't
4 have so many private property places where this
5 would be likely to be successful at a high volume.
6 I mean, there are other stores, we have a Stop-n-
7 Shop, maybe it could work there, I'm not sure, at,
8 that's at about 234th Street and Broadway, not too
9 far from 231st. 231st and Broadway is a perfect
10 place where there should--where there [laughs]
11 where there is a cab stand, it's just illegally,
12 illegally used. And I would really urge you to
13 look into at least there, doing some sort of pilot
14 project, because it, you know, as I say, right
15 now, it's just used, but it's used illegally, I
16 suppose we should try and have something that
17 functions legally.

18 MATTHEW DAUS: Okay, we'll look at
19 that.

20 CHAIRPERSON LIU: Thank you very
21 much, Council Member Koppell. Questions from
22 Council Member Rodriguez.

23 COUNCIL MEMBER RODRIGUEZ: Is there
24 any opposition to this by - -, and if so, what are
25 those opposition?

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2 MATTHEW DAUS: By the way,
3 congratulations on your election, as well. I look
4 forward to working with you, you represent a very
5 important district to us, especially for the
6 livery industry. We have not heard any
7 opposition, I haven't, in a major way, from the
8 Yellow Cab industry as a whole. I can tell you
9 that the livery industry has indicated they are
10 concerned about the illegal activity. But what
11 I've tried to explain to them, as I explained to
12 the Council Members, is that our goal is to try to
13 put the stands there to stop or curtail the
14 illegal activity. It's our hope that it will
15 work, I believe that if it's done correctly, it
16 will. So those are the primary concerns that I
17 have heard. And, you know, other concerns I've
18 heard are, you know, people, they already have
19 some business at these places, and there's
20 obviously going to be some competition. I mean,
21 if Stop-n-Shop or Target decide they want to do
22 something, I would envision that one or more bases
23 might be in competition with one another to get
24 that real estate, and to get that stand. So,
25 that's, that's something less of a criticism, more

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2 creating competition, which ultimately is good for
3 the consumer, and again, I think there maybe a
4 misunderstanding about this, as well. It's not
5 necessarily an exclusive base that would get the
6 stand, if a shopping center chooses to partner
7 with two or three bases, work it out, they can do
8 that as well.

9 COUNCIL MEMBER RODRIGUEZ: What
10 about, how, how can our community participate in
11 this initiative?

12 MALE VOICE: Speak a little louder,
13 please.

14 COUNCIL MEMBER RODRIGUEZ: How can
15 our community get involved in this pilot project?

16 MATTHEW DAUS: We love to, we
17 should probably meet with you, and you know, walk
18 you through it, since there are a lot of issues,
19 obviously, as a new member, affecting you. So,
20 we'll sit down with you, walk you through it, and
21 I would encourage you to actually, you know,
22 approach the industry and maybe--I don't know if
23 there, there may be, is there a business
24 improvement district in your--we should have a
25 meeting with them, maybe, and see if we can get

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2 that working. 'Cause they, sometimes the bids, I
3 think, have the best ideas on the business needs
4 of, of where they're looking to have their
5 customers. They know what their complaints are,
6 they know--and there may not be any complaints,
7 too. It may just be that they want to get better
8 service, they want to clear people out of their
9 parking lots. People obviously either park
10 somewhere or they're taking a livery cab at some
11 of these shopping centers. And you know, the more
12 quickly we move passengers out of a parking lot,
13 the safer it is for everybody. So, by having a
14 stand with signage, getting two-three people in a
15 cab, four people in a cab, a livery cab, getting
16 them out of there, that's a good thing for
17 everybody, even if there aren't complaints now.
18 So we'll, we'll work with you and we'll have a
19 meeting, and maybe we'll meet with some of the
20 stakeholders in the community and see if they can
21 put an application in.

22 CHAIRPERSON LIU: Thank you,
23 Council Member Rodriguez. Council Member
24 Garodnick.

25 COUNCIL MEMBER GARODNICK: Thank

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2 you, Mr. Chairman. I just want to go back, I
3 missed a couple of your answers to questions from
4 Council Member Brewer. But I wanted to talk about
5 the proposed locations. You threw out a few of
6 them: 57th and 8th, 72nd and Columbus, and East 72nd
7 and 3rd. Of course, 72nd and 3rd is, is in my turf,
8 and I wanted to understand from you, number one,
9 and forgive me that I don't know this offhand, was
10 there a hearing of Community Board 8 on this
11 subject?

12 SAMARA EPSTEIN: No, there has not
13 been one.

14 COUNCIL MEMBER GARODNICK: There
15 was no Community Board 8 hearing? So is there a
16 community board resolution on the subject?

17 MATTHEW DAUS: Not that I'm aware
18 of. I believe we have reached out to the
19 community boards, as I indicated previously. We
20 usually don't ask them for hearings. If they want
21 us to come to a hearing, we're always there.

22 COUNCIL MEMBER GARODNICK: Okay,
23 well I guess--

24 MATTHEW DAUS: - - be, if you want
25 us to talk to them about--

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COUNCIL MEMBER GARODNICK: I do.

MATTHEW DAUS: --this, we will.

COUNCIL MEMBER GARODNICK: I do, because I, at best, I think that this will be a mixed review.

MATTHEW DAUS: Okay.

COUNCIL MEMBER GARODNICK: Particularly at 72nd and 3rd, and it also sounds like you are sending all of this traffic down Park Avenue, which is also in this particular community board, Community Board 8, at least down to 59th Street. And I think that there are going to be concerns about that, as well. So, you noted here that you were planning on having this in operation within the next few weeks. I'd like to ask that you visit the community board before you do that.

MATTHEW DAUS: Sure.

COUNCIL MEMBER GARODNICK: Because I'm sure that they will have something to say.

MATTHEW DAUS: Not a problem. Absolutely.

COUNCIL MEMBER GARODNICK: Okay, great. And do you have a sense as to how many additional cars that would add in southbound

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traffic on Park Avenue?

MATTHEW DAUS: I don't, I don't know if it will add much more. I mean, basically, they're already going there. If you look at the map, and I can show, I mean, you can have it. Here it is. I'll show this to you, but basically, you know, we have a map of all the pickups and discharges. We selected this stand based upon where people are already going. So here's--for the East 72nd Street and 3rd Avenue stand, for instance, if four passengers get in at the stand, which isn't more cars on the road, it's probably the same number, unless it becomes a really hot item. There may be more Yellow Cabs showing up because of the business, but ultimately it's supply and demand; if, there'll be a nice ebb and flow of cabs coming and people being picked up. A group fare would be about \$16, that's \$4 per person. The driver would make an additional \$9.37 more than the average fare; the average fare on the meter based on our data is \$6.63 from East 72nd and 3rd down to 42nd and Park. So, basically, drivers would earn \$9.37 more, and passengers would save \$2.63 each. And I'll be happy to share

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2 this with you, but basically, you know, these,
3 these maps show the whole picture. So, we don't
4 anticipate that much more Yellow Cabs coming down.
5 But that's something, obviously, that we would
6 monitor very closely and our data would show
7 whether there's an increase or a decrease.

8 COUNCIL MEMBER GARODNICK: Has D--
9 has DOT taken a look at--is this--

10 MATTHEW DAUS: Yes.

11 COUNCIL MEMBER GARODNICK: Is that
12 where this is from?

13 MATTHEW DAUS: Yes, no that's us.

14 COUNCIL MEMBER GARODNICK: This is
15 you.

16 MATTHEW DAUS: That's our GPS
17 generated data that we put on Global Information
18 System software. You know, basically we tried to
19 track where exactly the cabs are going.

20 COUNCIL MEMBER GARODNICK: And your
21 proposal for 72nd and 3rd is to have a stand at
22 which corner?

23 SAMARA EPSTEIN: Yeah, we have to
24 check with DOT, I can't remember the exact
25 intersection. They went and checked it out and

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2 did their whole traffic analysis. But I can't
3 remember which corner it is.

4 COUNCIL MEMBER GARODNICK: Okay, I
5 mean, I--I just, I got to tell you--

6 MATTHEW DAUS: Right.

7 COUNCIL MEMBER GARODNICK: To sit
8 here at a hearing before the City Council without,
9 number one, not knowing precisely the corner in
10 our various districts where you're planning on
11 doing this, with this really being somewhat of a
12 surprise to many of us here, and without any prior
13 hearing or active consultation with the local
14 community, it's troubling to, to be in this
15 position, because frankly we don't even have all
16 the information we would need to be able to, to
17 weigh in on the subject. And it may not be the
18 worst idea in the world, but it certainly feels
19 like we are moving it in a way that procedurally
20 everybody is going to object. So I think we need
21 to just--

22 MATTHEW DAUS: Right. Well--

23 COUNCIL MEMBER GARODNICK: --take a
24 deep breath, slow it down--

25 MATTHEW DAUS: If I could--

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2 COUNCIL MEMBER GARODNICK: Consult
3 with the community a little before we go forward.

4 MATTHEW DAUS: If I could just
5 respond, there may be a misunderstanding on where
6 we are. We have not finalized this, by any means.
7 I mean, my hope is that we could finalize it
8 quickly. You know, we have not finalized the
9 exact locations with DOT. We are, they are
10 expediting them for us, and they are the experts
11 in determining from a safety standpoint where the
12 stands should go. So I don't want any of the
13 Council Members, 'cause I think there's a
14 misimpression that we're like good to go on this,
15 but--

16 COUNCIL MEMBER GARODNICK: Well,
17 I'll tell--

18 MATTHEW DAUS: --we are not--we're
19 moving quickly, and we'd like to get it done in
20 the next couple weeks, but if we can't, obviously
21 we can't. So--

22 COUNCIL MEMBER GARODNICK: Okay,
23 well, I mean [crosstalk]

24 MATTHEW DAUS: I didn't announce
25 it--

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2 COUNCIL MEMBER GARODNICK: --the
3 misimpression comes from your, comes from your
4 testimony, which said, just so you know, "The
5 first three stands which we hope to have in
6 operation within the next few weeks will originate
7 from--" and then you gave the three addr--

8 MATTHEW DAUS: Right.

9 COUNCIL MEMBER GARODNICK: So, if
10 this was a, "Here's what we're considering, here's
11 what we're proposing, we'd like to have community
12 feedback, we'd like to have your community
13 feedback" I'm sure we wouldn't have not been left
14 with that impression.

15 MATTHEW DAUS: Right.

16 COUNCIL MEMBER GARODNICK: But I,
17 but maybe I'm, maybe--

18 MATTHEW DAUS: I apologize for
19 that. The operative word in my mind was "hope,"
20 but I will amend my testimony to put community
21 feedback in there. And we've, in our view, when
22 we reach out to the community boards, we get their
23 feedback, we'll do that more proactively, given
24 you, both of your concerns about those particular
25 boards, and we'll involve you and coordinate with

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your office in that process.

COUNCIL MEMBER GARODNICK: Thank you very much, I mean, Council Member Brewer's and my community boards certainly are not shy, and they will share with you their views.

MATTHEW DAUS: Yes, I'm well aware of them, as well. They have some very strongly held views on this, yes.

COUNCIL MEMBER GARODNICK: Thank you, Mr. Chairman. Both Chairmen.

CHAIRPERSON LIU: Thank, thank you very much. And I, I think it's important to listen carefully to what Council Member Brewer and Council Member Garodnick have stated. I think, you know, I do, as Chair of this Committee, want to, to emphasize as Chairman Daus said, that this is hearing to, to listen to what's going on with this program. And I don't believe anything is set in stone, that's why we're having this hearing. So, I hope you'll take that to heart. You know, we all know about the road that's, that's paved with good intentions. And so we just want to make sure that, you know, for me as Chairperson of this Committee, I think these concepts are generally

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2 good, I think they enhance the ability of our
3 constituents to get more service, better service,
4 cheaper service, and achieve a number of goals for
5 drivers and for the environment as well. But
6 again, you know, there are, we have a system where
7 we look for community review, we look for
8 oversight from the legislative branch of
9 government, and so the executive branch can have
10 the best ideas, but it's always good to kind of
11 flesh out these ideas. And so, take a close
12 listen to what Gale and Dan have to say. We have
13 questions from Council Member Reyna.

14 COUNCIL MEMBER REYNA: Thank you,
15 Mr. Chair. And I just wanted to make sure that I
16 had the opportunity to thank our Chair for his
17 service to the Council, to this Committee, to all
18 New Yorkers throughout, and may he have much more
19 success, because this is not the end, obviously,
20 this is only the beginning. I wanted to just
21 share the importance of community input, as
22 Council Member Garodnick had mentioned. He and I
23 have had intimate discussions about how important
24 process and community input is on other matters.
25 Some are applied efficiently elsewhere, where

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2 necessary, and you know, we want to make sure that
3 if we're, if there's going to be a program with
4 success, that it's going to begin to eliminate
5 flaws, and a lack of communication could by far,
6 you know, hit the ground running, to not allow
7 success to occur. And I'm trying to understand as
8 far as the taxi group ride stand pilot program, is
9 this just going to be a Manhattan group stand
10 program? Or is this going to eventually spill
11 into the outer boroughs?

12 MATTHEW DAUS: Well, it's our, it's
13 our hope that if it is successful, we will put it
14 outside of the central business district, if we
15 could. We decided to limit it to the areas, all
16 stands, of where the particular type of vehicle
17 currently is used. So, we looked at the Yellow
18 Cabs in the central business district, and the
19 data that, the places that we selected them, it
20 made most sense to us where the cabs are and where
21 they're going mostly. So that's, those are areas
22 where it makes sense, because you have a lot of
23 people, clearly. We'll never know how many people
24 were trying to get cabs but couldn't, but
25 certainly you can have [background voice] a good

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2 [laughs] a good assumption--Well, I guess if you
3 take an illegal cab, then there must be a problem
4 getting a Yellow Cab. Certainly those, those
5 areas call for this stand to be a particular good
6 placement, and make it successful, because we know
7 the people are there, and we know the cabs are
8 already going there.

9 COUNCIL MEMBER REYNA: So, I just
10 needed to understand, as far as the group stand is
11 concerned--

12 MATTHEW DAUS: Yes.

13 COUNCIL MEMBER REYNA: Is there,
14 was there a measure of low service areas involved
15 in this program?

16 MATTHEW DAUS: Not yet.

17 COUNCIL MEMBER REYNA: Okay, so
18 this is not driven by low service areas.

19 MATTHEW DAUS: No, it's driven by
20 high demand, peak hours. Now, that's to say, not
21 to say that we can't do group ride stands at lower
22 peak areas and times. But the purpose of the
23 pilot is to, let's try something which we think
24 should be a no-brainer and see if that works, and
25 try to come up with a paradigm or a model for how

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it works.

COUNCIL MEMBER REYNA: And what is the cost to have this program to the driver? To participate in a pilot program where there's a group ride stand?

MATTHEW DAUS: Well, there's no cost, it's all gain. The drivers--

COUNCIL MEMBER REYNA: There's not cost to the base? There's no cost to the fleet? There's not cost to--

MATTHEW DAUS: There's not, there's no cost to the Yellow Cab driver. Yellow Cab drivers will make money.

COUNCIL MEMBER REYNA: No, no, that's not my question. The base, is there a cost, is there a base--

MATTHEW DAUS: Oh, for the livery stands.

COUNCIL MEMBER REYNA: --cost to the--

MATTHEW DAUS: Yes. There may be.

COUNCIL MEMBER REYNA: And so, and so who's paying for that?

MATTHEW DAUS: Well, really, it's

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hard to say what the cost could be. We're--

COUNCIL MEMBER REYNA: Because this is, this is carpooling. I mean, we're--

MATTHEW DAUS: Well, if I could just back up. We, we--we're kind of relying heavily on the private sector for the livery stand pilot program, to come up with what they believe will work best for them. And we're kind of going to be looking at what they're submissions are. It's almost like a proposal process. We're not saying it has to be done X, Y and Z. We are saying there are certain things you need to do: you have to have a plan, you have to have signage, you have to have dispatchers. That'll be viewed more favorably. You have to make sure that you get the input and analyze community needs.

COUNCIL MEMBER REYNA: Mr. Chair, I'm sorry, I just, it's just that we, we're in pre-stated right now, and so we're going to be moving into stated--

MATTHEW DAUS: Right.

COUNCIL MEMBER REYNA: --very quickly, and it's a recessed meeting, so that we're, I don't want to distract from a very direct

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2 answer, because it helps us just move along. I
3 just need to understand what is the cost
4 associated, whether that's the group ride stand
5 pilot program, or--and the livery stand pilot
6 program--to operate--

7 MATTHEW DAUS: The cost to who?

8 COUNCIL MEMBER REYNA: Well, that's
9 what I'm trying to determine.

10 MATTHEW DAUS: Okay. I'll, as
11 briefly as I can.

12 COUNCIL MEMBER REYNA: Very
13 quickly.

14 MATTHEW DAUS: As briefly as I can.
15 The Yellow Cabs, there's no cost to the driver,
16 the driver makes money, the passenger makes money.
17 There will be a cost, obviously, if bids are
18 involved, they will have to pay dispatchers--

19 COUNCIL MEMBER REYNA: If bids are
20 involved at the group ride stand?

21 MATTHEW DAUS: At the taxi cab
22 group ride stands in Manhattan, yes.

23 COUNCIL MEMBER REYNA: And so that
24 cost is associated if a bid is going to
25 participate?

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2 MATTHEW DAUS: Well, three bids are
3 participating.

4 COUNCIL MEMBER REYNA: Three bids
5 are participating.

6 MATTHEW DAUS: And they're, they're
7 going to pay for the signage--

8 COUNCIL MEMBER REYNA: And the cost
9 is?

10 MATTHEW DAUS: I don't know what
11 the exact amount is of their salaries, we can get
12 that to you.

13 COUNCIL MEMBER REYNA: So the bids
14 are going to, essentially, take on the cost of
15 sponsoring a group ride stand?

16 MATTHEW DAUS: I'm sorry? I missed
17 that last question.

18 COUNCIL MEMBER REYNA: Is the group
19 ride stand going to be sponsored by the bid?

20 MATTHEW DAUS: Well, they are going
21 to be sponsoring it, yes. They are going to be
22 paying for the dispatchers and paying for signage
23 in some instances.

24 COUNCIL MEMBER REYNA: And so
25 there's no--

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2 MATTHEW DAUS: And kiosks, too,
3 well they already have a kiosk at 42nd Street.
4 This is something they already do.

5 COUNCIL MEMBER REYNA: Right. And
6 as far as the livery stand pilot program, is--what
7 is the cost to the base?

8 MATTHEW DAUS: I can't really
9 answer that question because, like I said, we're
10 relying on them to come up with a proposal for us.
11 And there may be instances where they can partner
12 and have a relationship where they'll make money;
13 and there may be instances where there may be
14 upfront costs for them. They'll obvious, it
15 really depends on how you structure it. I mean,
16 it's possible, like I said earlier, that there'll
17 be no cost for a dispatcher because it could just
18 be that maybe the shopping center is going to, as
19 part of their contractual arrangement, pay for the
20 dispatcher, not the base. It really depends on
21 who you structure, it and we did not put
22 parameters on how to structure it. We just want
23 you to have a plan that makes sense, and we'll
24 look at it, and we'll see if it makes sense. Now,
25 obviously, if they put the plan forward, Council

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2 Member, they're comfortable with the costs
3 involved. And however that's born. If they
4 decide that they don't want to partake, then they
5 don't submit anything. So I can't answer that
6 question, I can't say that there's going to be,
7 you know, certain fixed costs for the base. But
8 in terms of just general logistics, I would
9 envision a dispatcher's going to have to be paid
10 by somebody, a courtesy phone will have to be
11 installed, signage will have to be paid for. So
12 those I think are the basic cost items, how much
13 that's going to cost and who's going to pay it,
14 will be up to the people that are partnering with
15 one another.

16 COUNCIL MEMBER REYNA: And this is
17 only because that's how you're structuring it.
18 Your RFP is going to include, or your RFQ, is
19 going to include those items.

20 MATTHEW DAUS: In a generic sense.

21 COUNCIL MEMBER REYNA: Correct.

22 MATTHEW DAUS: We're asking them to
23 come up with a plan. You know, it's not like a
24 bid for widgets where we say, "You must have A, B
25 and C and it must cost this," it's more like

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2 tantamount to an RFP, where you're asking somebody
3 to provide a service, and how are you going to do
4 it best and what's it going to cost, and who's
5 going to do it with you? So, it's a, it's a
6 little vague in some ways, intentionally, so that
7 the private business owners and the bids can come
8 up with a plan that makes sense for them. We
9 don't want to micromanage them, 'cause they know
10 this business better than us. We're just going to
11 look at it and make sure that it makes sense.

12 COUNCIL MEMBER REYNA: I--I
13 appreciate the time you took to quickly just
14 answer those questions. I want to understand
15 further, and in addition to this I just want to
16 make sure that we get to sit down concerning the
17 workers compensation bill that was in effect in
18 just the last couple of weeks, from State
19 legislation that was signed by the Governor last
20 year, imposed on the industry. And you know, very
21 little is out there, but we're getting massive
22 reaction by drivers. And I don't know if TLC has
23 sent out some type of notification on this, or has
24 had any type of meeting sponsored to deal with
25 this reaction.

1
2 MATTHEW DAUS: Right, yeah, it's,
3 the law's coming into effect on January 1, we
4 should meet with you before then.

5 COUNCIL MEMBER REYNA: Thank you.

6 CHAIRPERSON LIU: Thank you,
7 Council Member Reyna. With that, Matt, thank you
8 very much, to you and your team. And--

9 MATTHEW DAUS: Thank you.

10 CHAIRPERSON LIU: Best wishes in
11 the coming few months and years.

12 MATTHEW DAUS: Same to you.

13 CHAIRPERSON LIU: You ready for
14 another four?

15 MATTHEW DAUS: It's been real.

16 CHAIRPERSON LIU: [laughs] Thank
17 you. Let me call our next panel, consisting of
18 Osman Chowdhury and Bill Lindauer; to be followed
19 by a panel consisting of Joe Giannetto, Peter
20 Mazur and David Pollack. As I indicated at the
21 beginning of this hearing, we, we--had just
22 unexpectedly and very lately scheduled a meeting
23 of the full City Council, and so that is about to
24 commence shortly, which is why members are across
25 the street in the Council Chambers. And at some

1
2 point, if we're not through this pretty quickly,
3 we may have to recess this so I can get over there
4 to cast my vote, as well. Bill, keep it real,
5 please.

6 BILL LINDAUER: Oh, John, congratu-

7 -

8 CHAIRPERSON LIU: Let's go.

9 BILL LINDAUER: Congratulations on
10 being elected comptroller, and I'll miss these get
11 togethers here with you. But I know you're going
12 on to bigger and better things. And one of my
13 most treasured moments was back in May of 2008
14 when you made Matthew Daus squirm, his knees
15 shake. I, I appreciated that intense grilling of
16 the Chairman.

17 CHAIRPERSON LIU: Bill, do you know
18 what this hearing is about?

19 BILL LINDAUER: Yeah, so--

20 [laughter]

21 CHAIRPERSON LIU: Okay, let's get
22 on to it.

23 BILL LINDAUER: Okay. I'm not as
24 optimistic as Matthew Daus about the benefits to
25 drivers. First of all, if one cab has three or

1
2 four people, that means three cabs have nobody.
3 They're cruising empty. There is not that demand.
4 And people do not want to ride with complete
5 strangers. If they do, they take the bus or the
6 subway. Incidentally, I don't think the MTA will
7 be enamored of this plan, 'cause they're suffering
8 enough. And another question is, who pays the 50
9 cent MTA tax on each ride? And--and how
10 successful was the sharing the ride program at La
11 Guardia, which has been in effect for many years,
12 I believe? I think it's still in effect. I don'
13 think there's many people who want to share cabs.
14 And there is, mostly the supply of cabs outstrips
15 the demand for cabs, even at rush hour. Thank
16 you.

17 CHAIRPERSON LIU: Thank you. Mr.
18 Chowdhury?

19 OSMAN CHOWDHURY: Good morning,
20 everybody, my name is Osman Chowdhury, I'm a
21 member of New York Taxi Workers Alliance. Bill
22 already state my points, like if three--one cab
23 with three person, other cabs empty, that don't
24 make money. And also how the - - like as I hear
25 the MTA have a lot of problems, the women and

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2 female, men and female and the cab have a lot of
3 issue they have there. I think that is not a good
4 idea. Should have built carefully this program
5 lot a follow up. Also they have not making money
6 that way. Even if the pilot program pass, - -
7 going to increase at least, they're doing that
8 that way, anything that'll get any penny, they
9 going to, two penny going to increase their
10 things. That's why I don't like this way. Thank
11 you.

12 CHAIRPERSON LIU: Okay. But you
13 know, the, the drivers don't have to go to these
14 group ride stands. There'll probably be lots of
15 other passengers who are not coming to these group
16 ride stands.

17 OSMAN CHOWDHURY: But this is in
18 the morning time, like rush hour time, people
19 going that way, the dispatcher going to hail you
20 to come - - then I will go there, they're going to
21 catch you and then the four passengers going to -
22 - in, and other drivers counting they don't get
23 empty, but it's okay to - - how can I serve ride
24 if I don't get any--and one type of making much
25 money out of - - empty hands, there's not equal

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2 opportunity. Give everybody equal opportunity, we
3 need this - - .

4 CHAIRPERSON LIU: Okay. Well,
5 thank you very much, gentlemen, it's been real.
6 [laughter] Next panel consisting of Joe
7 Giannetto, Peter Mazur and Dave Pollack. [pause,
8 background noise] Thank you, gentlemen for
9 joining us. Mr. Giannetto, would you please
10 proceed?

11 JOE GIANNETTO: Thank you. In the
12 interests of time, Peter and I will combine our
13 comments.

14 CHAIRPERSON LIU: Wonderful.

15 JOE GIANNETTO: So good morning
16 Chairman Liu and Members of the Transportation
17 Committee. My name is Joseph Giannetto, and I
18 represent the Metropolitan Taxicab Board of Trade,
19 which is comprised of 28 Yellow Medallion taxi
20 fleets that operate more than 3,500 Yellow
21 Medallion taxicabs throughout New York City. I'm
22 joined by Peter Mazur, Metropolitan's General
23 Counsel. Before I begin, Metropolitan Taxicab
24 Board of Trade would like to take this opportunity
25 to wish you, Chairman Liu, the best of luck in

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2 your new role at City Comptroller, and to thank
3 you for Chairing this Committee with great
4 distinction for the last eight years, thank you
5 very much. According to the TLC's press release,
6 the livery stand pilot program is designed to
7 create a new service in all the boroughs that
8 combines the convenience of hailing a taxicab with
9 the safety and accountability that are the TLC's
10 primary goals. Now, in a perfect world, these
11 stands would improve service and not affect the
12 careful balance that exists between street hail
13 Yellow Taxi service and prearranged for-hire
14 vehicle service; however, in reality, livery and
15 black cars are illegally picking up street hails
16 all over the five boroughs. A practice that is
17 adversely impacting the Yellow Taxi industry,
18 which pays for the right to exclusively pick up
19 street hails. Passengers are unknowingly placing
20 themselves at risk by hitching rides with drivers
21 that may not have insurance, may not be properly
22 licensed, or have not undergone criminal
23 background checks or drug testing. In fact, TLC
24 enforcement against illegal street hails in FY'09
25 is down an incredible 78 percent since FY'04.

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2 Only 991 illegal street hail summonses were issued
3 in FY'09, compared to 4,453 such summonses issued
4 in FY'04. In short, the TLC is running the risk
5 of sending a message to passengers that it's okay
6 to hail livery cars everywhere. Now, in order to
7 prevent this, the TLC must do a number of things.
8 It must have zero tolerance enforcement against
9 liveries and black cars that illegally pick up
10 street hails in all five boroughs. It must also
11 strictly regulate the vehicles that are allowed to
12 make pickups at these proposed livery stands. As
13 of now, little signage exists on livery vehicles
14 to identify its space. While that may change with
15 new TLC rules, it will still be a difficult task
16 to ensure that only liveries affiliated with a
17 particular stands contract are permitted to
18 operate at the stand. So that's why it's
19 important that the TLC should require that a
20 dispatcher staff these stands to ensure
21 compliance. If the enforcement isn't there, these
22 stands simply become a convenience place to pick
23 up illegally, illegal livery street hails with
24 impunity. We therefore caution this Committee and
25 the TLC to send a different message to the public

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2 that illegal livery street hails will not be
3 tolerated in the City of New York. Now the TLC
4 also announced two proposals that encourage group
5 riding in Yellow Taxicabs--one through group taxi
6 stands, or group ride taxi stands; and the other
7 through ridesharing using multi-fare meters.
8 MTBOT supports the idea of our drivers earning
9 extra money on the fare, and our passengers saving
10 a little more in their pockets. Group ride
11 stands, if properly managed, have the ingredients
12 to make taxi service at key hubs more efficient
13 for everyone. The TLC should consider having
14 these stands staffed by a dispatcher, such as they
15 are at Grand Central, Penn Station, and even at
16 the Main Street Roosevelt Avenue Flushing taxi
17 stand. Shared ride taxis on the other hand,
18 present some significant hurdles. In a time of
19 crisis like an MTA strike, when Yellow Taxicabs
20 played a prominent role in bailing out the city's
21 commuters through shared riding, passengers were
22 more than happy just to get to their destinations,
23 and didn't mind sharing a taxi. It was better
24 than walking 30 blocks, for example. However, in
25 normal times, except perhaps at a group ride taxi

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2 stand, where all passengers are aware that they
3 will be sharing a cab from the get-go, a taxi
4 passenger is likely to be uncomfortable sharing a
5 taxi with a stranger, especially since those
6 passengers are paying a premium for a private tax
7 ride, that takes them to their destination without
8 any detours. Women may be especially
9 uncomfortable sharing rides for fear of sexual
10 assault or unwanted advances such as those that
11 have occurred on the crowded subways. Now this
12 program just seems to invite confusion, and will
13 likely result in disputes among passengers and
14 between passengers and drivers. Taxi passengers
15 will usually hail whatever is available, and when
16 they discover it's a shared taxi ride, they may
17 instruct the driver not to pick up a second fare,
18 expecting a private ride from point A to point B.
19 So the passenger becomes unhappy, the driver gets
20 caught in the middle, and the fear is that this
21 can escalate into verbal and perhaps even physical
22 abuse, as well as unfair TLC fines for the driver.
23 Moreover, any kind of shared riding is
24 incompatible with the TLC's embrace of small,
25 hybrid taxicabs. The TLC is aiming to cram more

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2 and more passengers into smaller and smaller
3 vehicles, that most certainly does not nothing to
4 improve taxi service for passengers. So, thank
5 you for your time, and Peter and I are here to
6 answer any questions you may have.

7 CHAIRPERSON LIU: Thank you for
8 your testimony. Mr. Pollack?

9 DAVID POLLACK: Chairman Liu, we're
10 sorry to lose you, as Chair of the Transportation
11 Committee. And I know I for one will certainly
12 miss your presence at all these hearings, it's
13 been a pleasure working with you and knowing that
14 the people of the City of New York were able to
15 reach out, and you were always available for
16 people. In lieu of the time that we have, I'll
17 eliminate page one from my testimony, and all the
18 pages after page three. Will livery stands
19 improve service for riders? Livery stands may put
20 the safety of the riding public in jeopardy. The
21 Yellow Cab industry has used technology to enhance
22 the safety of its riders. Currently, each day all
23 Yellow Cabs are subject to daily screenings of
24 drivers and vehicles, and what this means is that
25 every agent in every fleet must run a computer

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2 check to ensure that there have been no
3 suspensions or revocations of hack licenses,
4 driver's license, or the medallion itself in the
5 preceding 24 hour period. Although well
6 intentioned, roughly 20 percent of for-hire
7 vehicle bases are not monitoring each driver and
8 vehicle daily. Therefore, it's possible that
9 there will be unlicensed, unregistered, uninsured
10 drivers and vehicles in operation. Livery stands
11 are the first step leading to increased illegal
12 hails for for-hire vehicles, or FHV's, because they
13 give the impression that FHV's are indeed licensed
14 for such street hails. Currently, Yellow Cabs
15 have the exclusive right to hails. New York State
16 has recently passed anti-hustling legislation
17 against fare hustlers at New York airports.
18 Livery stands compromise the stated public policy
19 of having a clear line drawn between a rider's
20 choice of having Yellow Cabs provide a safe and
21 secure ride from either a taxi stand or street
22 hail, versus a rider being able to call for
23 transportation for a car service. This project
24 will further blur the distinction between FHV's and
25 Yellow Cabs, among the riding public. In

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2 Manhattan, many dedicated Yellow Taxi stands are
3 now shared by FHV's. Yellow Cab drivers state it's
4 virtually impossible to park in those taxi stands,
5 due to their illegal use by FHV's. Additionally,
6 there has been a dramatic reduction in the number
7 of taxi stands used exclusively for the more
8 closely monitored and regulated Yellow Cabs. If
9 most taxi stands now include FHV's, why should
10 livery stands be permitted to exclude Yellow Cabs?
11 This is true, especially in light of the fact that
12 Yellow Cabs have exclusive rights to street hails,
13 and until recently had exclusive rights and use of
14 taxi stands. The public would be better served
15 with an increase in Yellow Taxi stands rather than
16 additional livery stands, and allowing Yellow Cabs
17 to have use in every stand, whether livery or
18 taxi. In order to determine if this pilot project
19 will improve service to riders, Yellow Taxis
20 should be included in any pilot project that
21 incorporates stands. There are taxi fleets in
22 four of the five boroughs. It is likely that
23 including Yellow Cabs in these stands will improve
24 service to riders. In other words, the stands
25 should attract additional taxis as well as FHV's.

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2 Since the pilot project will place livery stands
3 in congested areas, it is logical and good public
4 policy to conduct a traffic study in each
5 designated stand location or satellite base, to
6 determine the effect of the stands on traffic
7 flow. Regarding group riding stands, how will
8 group riding stands improve service for riders?
9 Although the Committee for Taxi Safety agrees that
10 more taxi service during rush hours would better
11 accommodate the public, and could be economically
12 prudent for drives, it would truly be a group
13 pilot if each taxi at these designated stands
14 could carry four passengers. This is unlikely to
15 occur, given the prevalence to the new, smaller
16 hybrid vehicles, such as the Prius, Camry, etc.,
17 rather than the former standard full sized Crown
18 Victoria. When this project was first presented
19 by the TLC, it was publicly stated that waiting
20 time was not considered in the proposed group
21 riding fares. Therefore, the group riding flat
22 rates should be recalculated and increased for
23 waiting time that occurs when stopped in traffic
24 or at red lights. In other words, higher flat
25 rates are in order for the group riding stand

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2 pilot. I also wanted to agree with my colleagues,
3 Joe Giannetto and Peter Shenkman [phonetic], zero
4 tolerance for illegal street hails is long
5 overdue. That serves the public better than
6 anything. And there are certain difficulties in
7 the share riding program. And with this I thank
8 you.

9 CHAIRPERSON LIU: Well, thank you,
10 gentlemen, for your testimony today, and for
11 offering a great deal of insight into the industry
12 over the years. [general thank yous from panel]
13 Thank you. I forgot to give a heads up to our
14 next panel, consisting of Vincent Cipone, Ethan
15 Gerber and Richard Thaler. Please join us at the
16 table.

17 MALE VOICE: - - Larry in the
18 meantime.

19 CHAIRPERSON LIU: Oh, I'm--and
20 while they're approaching the witness table, we've
21 been joined by Council Member Larry Seabrook, who
22 I will call upon the Clerk to ask for the votes
23 for first filing the Mayor's veto message, and
24 then on the two substantive bills.

25 CLERK: Do you accept it? Council

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2 Member? To accept on final Mayor's veto message,
3 Council Member Seabrook.

4 COUNCIL MEMBER SEABROOK: I vote
5 aye.

6 CLERK: Vote now stands at eleven
7 in the affirmative, zero in the negative and no
8 abstentions. Readopt Intro 662-A and Intro,
9 Introduction 907, Council Member Seabrook.

10 COUNCIL MEMBER SEABROOK: I vote
11 aye.

12 CLERK: Introduction 662-A is now
13 eleven in the affirmative, zero in the negative,
14 and no abstentions; Introduction 907 is ten in the
15 affirmative, one in the negative, no abstentions.
16 Thank you.

17 CHAIRPERSON LIU: Thank you,
18 Council Member Seabrook. With that, Mr. Cipone,
19 would you like to proceed?

20 VINCENT CIPONE: Hello. Okay.
21 First I would like to wish you all the best,
22 congratulations. We're going to miss you. I'm
23 sure you're going to be very successful in what
24 you're going to do. And--god bless you. Alright,
25 now. Let me read something that I put together

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2 here. Livery vehicles provide transportation to
3 people through prearrangement with the base of
4 their affiliation. In many cases, this
5 transportation is provided in a very short time,
6 as a livery car can be immediately dispatched to
7 pick up a location. Per TLC's rules 6-08 and 6-
8 04, the base is required to maintain certain
9 records, including date, time, location of pick
10 up, and driver and vehicle permits. The rides
11 dispatched and complaints handled additionally
12 from the TLC rules 6-12, 6-16. For-hire vehicles
13 are required only to pick up fares dispatched from
14 their affiliated base. For the livery stand pilot
15 program, the TLC press release states that livery
16 stands will be located on private property, and
17 designated as satellite base locations. We trust
18 someone will be at these locations to transmit the
19 TLC required information to the base and to assure
20 that the vehicles and the livery stands have a
21 legitimate right to be there. This information is
22 important for the protection of the passenger.
23 This will prevent unlicensed vehicles from
24 soliciting passengers at these livery stands. If
25 unlicensed vehicles solicit at these locations,

1 enforcement should seize their vehicle, per rules
2 of the, per rules of the City of New York
3 19506(h). It must be made clear for-hire vehicle
4 drivers that picking up at these stands, does not
5 give them the right to pick up on the street.
6
7 Illegal pick ups cost the legitimate Yellow
8 Medallion Taxi drivers thousands of dollars per
9 year. Enforcement must be increased to curb this
10 practice, especially in New York City south of 96th
11 Street, where illegal pickups for the for-hire
12 vehicles and illegal gypsies is a huge problem.
13 It's growing like a cancer, it's spreading like
14 wildfire. Yellow Cab Drivers are considering
15 selling out and buying a car for \$4,000 or \$2,000
16 and going around and picking up street hails.
17 That should never happen. Current enforcement
18 efforts are not - - in addition to enforcing the
19 rules of New York City and New York City TLC rules
20 regarding for-hire vehicles. If enforcement
21 efforts are increased, the riding public will be
22 safer, will not be overcharged, the riding public
23 will not be overcharged, and the City will
24 generate significant income from fines and vehicle
25 seizures. Let me tell you something, the hotels are

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2 rampant with livery cars or gypsies, whatever you
3 want to call them. Yellow Cab can't even get in
4 front of them. I don't know what's going on with
5 this, this City or this State, but it's, it's
6 crazy, when someone in Albany that's not even
7 doing their job, is telling taxi drivers must pay
8 50 cents, the passenger must pay 50 cents for
9 every cab ride, to give it to that cesspool MTA,
10 because they're, they're getting increases every
11 year, they're getting big bonuses, and our
12 passengers have to pay 50 cents for this
13 corruption. Okay? I--

14 CHAIRPERSON LIU: Thank you, Mr.
15 Cipone.

16 VINCENT CIPONE: I'm not--

17 CHAIRPERSON LIU: We need to move
18 on to the next witness. Mr. Gerber?

19 VINCENT CIPONE: I'm done?

20 CHAIRPERSON LIU: You can continue
21 after Mr. Gerber provides his testimony. I will
22 ask--

23 VINCENT CIPONE: Can I just say one
24 more thing?

25 CHAIRPERSON LIU: Yes, after Mr.

1
2 Gerber testifies. I will also ask Mr. Gerber and
3 Mr. Thaler, Dr. Thaler, to summarize your
4 testimony from the outset, 'cause you do have long
5 testimony. They are beginning the Stated Meeting
6 across the street, which is expected to be a
7 relatively short meeting. I will go there to cast
8 my vote, I'd be happy to come back and take your
9 full testimony.

10 VINCENT CIPONE: I just--okay.

11 CHAIRPERSON LIU: And to listen to
12 you, Vinnie, for hours.

13 VINCENT CIPONE: No, no, just one
14 second, I just got two seconds.

15 CHAIRPERSON LIU: Two seconds.

16 VINCENT CIPONE: Okay? I--I want
17 to reprimand the City Council and the TLC. Cab
18 drivers deserve a raise every three years, okay?

19 CHAIRPERSON LIU: Alright, Mr.
20 Cipone--

21 VINCENT CIPONE: Everybody else
22 gets one but us.

23 CHAIRPERSON LIU: We got to, we got
24 to move on to Mr. Gerber.

25 VINCENT CIPONE: You guys have got

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to do something. Thank you.

CHAIRPERSON LIU: Thank you.

GERBER: Thank you, Mr. Chairman.

I'll try to be brief. First, I do want to congratulate you. You've always been an intelligent, dedicated public servant. I think you're going to be a great Comptroller. We're looking at three proposals here. We're, we're looking at livery stands, group rides and share rides. Our concern is that whatever happens, we keep the Yellow industry a Yellow industry--that is we keep taxis yellow. The economic model of the Yellow Taxi has made the medallion a valuable license, and has generated millions of dollars for the City at auctions and from transfer taxes, road use taxes, surcharges, licensing and inspection fees. This economic model has also created thousands of taxpaying jobs. Unlike the FHV's or liveries, Medallion Taxis are unident--are unambiguously identifiable to the passenger as a legitimate service. They've got Medallion-- they've got meters, they do not bargain or negotiate with the driver to know exactly what your fare is. They're the safest and best way to

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2 take, take a car in New York City; unfortunately
3 this further breaks the road between them, the
4 barrier between them. There's issues with FH--
5 illegal FHV's as to even insurance, no fault
6 coverage, etc. All the safeguards, requirements,
7 training, regulation, that make New York's
8 Medallion Taxis the finest and safest in the world
9 are flouted and undermined by FHV's, unlicensed
10 gypsies picking up street hails. Today the TLC
11 attempts to place a veneer of legitimacy on such
12 actions, rather than enforcing the law. This
13 white flag of surrender to illegal conduct should
14 not stand. We believe that casting a patina of
15 legitimacy will further embolden illegal street
16 hails, to the detriment of New Yorkers. As far as
17 the, the livery stands, we are against these
18 stands as we think that it will legitimate an
19 illegitimate, illegal industry. We should not
20 surrender; as was said previously, we should start
21 to enforce a law that was previously enforced.
22 There was a day not too long ago in the 1990s
23 where thousands of cars were seized. Today, it's
24 in the tens. We need to enforce these laws. As
25 far as the two proposals, what seemed to get

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2 glossed over in the Chairman's testimony was that
3 there are actually two proposals. One is for the
4 group rides, and it should be noted there is a
5 group ride already in place, at least one, which
6 is on 79th and York Avenue, going down to the Wall
7 Street area, it seems to be very successful.
8 Passengers like it, drivers like it, drivers make
9 more money. We have no opposition, the Greater
10 New York Taxi Association, has no opposition to
11 those groups rides. The share rides I think will
12 be a disaster. The share rides will, as
13 previously said, I think by Mr. Giannetto, I think
14 will invite all types of controversies among,
15 among passengers who get in with an expectation,
16 and then further on down the block, or road, a
17 third party gets in without their control. I
18 think this is opening up all types of safety
19 issues, and the City should proceed very, very
20 cautiously on this second phase, the share ride.
21 Thank you, Mr. Chairman.

22 CHAIRPERSON LIU: Thank you, Mr.
23 Gerber. Dr. Thaler.

24 RICHARD THALER: [off mic] Yes,
25 Chairman - - . The proposed livery stand pilot

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2 does not make clear the reason for needing a
3 satellite base at the livery stand location. And
4 illegal street hails are - - enforcement matters.
5 So the question is, why is a dispatcher needed and
6 what are the dispatcher functions. Because if the
7 dispatcher doesn't comply with the livery driver -
8 - record keeping requirements, they're in
9 violation of public services, and that's another
10 issue that would have to be taken up in terms of
11 the [on mic] dispatcher functions. On its face,
12 the pilot appears to be unnecessary and frozen in
13 the past, it does not recognize that more
14 enforcement, effective on demand services may be
15 required by passengers at shopping centers, malls,
16 and business improvement districts, can now be
17 provided under current TLC rules for on-demand
18 call for service prearrangement, using advances in
19 digital voice and data, dispatch operations
20 technology, hosted at the livery base license
21 locations. For example, the Federation EFHV
22 Dispatch Operations Management services may be
23 used to provide shoppers with convenient rapid
24 onsite livery stand access to livery service with
25 all the security and all TLC rule compliance of

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2 standard passenger call for service, prearranged
3 dispatch. Any licensed livery base may use the
4 Federation EFHV Dispatch Operations Management for
5 livery stand services, without limiting the livery
6 stand to selected livery bases. And with regard
7 to livery stand actual space and location, if the
8 private facility does not have the space, I would
9 imagine, in conversation with a community board,
10 the Department of DOT, DOT could be asked to set
11 aside some livery stand space if necessary. But
12 the point is, a dispatcher would not be required
13 because all of the dispatching functions should be
14 hosted at the livery base, to make sure that all
15 of the dispatch record keeping is maintained in
16 compliance with the New York State Livery Fund
17 covered services requirements. Thank you.

18 CHAIRPERSON LIU: Well, I think the
19 point was that there could be more than one livery
20 company there.

21 RICHARD THALER: Everyone,
22 everyone. They don't have to make specific deals
23 with some selected based. And in fact, it should
24 be up to the industry to see that shoppers are
25 serviced. To see where the business is, and when

1
2 the business is, and they can encourage by putting
3 out requests to have cars appear at the base. But
4 the fact is, in order for a passenger to walk into
5 a car, they would, and I neglected to mention
6 this, a facility would be given a virtual voice
7 over IP telephone number. And any passenger or
8 shopper would use their cell phone, pay phone, or
9 whatever, to call that number, and then what the
10 system does, it finds the car who's cued up as
11 number one, and if there's no car cued up at all,
12 they go in search in location based dispatching,
13 and provide that passenger the car number.
14 Passenger walks over, gets into the car, and it
15 complies with all of the necessary dispatch
16 requirements of the TLC.

17 CHAIRPERSON LIU: Alright. Mr.
18 Cipone, any parting shots?

19 VINCENT CIPONE: - -

20 CHAIRPERSON LIU: I'm about to go
21 over to vote.

22 VINCENT CIPONE: Yeah, all, all I
23 wanted you guys to do is to maybe put in a rule
24 where cabdrivers would get an increase every three
25 years, instead of waiting nine years. Every--

1
2 everybody else gets a raise maybe every year.

3 We're the only ones that wait eight-nine years for
4 an increase. It's crazy.

5 CHAIRPERSON LIU: That is duly
6 noted for the record.

7 VINCENT CIPONE: Everybody knows it
8 but nobody does anything about it.

9 CHAIRPERSON LIU: Thank you.

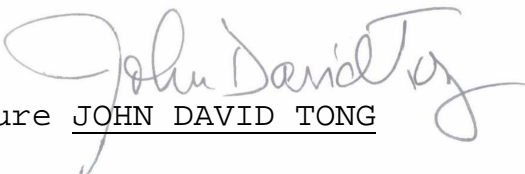
10 VINCENT CIPONE: Thank you.

11 CHAIRPERSON LIU: Well, with that,
12 this hearing of the City Council's Transportation
13 Committee is adjourned. [gavel]

14 [background noise]
15

C E R T I F I C A T E

I, JOHN DAVID TONG certify that the foregoing transcript is a true and accurate record of the proceedings. I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.


Signature JOHN DAVID TONG

Date December 28, 2009