

Testimony of Meera Joshi
NYC Taxi & Limousine Commission Commissioner/Chair
PRELIMINARY BUDGET for FISCAL YEAR 2019
City Council Committees on Finance & For-Hire Vehicles
March 8, 2018

Good afternoon, Chairs Dromm and Diaz, and members of the Finance and For-Hire Vehicles Committees. I am Meera Joshi, Commissioner and Chair of the New York City Taxi and Limousine Commission. Thank you for inviting me here today to present TLC's Preliminary Budget for 2019. We are a small agency with a big mission: to ensure that every day, approximately one million passengers receive safe, reliable for-hire transportation, and to set and enforce the ground rules for the over 180,000 licensed drivers and 130,000 licensed vehicle owners and thousands of business owners that provide this transportation. In the face of rapid industry growth, I continue to seek a constructive relationship with the Council, so that we can work together to ensure that this vital transportation sector thrives.

I would first like to discuss improvements the TLC has made and our continuing work to strengthen performance of our core functions, including licensing and enforcement of local law and TLC rules.

Under local law, all drivers and vehicles that operate for hire in New York City must be vetted and licensed by the TLC. This means they have passed a review of their driving record, criminal record and have been fingerprinted and drug tested. These are fundamental public safety standards that cannot be sacrificed. With the increasing volume of applicants, we have focused on identifying efficiencies in the licensing process to decrease the time to review applications while also improving customer service. Many licensing processes have been moved

online, so that drivers do not have to make in-person visits as they did in years past. In 2017, we unveiled “TLC UP”, a platform for both driver and vehicle license applicants that allows them to complete almost all application requirements from their smart phone.

We also now allow vehicle owners to schedule their own appointments at times and on dates that work best for them, rather than having to work around a predetermined date and time. We hope to expand this system this year so that applicants can self-schedule vehicle inspections at our Woodside facility. Additionally, licensing staff visit drivers while they are completing their training to answer questions in person about the licensing process.

TLC drivers make roughly one million trips every day, and our goal is to ensure consumer protection and safety standards for every passenger. To that end, the TLC regularly visits bases, taxi stands, the airport holding lots, and other locations to update drivers on important initiatives and traffic safety strategies. To recognize and encourage safe driving, the TLC honors the safest drivers at its annual Safety Honor Roll. In 2017 we honored a record number of 420 drivers who had no crashes involving a fatality or injury, no traffic violations, and no violations of TLC safety-related rules for four years or more. We thank Council Members who have attended over the years, including councilmembers Gibson, Rodriguez and Dromm, and Chair Diaz, we welcome your participation and other members of the For-Hire Vehicles Committee in this important Vision Zero event.

Consumer protection and safety standards cannot be effective unless paired with enforcement, and so I want to reiterate a few points from the February 12th hearing. The goal of our enforcement action is to stop dangerous and unsafe behavior. As you heard from a member of Families for Safe Streets on February 12, safe driving can literally make the difference

between life and death. And I urge you to view our video “Drive Like Your Family Lives Here,” which is now shown to all MTA bus drivers and City drivers, as it graphically brings home the value of enforcing against unsafe drivers. For this reason, we prioritize our enforcement efforts on violations relating to traffic safety, such as speeding and distracted driving, and unlicensed activity. An example of this is our operations combatting unlicensed van activity, particularly in Brooklyn, Queens, and lower Manhattan. In total, the TLC completed nearly 300 van enforcement operations in 2017, which resulted in more than 1,300 summonses to unlicensed drivers and vehicles.

At the same time, we have taken several significant steps to ensure TLC regulations and penalties set by TLC rules match our safety goals. And we have done this without reducing the high safety and consumer protection standards that set New York City apart. For example:

- Local law requires us to suspend TLC licenses when drivers get too many DMV points. Since 2015, TLC allows many drivers to take safe driving courses that reinforce the rules of the road prior to the hearing and avoid penalties that would put them out of work for extended periods of time. This reinforces safe conduct and allows them to continue making money, safely and legally.
- Since 2015, following a meeting including industry stakeholders, TLC does not pursue TLC red light camera summonses if a driver has paid the underlying Department of Finance summons.
- In 2017, we amended our rules to allow drivers whose TLC licenses expired to renew and reopen them within six months and get back on the road without having to apply for a new license.

- In 2016, TLC commissioners adopted a penalty review rule package that reduced over 30 penalties.
- Starting in 2017, rather than issuing summonses for minor equipment violations, such as burnt out light bulbs, officers generally issue a Notice of Violation that allows drivers to fix the problem rather than issue a summons.
- Further, we've heard concerns from drivers about receiving field summonses in the mail instead of during a car stop, and I'm pleased to say that since January 2017, we have reduced the percentage of mailed summonses from 60% to 15%.

I am proud of the work we have done to reduce regulatory burdens and fines and encourage the Council to work with us in reviewing those penalties set by local law that can only be changed through Council action.

Finally, as part of our outreach initiatives, we have begun to hold open houses for drivers throughout the City where drivers can ask TLC Enforcement and Prosecution staff specific questions about open summonses and their rights at a hearing. We held one session in Jamaica, Queens last week and two sessions in the Bronx in late 2017. These are in addition to our regular driver outreach at events across the City, including last Saturday's Lunar New Year's celebration in Elmhurst where we met with drivers in Chair Dromm's district. We invite council members to contact us if they believe their constituents would benefit from these events.

I am happy to report that the TLC has made major gains this past year to make for-hire transportation in New York City truly accessible, a priority for this administration. In January, we officially launched the citywide expansion of our Accessible Dispatch Program. It began in 2012 and was limited to pickups in Manhattan, but now New Yorkers in all five boroughs can

request accessible taxi service at the metered rate of fare by calling the dispatch center directly or booking a trip online or through an app. The program also provides drivers greater economic opportunities as they are paid an amount over and above the metered rate of fare based on the distance they travel to the pickup location. In the beta launch period, roughly 2,300 drivers received dispatch payments of at least \$10 per trip above the metered rate.

We have also been working closely with the MTA to improve Access-A-Ride service. Since the beginning of our collaboration in 2016, Access-A-Ride customers have prearranged more than 122,000 taxi trips by phone or online, and in November 2017, the MTA launched a program to test the use of smartphone apps to help customers access real-time, on-demand service in TLC-licensed vehicles. Moving forward, we hope that TLC-licensed vehicles will continue to accommodate a greater volume of Access-A-Ride trips.

Now I'd like to preview the TLC's Preliminary Budget for Fiscal Year 2019, which is \$60.9 million, broken down into \$39.8 million in personal services (PS), and \$21 million in other than personal services (OTPS).

Our Preliminary Budget for Fiscal Year 2019 represents a \$3.5 million increase from Fiscal Year 2018. The budget increase is due primarily to a reinstatement of funds from a hiring freeze and delays this past year, as well as funding for accessible street hail liveries. In Fiscal Year 2018, we experienced delays recruiting staff to perform safety and emissions inspections at our facility in Woodside, Queens. As we head into the new fiscal year, we will continue working to recruit staff, and believe that through close coordination with DCAS we'll make progress to meet our needs. Technology has greatly changed the industries we regulate and we need to continue investing in technology to ensure we can meet our strategic goals with the best analytic tools. Outreach and engagement are also priorities as the number of drivers and business entities

we regulate increases. We'll continue working to improve our ability to communicate with licensees about new rules or programs, and update our communications systems to reflect today's reality that drivers are most accessible through their smart phones.

Overall, TLC's projected Fiscal Year 2019 revenue budget is \$57.3 million, not including \$107 million of projected revenue from medallion sales. We are in discussion with OMB about the medallion revenue, and it will be re-evaluated for the Executive Budget. TLC's projected revenue excluding medallions reflects the fact that in January 2016 we extended the license cycle from two years to three so we do not expect to receive revenue from license renewals under the new timetable until January 2019, and therefore, revenue from license renewals will be down the first half of FY2019. We will monitor licensing revenue during the year and work with OMB on any adjustments to the projection.

In the midst of a greatly transformed industry, the TLC continues to advance our key goals: safety, consumer protection, driver welfare and accessibility. Thank you for the opportunity to speak with you today, and I would be happy to answer any questions you may have.

Testimonio de Meera Joshi
Comisionada/Presidente de la Comisión de Taxis and Limusinas de NYC
Presupuesto preliminar para el año fiscal 2019

Comités municipales de finanzas y de vehículos de alquiler
8 de marzo de 2018

Buenas tardes, presidentes Dromm y Díaz, y miembros del comité de finanzas y del comité de vehículos de alquiler. Soy Meera Joshi, Comisionada y presidente del Comisión de Taxis y Limusinas de la Ciudad de Nueva York. Gracias por invitarme aquí hoy para presentar el presupuesto preliminar de TLC para el 2019. Somos una pequeña agencia con una gran misión: asegurar que cada día, aproximadamente 1 millón pasajeros reciban un transporte de alquiler seguro y confiable y para establecer y hacer cumplir las reglas básicas para los más de 180,000 conductores autorizados y 130,000 propietarios de vehículos autorizados y miles de propietarios de negocios que proporcionan este transporte. Ante el rápido crecimiento de la industria, continúo buscando una relación constructiva con el Consejo, para que podamos trabajar juntos para asegurar que este sector de transporte vital prospere.

Primero me gustaría hablar de las mejoras que ha hecho TLC y nuestro continuo trabajo para fortalecer el desempeño de nuestras funciones básicas, incluyendo la concesión de licencias y la aplicación de las leyes locales y las normas de TLC.

Abajo la ley local, todos los conductores y vehículos que operan de alquiler en la Ciudad de Nueva York tienen que ser investigados y autorizados por el TLC. Esto significa que han pasado una revisión de registro de conducción, antecedentes penales y han sido tomados las huellas dactilares y la prueba de drogas. Son estándares fundamentales de seguridad pública que no pueden ser sacrificadas. Con el volume creciente de solicitantes, hemos enfocado en identificar eficiencias en el proceso de concesión de licencias para disminuir el tiempo de revisión de solicitudes, mientras que también mejorando el servicio al cliente. Muchos procesos de licencia se han movido en línea, por lo que los conductores no tienen que hacer visitas en persona como lo hicieron en años pasados. En 2017, lanzamos "TLC UP", una

plataforma para los solicitantes de licencia de conducir y vehículos que les permite completar casi todos los requisitos de solicitud desde el teléfono inteligente. También ahora permitimos que los propietarios de vehículos programen sus propias citas con tiempos y fechas que funcionen mejor para ellos, en lugar de tener que trabajar alrededor de una fecha y hora predeterminadas. Esperamos expandir este sistema este año para que los solicitantes puedan auto-programar inspecciones de vehículos en nuestra oficina de Woodside. Además, el personal de licencias visita a los conductores mientras están completando su entrenamiento para responder preguntas en persona sobre el proceso de concesión de licencias.

Los conductores de TLC hacen aproximadamente 1 millón de viajes todos los días, y nuestro objetivo es garantizar la protección de los consumidores y los estándares de seguridad para cada pasajero. Con ese fin, el TLC regularmente visita bases, paradas de taxis, el estacionamientos del aeropuerto, y otros lugares para actualizar los conductores en las iniciativas importantes y estrategias de seguridad vial. Para reconocer y alentar la conducción segura, el TLC rinde homenaje a los conductores más seguros en su cuadro anual de honor de seguridad. En 2017 honramos un récord número de 420 conductores que no tuvieron accidentes que impliquen una fatalidad o lesión, ninguna violación de tráfico, y ninguna violación de las reglas relacionadas con la seguridad de TLC por cuatro años o más. Agradecemos a los miembros del Consejo que han asistido a lo largo de los años, incluyendo a concejales Gibson, Rodriguez y Dromm, y al presidente Díaz, damos la bienvenida a su participación y a otros miembros del Comité de vehículos de alquiler en este importante evento de Visión Cero.

La protección de los consumidores y las normas de seguridad no pueden ser eficaces a menos que se emparejen con la aplicación, por lo que quiero reiterar algunos puntos de la audiencia pública del 12 de febrero. El objetivo de nuestra acción de aplicación es detener el comportamiento peligroso e inseguro. Como usted oyó de un miembro de las Familias para las Calles Seguras el 12 de febrero, el conducir seguro puede hacer literalmente la diferencia entre la vida y la muerte. Y le instó a que vea nuestro video "conduzca como su familia viviera aquí", que ahora se muestra a todos los conductores de autobuses MTA y los conductores de la ciudad, ya que de manera gráfica trae a casa el valor de la aplicación de los

conductores inseguros. Por esta razón, priorizamos nuestros esfuerzos de cumplimiento de las violaciones relacionadas con la seguridad del tráfico, tales como la velocidad y la conducción distraída, y la actividad sin licencia. Un ejemplo de esto es nuestras operaciones que combaten la actividad de vans sin licencia, particularmente en Brooklyn, Queens, y Lower Manhattan. En total, el TLC completó cerca de 300 operaciones de aplicación de vans en 2017, lo que dio como resultado más de 1,300 citaciones a conductores y vehículos sin licencia. Al mismo tiempo, hemos tomado varias medidas importantes para asegurar que las normas de TLC y las sanciones establecidas por las reglas de TLC coincidan con nuestros objetivos de seguridad. Y lo hemos hecho sin reducir los altos estándares de seguridad y protección al consumidor que establecen la ciudad de Nueva York. Por ejemplo:

- La ley local nos exige suspender las licencias de TLC cuando los conductores tienen demasiados puntos del DMV. Desde 2015, TLC permite que muchos conductores tomen cursos de conducción segura que refuercen las reglas de la carretera antes de la audiencia pública y eviten sanciones que los pongan fuera del trabajo por largos períodos de tiempo. Esto refuerza la conducta segura y les permite seguir ganando dinero, de manera segura y legalmente.
- Desde 2015, después de una reunión que incluye a las partes interesadas de la industria, TLC no persigue citaciones de la cámara de luz roja de TLC si un conductor ha pagado la citación del Departamento de Finanzas.
- En 2017, enmendamos nuestras reglas para permitir que los conductores cuyas licencias de TLC que caducaron para renovarlas y reabrir las en un plazo de seis meses y volver a trabajar sin tener que solicitar una nueva licencia.
- En 2016, los comisionados de TLC adoptaron un paquete de reglas de revisión de sanciones que redujo más de 30 sanciones.

- Comenzando en 2017, en lugar de emitir citaciones para violaciones menores de equipos, tales como focos quemados, los oficiales generalmente emiten un aviso de violación que permite a los conductores solucionar el problema en lugar de emitir una citación
- Además, hemos escuchado inquietudes de los conductores acerca de la recepción de citaciones de campo en el correo en lugar de durante una parada de carro, y me complace decir que desde enero de 2017, hemos reducido el porcentaje de citaciones por correo de 60% a 15%

Estoy orgulloso del trabajo que hemos realizado para reducir las cargas reglamentarias y las multas y aliento al Consejo a que trabaje con nosotros en la revisión de las sanciones establecidas por la legislación local que sólo pueden cambiarse mediante la acción del Consejo.

Finalmente, como parte de nuestras iniciativas de alcance comunitario, hemos empezado a tener casas abiertas para los conductores en toda la ciudad, donde los conductores pueden pedir a los empleados de la aplicación y procesamiento de TLC preguntas específicas sobre las citaciones abiertas y sus derechos en una audiencia pública. Tuvimos una sesión en Jamaica, Queens la semana pasada y dos sesiones en el Bronx a finales del 2017. Éstos son además de nuestro alcance regular del conductor en eventos por toda la ciudad, incluyendo la celebración lunar del año nuevo del sábado pasado en Elmhurst donde nos reunimos con los conductores en el distrito del Presidente Dromm. Invitamos a los miembros del Consejo a ponerse en contacto con nosotros si creen que sus constituyentes se beneficiarían de estos eventos.

Me complace informarles que el TLC ha hecho grandes ganancias el año pasado para hacer que el transporte de alquiler en la ciudad de Nueva York sea verdaderamente accesible, una prioridad para esta administración. En enero, lanzamos oficialmente la expansión de nuestro programa de despacho accesible. Comenzó en 2012 y se limitó a recogidas en Manhattan, pero ahora los neoyorquinos en los cinco condados pueden solicitar el servicio de taxi accesible a la tarifa del medidor de taxi llamando al centro de despacho directamente o reservando un viaje en línea o a través de una aplicación. El programa también proporciona a los conductores mayores oportunidades económicas, ya que se les paga una

cantidad por encima de la tarifa del medidor de taxi basado en la distancia que viajan a la ubicación de recogida. En el período de lanzamiento suave, aproximadamente 2,300 conductores recibieron pagos de despacho de al menos \$10 por viaje por encima de la tarifa del medidor de taxi.

También hemos estado trabajando estrechamente con el MTA para mejorar el servicio de Access-A-Ride. Desde el comienzo de nuestra colaboración en 2016, los clientes de Access-A-Ride han reservado más de 122,000 viajes de taxi por teléfono o en línea, y en noviembre de 2017, el MTA lanzó un programa para probar el uso de aplicaciones móviles para ayudar a los clientes a acceder en tiempo real, servicio a pedido en vehículos con licencia de TLC. Al avanzar, esperamos que los vehículos con licencia de TLC continúen acomodando un mayor volumen de viajes a través de Access-a-Ride.

Ahora me gustaría dar un avance del presupuesto preliminar de TLC para el año fiscal 2019, que es \$60.9 millones, desglosado en \$39.8 millones en servicios personales (PS), y \$21 millones en además de otros servicios personales (OTPs).

Nuestro presupuesto preliminar para el año fiscal 2019 representa un aumento de \$3.5 millones a partir del año fiscal 2018. El aumento presupuestario se debe principalmente a la reincorporación de los fondos de una congelación de contratación y a los retrasos el año pasado, así como a la financiación para los street hail liveries accesibles. En el año fiscal 2018, experimentamos retrasos en el reclutamiento de personal para realizar inspecciones de seguridad y emisiones en nuestras oficinas en Woodside, Queens. A medida que nos dirigimos al nuevo año fiscal, seguiremos trabajando para reclutar personal, y creemos que a través de una estrecha coordinación con DCAS, avanzaremos para satisfacer nuestras necesidades. La tecnología ha cambiado mucho las industrias que regulamos y tenemos que seguir invirtiendo en tecnología para asegurarnos de que podemos cumplir con nuestras metas estratégicas con las mejores herramientas analíticas. El alcance y participación también son prioridades, ya que el número de conductores y negocios que regulamos aumenta. Seguiremos trabajando para mejorar nuestra capacidad para comunicarnos con los conductores sobre nuevas reglas o programas, y actualizar nuestros sistemas

de comunicaciones para reflejar la realidad actual de que los conductores son más accesibles a través de sus teléfonos inteligentes.

En general, el presupuesto proyectado para el año fiscal 2019 de TLC es \$57.3 millones, sin incluir \$107 millones de los ingresos proyectados de las ventas de medallones. Estamos en discusión con OMB sobre los ingresos medallón y volveremos a evaluar esto en el presupuesto ejecutivo. Los ingresos proyectados de TLC, excluyendo los medallones, reflejan el hecho de que en enero de 2016 ampliamos el ciclo de la licencia de dos años a tres, por lo que no esperamos recibir ingresos de las renovaciones de licencia bajo el nuevo horario hasta enero de 2019, y por lo tanto, los ingresos de las renovaciones de la licencia será por la primera mitad de FY2019. Estaremos supervisando los ingresos de las licencias durante el año y trabajaremos con OMB en cualquier ajuste a la proyección.

En medio de una industria muy transformada, el TLC continúa avanzando nuestros objetivos clave: seguridad, protección al consumidor, bienestar del conductor y accesibilidad. Gracias por la oportunidad de hablar con ustedes hoy, y estaría encantada de responder cualquier pregunta que puedan tener.

Testimony of the Committee for Taxi Safety
Joint Hearing on the Mayor's Preliminary Budget for FY2019
Committee on For-Hire Vehicles
Thursday, March 8, 2018 at 1:30 p.m.
Committee Room at City Hall

My name is David Beier and I am the President of the Committee for Taxi Safety which is an association comprised of licensed lease agents and who manage approximately 20% of NYC taxi medallions and the drivers of those medallions. Together we work to provide transportation to 400,000 people every day. We thank you for this opportunity to testify concerning the proposed budget and the fiscal impacts on the yellow taxi industry.

ACCESSIBILITY

First, yellow cabs have the highest accessibility requirement of any for-hire service in New York City.

The TLC, when implementing its 50% accessibility requirement, which was prior to the advent of transportation network companies such as Uber and Lyft, did not plan for the consequences of imposing a regulation on just one segment of the industry. The result has been that yellow-taxi drivers have left our segment in staggering numbers. This has resulted in over 800 valuable medallions being kept off the road and put in storage due to a lack of drivers who prefer driving non accessible vehicles which has led to dozens of accessible vehicles sitting idle at garages on any given day. The City has not come up with any coherent program or policy to get these vehicles out of storage and onto streets, which continues to jeopardize the success of the City's 50% taxi accessibility settlement.

Instead, the City has mandated a lesser accessibility requirement for the transportation network companies which has received lukewarm support, at best, from disability advocates. This nebulous plan requires all for-hire companies provide 25% of their rides (not vehicles) in accessible vehicles, but starting with just 5% of rides for the 12 months commencing July 1, 2018, and an increase of 5% each year following. This plan does nothing to help get the existing accessible medallions out of storage, nor does it help to fulfill the city's 50% accessibility mandate.

TICKETS AS REVENUE

The Mayor's 2018 fiscal year executive budget projection indicates that the City expects \$11.6 million dollars in revenue from the for-hire industry through the collection of summonses and fines which is an increase of \$1.1 million dollars from FY 2017.

This significant increase in revenue from summonses has hurt drivers and added to a deep distrust between drivers and the City and raises questions concerning the City's motives - are these summonses issued for public safety concerns or is the City looking rather to maximize revenue by issuing as many tickets as possible? Instead of the punitive approach that the City has invoked, the City and the TLC need a more sustainable model of generating revenue, and to produce measures that support the industry fairly, to put medallion owners and drivers back on road.

Additionally, without dispute or doubt, everyone is aware that cars for-hire illegally cruise the exclusionary zone in Manhattan to obtain passengers. This conduct infringes on the yellow medallions exclusive right to provide hail service in the exclusionary zone; a right for which owners paid in excess of one million dollars per license. There is a lack of enforcement in part because transportation network cars are not branded in any way to distinguish them as for-hire vehicles. In contrast, everyone knows a medallion cab is yellow, a street hail livery is green. The public has a right to know what cars are licensed as for-hire vehicles for their protection and safety so unlicensed operators do not illegally pick up passengers, a major problem at our airports, and the medallion industry has the right to have its license right protected.

This lack of enforcement is also due to the TLC's focus for enforcement based on what it calls "boots on the ground", agents physically on the street. With geo fencing available by software, it is unclear why there is not a mandate that all for-hire vehicles have geo fencing rather than a self reporting system, which through Uber, has been shown to be an abysmal failure, and we question why there is not a uniform technology system as is required for yellow taxis for for-hire vehicles so that all for-hire data is transparent and received by the Taxi & Limousine Commission.

This lack of enforcement also leads to additional congestion of our city streets. As all of the reports examining this problem have now uniformly shown, TNC's such as Uber and Lyft are in large part the cause of the congestion issues we are having in NYC. Enforcement against illegally cruising to obtain pick-ups in the Manhattan business or exclusionary zone would help alleviate this congestion

Additionally, lack of enforcement has also resulted in full time drivers losing income to the so called gig economy causing a loss of professional full time drivers from our industry due to both legal and illegal competition.

As to revenue, the City has been relying on medallion sales to help balance out year gaps. The staggering loss in market value of medallions, due in large part to the unlevel playing field of regulations between the different segments of the for-hire industry, and due to the City's failing to protect the medallion licenses which it sold makes it nearly impossible to rely on medallion sales moving forward.

TAXI OF TOMORROW

When the Uber taxi app initially launched in New York City, drivers did not leave the taxi industry to drive for Uber. Rather, the industry's loss of drivers coincided with the accessible vehicle mandate imposed only on the taxi industry, and the Taxi of Tomorrow program, which removed the Camry Hybrid as an option for taxi drivers. In contrast, 65% of Uber vehicles are Camry Hybrids, and neighborhood cars are almost exclusively Camry Hybrids.

Both the accessible taxi and the Taxi of Tomorrow vehicles proved to be wildly unpopular with drivers because neither were fuel efficient nor economical resulting in less driver income. Fortunately, the state is poised to pass a legislative package this year that will result in creating driver's choice and more fuel-efficient vehicles. The state is acting, but there are still things the city can do.

Current TLC rules require vehicles to be switched to an accessible vehicles by a certain date. However, if the vehicle needs to be taken off the road earlier than that date, such as due to an accident, the TLC requires that regardless of that date for the switch to an accessible vehicle is a year or two years or more in the future, that an accessible car be hacked up immediately. The TLC could instead allow those medallion owners to put their medallion on any authorized vehicle including a non-accessible vehicle until the date when the accessible vehicle is mandated to be on the road. Nothing in this proposed change would extend the date by which the medallion must be affixed to an accessible vehicle. However, it will provide the revenue for NYC that is associated with having a working taxi on road and not in storage, including a Stamp tax, inspection fees, and the MTA \$.50 cent tax as well as to help provide resources to the TIF, and in addition ensure that owners continue to receive income from their medallions and enable owners to continue to pay their medallion lenders.

CREDIT UNIONS

Due to the loss in value of medallions, most owners are facing financial ruin and in many cases bankruptcy because of their inability to make loan payments due to greatly reduced medallion income or to collateralize existing medallion loans. The vast majority of owners do not want to walk away from their loans, but need help in dealing with the NUCA which has placed several credit unions in receivership.

In conclusion, if the Council is serious about allowing the taxi industry to remain viable, it needs to change the regulatory practices that prevents it from competing. We need to discuss and address the barriers to true competition. We cannot compete unless we have an even regulatory playing field which would also benefit the City by providing additional revenue.

Thank you.



WRITTEN TESTIMONY ONLY

FOR THE RECORD

By Dana Lerner
Families for Safe Streets, Founding Member

Committee on For-Hire Vehicles
Budget and Oversight Hearings
Thursday, March 8, 2018
(Testimony re-submitted from hearing on 2/12/18)

My name is Dana Lerner and I am a member of Families for Safe Streets, a group no one wishes to join. We have all lost loved ones or were seriously injured in a traffic crash.

First I would like to send my condolences to the family and friends of Douglas Shiffter. His preventable suicide is a horrific tragedy. I know all too well the pain his family and friends suffer.

Four years ago, a reckless taxi driver made a left turn and killed my 9-year-old son Cooper. He was walking hand-in-hand with his father, in the crosswalk, with the right of way. The driver struck them both and crushed Cooper under his car.

Cooper was full of life. He was a sports nut and loved music. His laughter was hysterical, infectious and euphoric. He made everyone him feel good. He loved life and had a fondness for sweets. When we made brownies for him, the joy on his face was something that I will never forget.

I will never understand why this man chose to drive so dangerously and how he could insist that he did not see a 6-foot-3 man and his young son right in front of him?

Imagine the horror of a father watching his child killed right before his eyes. There are no words to adequately describe the agony our family lives with every moment of every day. The

WRITTEN TESTIMONY ONLY

driver killed us all that horrific day four years ago and yet he got a mere traffic ticket. The pain and injustice of it all is unimaginable.

We are sympathetic to the challenging work environments and economic situations that many drivers confront as they seek economic opportunity for themselves and their families. They deserve a living wage and there are many things that could be done – including raising rates, limiting the number of for-hire vehicles, etc. **But sacrificing safety cannot be an option.**

If you choose to be a professional driver, it is your job to drive with the utmost care. **There are no excuses.** If you are breaking the law you should be penalized so that you change your behavior. It also is essential that dangerous drivers be taken off the roads so that no one else gets hurt or killed. If you are an unlicensed driver you have absolutely no right to consider yourself worthy of this job. Not everyone is capable or should be driving a taxi in NYC.

When the NYPD and TLC issues tickets to drivers who are speeding or making reckless turns, or takes actions against dangerous drivers, they are protecting us all. These laws are put in place because the TLC is working to protect New Yorkers and save lives, including the drivers' own friends and family members.

In fact, the communities where many drivers live are particularly dangerous. Tragically, residents in low-income communities are three times more likely to be killed in a traffic crash.

There is much that still needs to be done and we are here today to demand that NYC and the TLC do *more* to protect New Yorkers – for Cooper, for the hundreds killed each year, and the thousands who are seriously injured every year.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3/08/2018

(PLEASE PRINT)

Name: JOSE RODRIGUEZ

Address: 208 WEST 149 ST APT. 1D NY

I represent: TAXI DRIVER DEFENSE GROUP

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 03/08/18

(PLEASE PRINT)

Name: Nelson Reyes

Address: 3242 Decatur Ave. Bronx NY 10467 #41

I represent: TAUNY

Address: P.O. Box 524034 BX NY 10452

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Silvestre cofresi Debord

Address: _____

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Stephanie Toro

Address: _____

I represent: TLC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Kassandra Perez-Dosir

Address: _____

I represent: Committee for Taxi Safety

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Meera Joshi

Address: _____

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: March 8, 2018

(PLEASE PRINT)

Name: Nicole Epstein

Address: 1399 Franklin Ave, Gardencity 11530

I represent: Nyeta-New Yorkers for equal trans. access / Gotham

Address: 1399 Franklin Ave, Gardencity, 11530 see

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Vincent Chin

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Lorenzo Cabrera

Address: 3525 Richmond Ave Bronx NY

I represent: C.G.T.

Address: _____

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