

**Testimony of Meera Joshi
Commissioner and Chair, New York City Taxi & Limousine Commission
City Council For-Hire Vehicle Committee
February 12, 2018**

Good morning Chair Diaz, and members of the For-Hire Vehicle Committee. I am Meera Joshi, Commissioner and Chair of the New York City Taxi and Limousine Commission and with me are Dianna Pennetti, our Chief of Enforcement, Louis Molina, our First Deputy Chief of Enforcement and Mohammed Akinlolu, Assistant Commissioner for Prosecution.

Thank you for inviting me to testify today about the TLC's enforcement efforts. Chair Diaz, I look forward to continuing what has been a productive working relationship with you and working with the entire FHV Committee to strengthen all segments of the industry, including the hardworking drivers, the bases that dispatch trips to them, our thousands of yellow and green taxis, and the millions of passengers who deserve the safe, legal service our licensees provide.

The TLC community has had difficult news in recent days. As many are aware, two men who had been licensed TLC drivers recently ended their lives. For those left behind, suicide always leaves unanswered questions. What we do know is that we as a City must continue to focus strongly on expanding access to mental health services for anyone who needs support. At TLC, our focus has been and will continue to be on better understanding and attempting to lessen the stresses many of our drivers face, and I hope today we can discuss the steps that TLC has already taken.

Given today's focus on TLC enforcement, I also feel it is important to provide the committee and the public with an account of what happened just two weeks ago. On January 24, two of our officers stopped a TLC-licensed vehicle operated by an unlicensed driver in the Bronx after seeing him illegally pick up a street hail.

As our officers issued a summons to the driver, a crowd gathered, blocked the enforcement officers' vehicle with other vehicles and verbally threatened them. The officers returned to their vehicle and minutes later, a man wielding a metal baseball bat attacked their car, smashing in two of the windows while the officers remained in the vehicle. Miraculously our officers were not harmed. This is an active NYPD investigation and we are confident that the people who were involved with this violence will be prosecuted.

Unprovoked and violent attacks on our officers will not be tolerated. I thank those, including Chair Diaz, who have publicly condemned the attack. There are proven, peaceful ways to solve problems through communication and collaboration. The TLC, and especially the enforcement division, is always open to discussion and, as many of you know, incorporates driver feedback whenever possible.

To understand our enforcement division, it is important to understand the agency and its mission. The Commission has nine members, five of whom are appointed on the recommendation of the Council borough delegations. One of my fellow commissioners is with us today: Commissioner Polanco. She has strong community ties to Northern Manhattan and the Bronx and understands the value that enforcement brings to these communities.

TLC regulates the City's for-hire transportation industry, including yellow and green taxis, black cars (including traditional and app-based), livery, commuter vans, lux limousine, and ambulette vehicles, as well as their drivers and the businesses that support them. The number of our licensees has greatly increased in the past four years, and today we license almost 180,000 drivers and about 130,000 vehicles. These increased numbers have undoubtedly had an impact on the agency's finances and operations. For example, we have seen an increase in overall agency revenue due to an increase in the volume of license application and renewal fees; a natural result of a growing population of licensees. Even with this growth, our enforcement revenue has remained flat over the last four fiscal years.

TLC has 196 enforcement officers who operate citywide. They are New York State Peace Officers with the authority to stop vehicles, issue administrative and criminal summonses and make arrests. Our officers' daily work involves enforcing against cars speeding, running red lights, or picking up passengers for an illegal ride, and it often involves car stops. Temporary car stops are universally recognized as one of the most difficult actions for law enforcement officers. Given the number of vehicles and the size of the City, enforcement is a huge challenge, and we are very proud of the hard work that our officers do every day.

Of course, state and local law play a key role in shaping our enforcement initiatives. For example, state and local law:

- Limit the right to pick up a street hail to yellow and green taxis;
- Set the maximum amount a passenger has to pay for a legal street hail;

- Created two separate sectors for car service: Livery and Black Car;
- Set the penalties for accumulating too many DMV or TLC points, including suspension and revocation;
- And define an illegal street hail as both a crime and an administrative violation, and set those penalties.

The Council has long empowered the TLC to enforce against illegal street hails and has consistently recognized the unique threat they pose to the public. In fact, the Council has been particularly active in strengthening enforcement tools against illegal street hails. In 1989, when the Council authorized the TLC to penalize drivers for illegal street hails, it found that vehicles operating for hire without a TLC license are "a threat to the health, safety and well-being of their passengers and the general public." It further noted at the time that "many of the vehicles operated in disregard of the [TLC's] regulatory authority, lack adequate insurance coverage, are mechanically unsafe and are not driven by responsible drivers."

In 2012, then Transportation Chair Vacca ushered through legislation that recognized the importance of curbing illegal street hails by both unlicensed and TLC licensed vehicles and drivers. This legislation increased penalties for illegal street hails in unlicensed vehicles from a maximum of \$1,500 to a maximum of \$2,000. The Council again noted that thousands of unlicensed drivers and vehicles "are not subject to the same strict regulations and oversight" as TLC licensees and that "[a]s a result, passengers who are hurt in unlicensed vehicles have no recourse to insurance or the TLC."

Finally in 2016, the Council increased penalties for licensed for-hire drivers that do illegal street hails, specifically in the Manhattan Central Business District and at the airports. The penalties for a licensed driver that accepts a street hail anywhere in the city generally range from a \$500 fine for the first violation up to license revocation for the third violation. However, under the 2016 local law, if a licensed driver accepts a street hail in the Manhattan Central Business District or at the airports, the local law penalties range from a \$2000 fine for the first violation up to a \$10,000 fine and license revocation for the third violation.

The TLC could not agree more with the Council on the need to effectively combat illegal street hails. Transporting passengers without the proper TLC license is bad for passengers, drivers and bases.

For passengers, getting in an unlicensed vehicle means getting inside a vehicle with an individual who has not been background checked or drug tested and who is unaware of our important consumer protection and safety rules. Moreover, passengers are endangered when they ride in an unlicensed vehicle that has not been checked for road safety and doesn't have adequate insurance, leaving passengers unprotected in the event of a crash. Passengers are also without any means of recourse if something goes wrong, because unlike legal dispatches from the base, there is no record of the trip and no accountability for the driver.

And illegal street hails are also bad for our licensees. Practically speaking, illegal street hails by either licensed or unlicensed operators harm those drivers and bases that follow TLC rules as well as State and local law. For them, illegal street hails result in fewer passengers and fewer passengers obviously means less income.

Many members of this Council reaffirm this approach on a regular basis when they reach out to us, on behalf of their constituents, and request enforcement against illegal activity in their neighborhoods throughout the City. Against this backdrop of repeated and continuous support for the public safety benefits of enforcement against illegal operators, TLC officers have diligently performed their duties.

One year ago, the TLC recruited and hired a new head of enforcement, Dianna Pennetti, and I know that many of you have met with her. Enforcement in this City is an enormous task, but she has brought a new approach to the job by greatly increasing enforcement's engagement with our licensees – a change that has benefitted our officers and licensees. In the last year Chief Pennetti has held many productive meetings with base owners, drivers and elected officials so that she has a firm and real understanding of industry issues with enforcement. Chief Pennetti and Deputy Chief Molina have appeared on local radio shows to further explain enforcement processes and encourage feedback.

Further, both Enforcement and our External Affairs unit regularly engage with driver communities all over the City and have addressed topics such as ticketing and fines, enforcement, drivers' rights at OATH hearings and an overview of the consumer complaints process. And as we have discussed, Chair Diaz, you have appointed an official TLC Liaison, Jennie Mejia, and we look forward to working with her on individual driver concerns. I also visit bases and attend meetings with drivers of all sectors to ensure that all of us at TLC are well-informed, available and well-prepared to support and improve taxi and for-hire service in the City. We will continue this engagement so

that we can better understand and try to resolve the concerns of our licensees, and help them better understand TLC's role.

Chief Pennetti has also focused on officer training, which is fundamental to effective field enforcement. Above and beyond the state requirements for peace officer training, TLC requires that all of our new recruits receive enhanced car stop training, as well as training to conduct undercover operations while avoiding entrapment. Chief Pennetti has also emphasized the importance of respect for all in the field, and mandated cultural sensitivity training for all officers. In fact it was a meeting with Chair Diaz one year ago that resulted in TLC accelerating the timetable for rolling out this training.

As another means of monitoring street encounters, the majority of TLC patrol cars are now equipped with in-vehicle cameras on the front dashboard and rear deck of the car, so that street encounters are captured on video.

The City and TLC's enforcement are driven by safety, and what underlies all of our enforcement action is the desire to change dangerous and unsafe behavior. To support this mission, we have taken several significant steps to ensure that penalties 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.

- Also since 2015, following a meeting including industry stakeholders and TLC employees, TLC does not pursue TLC red light camera summonses if a driver has paid the underlying Department of Finance summons.
- In 2016, TLC commissioners adopted a penalty review rule package that resulted in the reduction of over 30 monetary penalties.
- Starting in 2017, rather than issuing summonses for minor equipment violations, officers generally issue a Notice of Violation that allows drivers to fix the problem rather than issue a summons.
- Also in 2017, we amended our rules to allow drivers whose TLC licenses expired to renew and reopen them within 6 months and get back on the road without having to apply for a new license.
- Further, we've heard concerns from drivers about receiving field summonses in the mail instead of during a stop, and I'm pleased to say that since January 2017 we have reduced the percentage of mailed summonses from 60% to 15%.

We've also enhanced our prosecution practices to further ensure that drivers understand their rights and have the time to consider their options. For the vast majority of cases, drivers get a settlement letter from us that clearly explains the driver's rights, options, and describes an offer to settle the case. Drivers are encouraged to contact us at any point to discuss their case and ask questions they may have about the OATH

process and the facts of their case, and if at that point additional information from the driver warrants, the summons is withdrawn.

These changes are each the result of open communication with drivers and community leaders, and they have required hard work from all involved. We are proud of these accomplishments, and we think they strengthen our enforcement and public safety.

TLC's enforcement efforts are proportionate, appropriate and strategic. TLC enforcement is deployed throughout the City and we are transparent about these actions. Our enforcement division strikes a balance to ensure all areas of the City receive enforcement because all New Yorkers deserve the same safety and consumer protections. Enforcement data is published in the Mayor's Management Report, the Preliminary Mayor's Management Report, the TLC annual report, and in monthly enforcement reports that list the top ten violations issued each month broken down by borough and precinct. A review of these public reports shows:

- The majority of our enforcement is for unsafe moving violations and illegal activity, both of which protect public safety.
- The highest number of enforcement summonses by borough for 18 of the last 19 months were in Manhattan. In calendar year 2017, 51% of the summonses were issued in Manhattan, 34% in Queens (with the vast majority of these at the two airports), and the remaining 15% in Brooklyn, the Bronx, and Staten Island.

- In some months there are concentrated enforcement efforts in certain precincts and boroughs, many times in response to increased complaints from residents and their elected officials.

Operating with a TLC license has always been a career in New York City that helps people support their families and their communities, and it continues to offer opportunity for drivers. We encourage people to get licensed even if they previously have operated without one. So for those who have been caught driving without a TLC license, this history should not prevent you from operating legally. I invite you to contact TLC to discuss how to become a licensed driver. And for those who wish to pick up street hails, I know firsthand from my work on the green taxi program the relief drivers experience once they get a permit to perform this work legally. We look forward to working closely with this committee to ensure that the path to operating legally is as seamless as possible.

Thank you for allowing me to testify. I strongly encourage you to continue to reach out to me and to the agency with citywide and community-specific concerns, as you have done so productively in the past. I have a stack of our External Affairs' outreach cards in front of me, and I encourage drivers and other licensees to take one and use the email address on it to let us know about their questions or concerns. Working together, I know that we can continue to improve the for hire industry.

Testimony of Congressman Adriano Espaillat
United States Congressman on behalf of New York's 13th Congressional District
New York City Taxi and Limousine Commission (TLC)
February 12, 2018

Overview: During his testimony, **Congressman Adriano Espaillat (NY-13)**, whose congressional district includes Harlem, East Harlem, northern Manhattan and the north-west Bronx, will address the need for better policies in response to the growing influx of new driving services, rideshare apps and challenges New York City taxi drivers face with the current licensing and regulation structure of the New York City Taxi and Limousine Commission (TLC).

Introduction:

The New York City Taxi and Limousine Commission (TLC) was created in 1971 as the oversight commission responsible for the licensing and regulation of New York City's medallion (yellow) taxicabs, for-hire vehicles (community-based liveries, black cars and luxury limousines), commuter vans, and paratransit vehicles.

The Commission established a board that consists of nine members, eight of whom are unsalaried commissioners. While the paid Chair Commissioner presides over regularly scheduled public commission meetings and is the head of the agency, the TLC maintains a staff of approximately 600 employees assigned to various divisions and bureaus.

The TLC licenses and regulates over 50,000 vehicles and approximately 100,000 drivers.

The Commission is also responsible for performing safety and emissions inspections of the more than 13,587 medallion taxicabs three times each year, as well as biennial inspections of all TLC-licensed for-hire vehicles, making the Commission the most active taxi and limousine licensing regulatory agency in the United States.

As of 2015, there were a total of more than 143,000 licensed taxi and for-hire vehicle drivers in New York City. Including 13,587 yellow taxis in NYC and approximately 38,319 yellow cab drivers; 7,676 street hail livery cabs in NYC and approximately 13,455 street hail livery cab drivers.

Additionally, there were 38,791 black car for-hire vehicles; 21,932 livery cab for-hire vehicles; and 5,881 luxury/limo cars.

There were also para transit and commuter van operators in New York City, including 288 commuter van drivers for 584 vehicles; and 2,206 para transit drivers for 1,123 vehicles.

Current Challenges:

Taxi drivers face economic deprivation created by the fairly new influx of driving services and rideshare apps like Uber, Lyft, Juno and Via.

It is difficult to distinguish between each of the rideshare services considering that many drivers provide service for multiple companies. However, it is estimated that there are nearly 56,000 Uber vehicles in operation; just over 28,000 Lyft vehicles in operation; 17,038 Juno vehicles in operation; nearly 6,000 Gett vehicles in operation; and nearly 4,000 VIA vehicles in operation.

According to a 2017 New York Times article, Uber and Lyft cars outnumber yellow cabs in New York City four-to-one. In 2010, yellow cabs made 463,701 daily trips and brought in \$5.17 million in daily fares during the month of November alone. Six years later, the numbers had dropped and in November 2016, yellow cabs made an average of 336,737 daily trips, and brought in \$4.98 million in daily fares, according to city data. In contrast and according to the same report, Uber provide an average of 226,046 rides per day in October 2016. Lyft came in a distant second, with 35,908 rides, according to city data, while Via had 21,698 rides; Juno had 20,426 rides; and Gett, which launched in the city in 2014, came in last with 7,227 rides.

Why do individuals drive taxis? What are some of the benefits for driving a taxi in New York City? Firstly, taxi drivers have the ability to work hours rather than the nine-to-five routine, while they can easily find work almost anywhere as it is regular work. Secondly, higher fares favor taxi drivers, especially during the weekends or busy times of the week. In addition, drivers are paid immediately and often are able to hold their earnings in their hands. Thirdly, the taxi industry was developed for and has long established practices that were developed to protect and create relative stable income, unlike many new technology and rideshare services.

However, the influx of services like Uber has overtaken the industry and market. The problems facing the city's taxi drivers have become so bad that many taxi drivers roam around the city unable to pick up fares. Drivers face fear, isolation and increased anxiety in their ability to make a living – their survival and livelihood.

The economic hardship that car services like Uber and its competitor services have created is a stark reality for many NYC taxi drivers. The unconventional standards and unrealistic

expectations for drivers in New York City has caused many individuals and long-term drivers to feel overwhelmed and anxious.

Consider the economic strain and financial challenges that many drivers face. Between 2013 and 2016, the gross annual car service bookings of full-time yellow taxi drivers declined, falling from an annual salary of \$88,000 a year to just over \$69,000, resulting in increased bankruptcies, foreclosures and evictions that plague taxi drivers with other mounting existential difficulties.

Moreover, medallions, which grant the right to operate a taxi in New York City, are now depreciating assets and drivers who borrowed money to pay for them, once a sound investment strategy, now many find themselves deeply in debt. New York cab drivers are some of the hardest working drivers in the nation, entrusted with the duty of getting riders to their destination safely and swiftly. They paid a premium to operate their yellow cab service throughout the city, and at no fault of their own, the value of their medallions has plummeted while leaving many vulnerable and unable to pay the now-exorbitant loan payments due to market conditions.

Conclusion:

This is not an indictment of innovation. The TLC touts on its website that it is dedicated to fostering an environment that allows the for-hire industry to provide safe, innovative and accessible service. Yet, the TLC has failed in its 1.) efforts to incorporate new and open technologies, 2.) provide better accessibility for customers, 3.) create competitive rate structures for drivers, and 4.) present transparency easily available data such as trip records, fares and routes. For-hire and livery vehicles face exorbitant fines due to the TLC, including fees and fines for not keeping detailed records of passengers and trip records.

Having outlined several issues of concern during my testimony today before the TLC, I offer the following recommendations for consideration to ensure transparency, accountability and innovation for New York City taxi, for hire, livery, e-hail and rideshare services:

1. **Dismantle the TLC** and create a new entity that reflects the innovation and new modes of transportation including rideshare application such as Uber, Lyft, etc.
2. Establish new rules and regulations that **incorporate modern rideshare platforms** to equalize the market for all driving competitors and better streamline the process for customers.
3. **Create a stand-alone enforcement unit for the TLC.** The current system of enforcement and court system is under the purview of the TLC and does not provide car operators and drivers a due process and does not allow for a proper oversight process to take place.
4. Find solutions to **medallion debt** that New York cab drivers face and allow greater flexibility to ensure continued operation of their cabs and the ability for them to repay their loans.
5. **End Dual Use Green Cabs** by preventing them from taking pre-arranged trips and limiting them to only hail services, thus making livery and black cars the only pre-arranged services.
6. **Reduce fines** for hail rides for livery and black cab drivers and operators. Currently fines for for-hire vehicles for picking up street hails in the outer boroughs are \$500 for first offense, \$1,500 for second offense and revocation of their license for the third offense; and below 96th Street fines are \$2,000 for a first offense, \$5,000 for the second offense and \$10,000 and revocation of license for the third offense.

7. **Cap the number of operating vehicles** that can operate in New York City and the number of bases that can exist in the city.
8. **Create greater regulation for rideshare services** such as Uber, Lyft, and other e-hail transportation services.

Finally, I want to bring greater attention to the troubling stories of entrapment practices being conducted by the roughly 170 enforcement inspectors within the TLC. Many operators of for-hire vehicles claim to have received large fines for picking up seemingly “in-need” individuals only to find out that the prospective passenger was a part of a larger network of fine distribution practices.

I am deeply troubled by the fact that of the top ten enforcement summonses given out by the TLC in 2016, five of them were specific to for-hire vehicles only, the most of any TLC license type. As a part of my continued efforts to ensure that all taxi and for-hire vehicles are treated equally, I will be sending a letter to the Department of Justice (DOJ) to request an investigation of selective enforcement, entrapment practices, and discrimination within in the TLC.

It is my belief that the recommendations put forth to dismantle the TLC and rebuild the commission with a new agency will help create an equitable market for all NYC taxi and for-hire drivers and owners, as well as rideshare services, that will ensure transparency, accountability and innovation for NYC drivers and the customers they serve.

Thank you for your time and consideration.

Dr. Richard Lipsky

Testimony at FHV Committee

Taxi Medallion Owners and the Regulation of For-Hire Vehicles

February, 12, 2018

City Hall

We are here today in order to address a crisis that has been rapidly developing ever since NYC allowed Uber and its imitators to enter the for-hire vehicle sector with almost none of the restrictions the city has imposed on taxi medallion owners-restrictions that are part of a quid pro quo between the city and the owners that grants taxis the exclusive right to street hails in exchange for the purchase of an expensive taxi medallion.

These medallion purchases have contributed billions of dollars over the years for the maintenance of vital city services-and, as importantly, created a wonderful ladder to the middle class for tens of thousands of hard working immigrants.

Uber's entry, however, wasn't accompanied by any of the fees and restrictions required of medallion owners. In effect, the city granted this \$60 billion tech giant free rider status to compete against taxis for the price of an admission fee that was less than \$300 per year. In addition, the city placed no restriction on the number of these Uber cars who have since metastasized to over 100,000 with little end in sight to the expansion.

In the process, while the city was foregoing any entry fees from Uber and allowing it free reign and street hail privileges throughout some of the most expensive real estate in the world, the value of the taxi medallion-an investment equivalent for its owners to a retirement 401 K account-plummeted.

In exchange for this city largesse, Uber gifted back to the city traffic choking congestion that's costing NY business around \$20 billion a year-and that doesn't include the environmental damage to the city that is suffering through a severe asthma epidemic. That, to put it rather mildly, was not a great deal.

While all of this was transpiring, NYC officials and taxi regulators were taking a vow of silence. How could that be? We live in a city where our elected officials are quick to go after who Teddy Roosevelt called the "malefactors of great wealth." The city is now suing the oil companies to hold them responsible for present and future damage to the city from climate change.

Yet Uber who has flooded the city streets with tens of thousands of exhaust spewing vehicles has not even been properly regulated-let alone brought to court for their nefarious impact on the city's quality of life.

Can we begin to explain this nonfeasance? Perhaps, but we are not here today to cast blame, but to look for positive solutions-ones that will benefit the city and at the same time afford some fairness and relief to those immigrant entrepreneurs who have given so much to their adopted home.

We are here today to rectify the dangers of under-regulation and the imposition of unfair double standards. In this regard we offer the following legislative remedies:

- (1) An Uber entry fee of \$15,000 PER YEAR IF A DRIVER WANTS TO DO BUSINESS IN THE CBD;

- (2) T-PEP: The requirement that all app-based services like Uber equip their vehicles with a TPEP computer that is installed in all taxis to track their movements and protect passengers, <http://longisland.news12.com/story/37452900/police-suffolk-uber-driver-raped-underage-girl>;
 - (3) A ban on surge pricing: A policy of Uber that incentivizes cars to enter the CBD during peak congested ours;
 - (4) Fee moratorium: A bill that would place a hold on all medallion fees until the value of the medallion recovers to a certain previous level. This as a result of the city's failure to protect the economic stability of licensees-Rule 52-04(a)(4)
 - (5) Inspection parity: A bill that requires the Uber cars to be inspected the same manner and frequency as taxis are inspected recognizing that passenger protection is important for all licensed sectors;
 - (6) TIF parity: Bill that would mandate that Uber passengers pay the same 30 cents per ride for the accessibility fund that taxi passengers pay.
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The city is suffering through an unprecedented congestion crisis and all transportation experts who have studied the gravity of the situation have identified Uber and its imitators as one of the main culprits. A similar situation was recently reported on in Boston as well.

(<https://usa.streetsblog.org/2018/02/08/evidence-from-boston-that-uber-is-making-traffic-worse/>)

In order to address this crisis properly, the city needs to immediately enact regulations and fees that curtail the under-regulated expansion of these app-based for-hire vehicles. Such a strong regulatory response will not only be in the public interest and dramatically improve New York's quality of life, it would also rectify the unfair assault on one of the city's most successful cohort of immigrant entrepreneurs.

Truly a win-win situation; and we look to the City Council to take the lead on this important campaign for equity and the advancement of the public good.

FEBRUARY 12, 2018

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GOOD MORNING, COMMISSIONER MEERA JOSHI AND EVERYONE PRESENT.
MY NAME IS LIC. PEDRO J AGUIAR PRESIDENT OF THE COALICION OF TAXI DRIVERS OF NEW YORK AND ON BEHALF OF THE FOR HIRE VEHICLE INDUSTRY, I WILL BE ASKING COMMISSIONER MEERA JOSHI FOUR (4) QUESTIONS.

- 1) COMMISSIONER MEERA JOSHI, WOULD YOU BE WILLING TO HAND OVER TO THE COUNCILMAN REV. RUBEN DIAZ, CHAIRMAN OF THE FOR-HIRE VEHICLE COMMITTEE, HIS TEAM OF ADVISOR'S AS WELL AS ATTORNEY CHRISTOPHER LYNN AND THE ASSISTANT TO THE COMMITTEE JEANETTE MEJIA ,TO REVIEW AND MAKE RECOMMENDATIONS OF CHANGES FOR THE BENEFIT OF OUR TAXI DRIVERS IN THE CITY OF NEW YORK?..
- 2) COMMISSIONER JOSHI, CAN YOU PROVIDE A LIST OF ANY REGULATIONS CREATED BY CITY COUNCIL?
- 3) COMMISSIONER JOSHI, ONE OF THE REGULATIONS CREATED WAS THE "PASSENGERS RIGHT'S". IT'S A BIG CONCERN WITHIN THE TAXI INDUSTRY THAT THERE HASN'T BEEN A REGULATION CREATED FOR OUR TAXI DRIVERS. WOULD YOU BE WILLING TO WORK WITH THE CHAIRMAN OF THE FHV COMMITTEE REV. RUBEN DIAZ AND HIS TEAM OF ADVISORS TO CREATE A NEW REGULATION CALLED "DRIVERS RIGHT'S"?
- 4) COMMISSIONER JOSHI, IT IS ALARMING THAT VEHICLES WITH PRIVATE PLATES FROM NEW JERSEY, PENNSYLVANIA, RHODE ISLAND CONNECTICUT ETC. ARE PICKING UP OUR PASSENGERS ILLEGALLY. WOULD IT BE POSSIBLE TO WORK WITH THE TAXI AND LIMOUSINE COMMISSION , NEW YORK POLICE DEPARTMENT,AND THE FHV COMMITTEE TO IMPLEMENT A WAY ON AVOIDING THE EXCESSIVE AMOUNT OF PRIVATE VEHICLES ENTERING OUR CITY WITH DIFFERENT LICENSE PLATES PICKING UP OUR PASSENGERS.

THANK YOU

LIC. PEDRO J. AGUIAR

PRESIDENT OF THE COALITION OF TAXI DRIVERS OF NEW YORK

NEW YORK STATE FEDERATION OF TAXI DRIVERS (NYSFTD)

Statement

Dear Members of the City Council:

Due to a death in my family I, FERNANDO MATEO Spokesman & Founder of the NYSFTD) am not able to attend this hearing. I have instead prepared a statement that Sergio Rodriguez Executive Director of the NYSFTD will read on behalf of the New York State Federation of Taxi Drivers (NYSFTD)

Dear Members:

We have had a very stressful few weeks to say the least. TLC officers being attacked by a mob of disorderly Livery Cab Drivers who took the law into their own hands and vandalized a TLC patrol car while the agents were sitting inside their vehicle, an act that we condemned immediately.

Weeks of daily protests in Northern Manhattan & the Bronx

Meetings between the NYSFTD & TLC addressing the numerous issues affecting both the drivers and the TLC, together we worked on finding solutions to the issues bogging down the drivers and law enforcement by TLC.

We reached out to NYPD Commissioner O'Neill's but never got a response.

This past week we learned about Mr. Corporan a livery cab driver who committed suicide December 20th by jumping off the rooftop of the 5-story building he lived in located on 135th St in the Morningside section of Manhattan.

Mr. Douglas Shiftner who parked a rented car on the front gate of City Hall and committed suicide by blowing his head off.

We just learned of a shooting this past Friday when Livery Cab Driver Thierno Barry 26 had just finished his shift and was standing on Montgomery St in Brooklyn when a man shot him in the face and killed him.

In the case of Mr. Corporan he left a note on the summons he received stating that he could not afford to pay anymore fines, he was broke and he blamed TLC for these outrageous fines.

In the case of Mr. Shiftner he blamed every lawmaker in the city including Mayor DeBlasio, Bloomberg & Governor Cuomo for allowing TLC to destroy an industry

that was once viable, an industry that drivers could make a living. Mr. Shiftner lost his house, his car, and the means to make ends meet.

Councilmember's we must do something to change the policies that have turned this industry upside down, some blame Uber, Lyft and the deregulation of the taxi industry in NYS.

The lack of respect, humiliation, abuse, regulations, restrictions that Livery Cab Drivers are going through are inhumane, it's at a breakpoint and we must not allow this to continue happening. Council members you have the power to create change, lets form an advisory committee of true industry leaders that can help you access the damages created by government and fix the problem once and for all.

The NYSFTD has made some simple recommendations to the TLC that can make a real difference in the Taxi industry. Below is a list of recommendations that can be easily implemented if you choose to.

1. Body cams for TLC inspectors, this will assure that TLLC agents do not abuse their power when stopping a cab driver, it will record the entire experience
2. Deploy an undercover unit from TLC that can pose as drivers, this will allow these TLC agents to monitor the behavior of the agents that are doing enforcement, TLC agents will never know who they are pulling over whether it's a real driver or a TLC undercover
3. TLC should develop a department similar to NYPD's Internal Affairs Bureau where drivers can file grievances that can be investigated by an independent unit within the TLC
4. TLC should have a warning system for minor infractions NOT issue summons for everything that happens, example sometime drivers forget to hang their TLC license in the back of their seat, an ID sticker not installed in the proper location, dropping off a senior or handicapped on a bus lane etc
5. TLC should not entrap a driver after he/she refuses a street hail, if the driver says no the 1st time don't insist or jump in the car then accuse the driver of picking up an illegal street hail
6. When a TLC agent allow a driver to leave the seen of an infraction or check point the TLC should not send them a summons weeks later for hundreds or even thousands of dollars, drivers should be notified on the spot if he/she will be mailed a summons
7. We ask this Council Committee to please review the dollar amounts imposed to drivers for the various type of infractions, they are very high and inhumane, drivers are committing suicide because of accumulation debt and some drivers are simply working the streets illegally
8. Members please impose a code of conduct for how drivers are treated by the NYPD & the TLC, all we ask for is respect, not to much to ask

9. Impose stiff fines or revocation if any driver gets aggressive or violent against any law enforcement agent, there is no reason for violence
10. Establish an advisory committee to work with the City Council that will make driving a cab a career
11. Bring on a special Monitor to examine TLC policies & procedures, similar to NYPD's monitor

Finally, we want to thank all of the members on this committee for hearing and understanding our concerns, we look forward to working closely with all of you and count on our support.

Sincerely

Fernando Mateo
Founder & Spokesman of the NYSFTD

Testimony – February 12, 2018
Hearing of the New York City Council
Committee on For-Hire Vehicles
Hon. Patricia L. Gatling

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Good morning, Chairman Diaz and members of the Committee on For-Hire Vehicles and thank you for holding this important hearing.

My name is Patricia Gatling and I am Counsel at Windels Marx Lane & Mittendorf. Prior to joining Windels Marx as Counsel, I have served as Commissioner of the New York City Human Rights Commission, New York State Deputy Secretary for Civil Rights, and as First Assistant District Attorney at the Brooklyn District Attorney's Office.

Today I am representing the Commuter Van Association. New York City's commuter van industry has a long and commendable history of serving communities in need. During the 1980 New York City transit strike, when New Yorkers were left without transit options for nearly two weeks, commuter vans transported stranded New Yorkers to their jobs, schools, and doctor's appointments.

In 2002, commuter vans provided critical service to the Queens community during the private bus strikes. In 2005, commuter vans stepped up to the plate again during the transit strike. Over the years, commuter vans have continued to provide a cost-efficient transportation option for New Yorkers and – today – the commuter van operators are in position to alleviate the burdens of the upcoming L train shutdown.

Now – more than ever – the commuter van industry is being threatened by unlicensed van operators. Unlicensed operators do not have the proper insurance and vehicle inspections and their drivers do not have proper training or licensing. Many of the unlicensed operators know that NYC TLC can only enforce against vehicles holding fewer than 20 people, so they have started operating buses, which are outside of TLC enforcement.

The commuter van industry is also being threatened by exorbitantly high insurance rates. Every year, commuter van operators are given quotes by the NY Auto Plan. When operators accept the quotes, the NY Auto Plan will – within a few days – substantially raise the insurance premiums. We have sought an equitable solution to this problem, but NY Auto Plan has been unresponsive. Without a solution, many operators will go out of business.

In addition to unlicensed operators and unfair insurance rates, two other issues afflict the commuter van industry. The first is a lack of uniformity in vehicle markings. All vehicles should be one uniform color—white—and bear the same decal. Second, state law should be amended to eliminate the prearrangement requirement for commuter van service.

There have been some positive legislative developments for the commuter van industry, but not enough. At the state level, Assemblyman Nick Perry has introduced legislation that would eliminate prearrangement requirements. At the city level, last year the Council enacted three pieces of legislation that helped the commuter van industry. One eliminated the requirement that the commuter vans obtain NYC DOT authorization every 6 years, and that the vans maintain a passenger manifest. The second instituted a cap on the number of commuter vans, while the third created penalties for unlicensed operators.

In addition to supportive legislation the City Council, the TLC addressed the issue of commuter van identification by requiring decals and license numbers on the van exteriors to better identify the licensed vehicles and assist with enforcement against unlicensed van operators.

While these are positive developments, more needs to be done.

The commuter van industry has always been there for the City. Now, the City must step up for commuter van operators. The City must provide more enforcement against unlicensed operators and allow the TLC to levy fines against unlicensed operators transporting more than 20 passengers. Insurance rates must be made equitable for all commuter van operators, and the practices of NY Auto Plan must be curtailed. Finally, vehicle colors and markings must be uniformed, and the pre-arranged ride requirement must be removed. Thank you.

February 12, 2018

New York City Hall

Dear policy makers, industry regulators and distinguished guests,

Are we here today to address the MTA's issue? – Or to resolve the traffic congestion in the city's central business district caused by the proliferation of Uber vehicles and its ilk?

We are asking this legislative body as well as politicians in Albany, why New Yorkers must bail out MTA by imposing congestion pricing, when it is a fact that the rapid expansion of these e-hail companies has also seriously eroded the city's mass transit system as more riders of the buses and trains, especially the more affluent, are opting to use Uber rather than ride the bus or subway.

In the very early phase of the Uber invasion Mayor Bill de Blasio seemed to understand the burgeoning problem and proposed capping the number of Uber cars on city streets. When faced with a well-organized counterattack by the tech giant, however, the mayor shied away and has remained silent on the issue ever since.

As a result, timidity and regulatory reticence has ruled the day, and the proliferation of these vehicles has reached the intolerable tipping point. Yet, even as we are all made aware of this unsustainable situation, **the Taxi and Limousine Commission continues to license additional e-hail vehicles to the tune of roughly 2,000 a month.**

There are roughly 13,000 taxis, a number capped by law; and more than 70,000 (and counting) e-hail vehicles that, in little more than four years have added 600 million miles of travel to city streets. Policy makers have shown little appetite to address this elephant in the room, **but if we are going to mitigate the congestion nightmare that these newcomers have caused, we need to do so immediately without fear or favor.**

Congestion pricing will not solve the traffic congestion in the city's central business district.

Capping the 70,000 UBER vehicles to 13,000 will definitely alleviate traffic congestion, more riders will return to the city's mass transit system and probably will help stabilize a dying taxi industry.

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Peter M. Mazer
General Counsel

Testimony of Peter M. Mazer
General Counsel, Metropolitan Taxicab Board of Trade

Before the City Council For Hire Vehicle Committee, February 12, 2018

Good morning Chairman Díaz and members of the Committee. My name is Peter Mazer, and I am General Counsel to the Metropolitan Taxicab Board of Trade (MTBOT), the City's largest taxicab trade association, representing the owners of approximately 5,500 licensed medallion taxicabs. In addition, we operate the MTBOT Driver Resource Center, a free training, licensing and legal service that has handled nearly 5,000 summonses and violations on behalf of our drivers.

Driving a yellow taxi is more challenging today than at any point in the 100-year history of this iconic industry. That's in large part because while the number of licensed taxicabs has remained essentially the same over the past four years, and the number of traditional livery vehicles has declined by half, from 23,000 to about 14,000, but the number of black cars has increased fourfold, from about 21,000 to 83,000. 63,000 of these are licensed to one entity, Uber, who has been able to flood Manhattan, using instantaneous app-based services, without any environmental review, any cap on their future growth, or any consideration of its impact on the actual need for this level of service, its impact on driver incomes, consumer protections or quality of life. This oversupply of vehicles in just one segment of the industry, while others are faltering, has led tens of thousands of Uber, Lyft and other drivers, unable to make their economic targets on app fares alone, to desperately troll and congest Manhattan streets where they illegally pick up street hails for extra income.

Illegal street hails not only congest Manhattan streets and steal fares from hard-working cabbies that paid for the right to accept hails, but pose an enormous public safety threat. These vehicles are not insured to accept street hails. The driver may have a suspended license, may rip you off, and may have a criminal record. Illegal street hail passengers are essentially hitchhiking.

Before Uber, the TLC had far fewer resources than needed. Today, they are completely overwhelmed. While the number of for-hire-vehicles has exploded by 250% since 2012, the number of TLC agents has risen by only about ten percent in that time, and the TLC has had no increase in its headcount since 2015. According to the TLC, many of its enforcement officers has been assigned to enforce traffic regulations against licensees. In addition, thousands of police officers regularly enforce traffic regulations while these officers almost never issue summonses against unlawful street hail activity.

While TLC Chair Joshi and her staff deserve credit for their hard work and for making improvements to the agency's enforcement operations, the TLC should be prioritizing those limited resources to go after two principal violators: those operating without any TLC license at all and licensed operators that perform illegal street hails in Manhattan and at the airports. Doing so would protect New Yorkers' public safety and consumer rights; reduce congestion and protect the livelihoods of licensed New York City yellow taxi drivers. But there are also Street Hail Livery (SHL) operators who paid for the right to accept hails outside the CBD. Their rights need to be protected. Without enforcement in the areas they serve, their permits are worthless.

Today, we're heading off a cliff. With no limitations on Ubers and other app-based services, vehicle saturation, unfair competition and targeted and systematic enforcement against licensees is leading some drivers to extremes, as evidenced by the tragic suicide of Douglas Schifter just last week. Douglas drove for a corporate black car service and just couldn't adapt to the lawlessness of today's city streets, over-summonsing and disrespect for honorable taxi and livery industries. Every taxi driver can relate to Douglas' pain and poignant last words.

Equally devastating is the over-summonsing of yellow taxi drivers. Taxi drivers are being ticketed for being taxi drivers, mostly by NYPD and TLC but also the Port Authority. Last

month, the MTBOT Driver Resource Center handled 250 summonses of all types issued to our drivers – by far the most we have ever seen in a single month. Meanwhile the black market of illegal pickups at the airports have become sophisticated criminal operations. But enforcement often targets licensees who engage in technical infractions that is frequently criminalized. The hotels are so rife with illegal pickups many cabbies don't even bother with them anymore.

Compounding the problem is a well-intended but unfair consumer complaint procedure that allows every citizen, whether or not a passenger, to file a complaint against any taxi driver without ever coming to court. There is a lack of confidence in the various tribunals from OATH to TVB to criminal court that often allow serious offenders receive minimal punishment but deny due process rights to good drivers who question whether they can receive a fair hearing.

I urge this Committee to use its power and expertise and look at every aspect of the enforcement and adjudicatory process and fix this broken process. Too many drivers are suffering because of it.

Thank you for the opportunity to speak. I look forward to answering any questions you may have.

TLC's Failure to Enforce the For Hire Vehicles Rules

According to the Rules of the City of New York, the TLC has a rule that says the TLC has the “specific power and dut[y] [to]...establish and enforce standards to ensure all Licensees are and remain financially stable.” 35 RCNY § 52-04(a)(4).

On May 2, 2017, two taxi medallion owners filed a lawsuit against NYC and the TLC seeking to compel them to live up to their self-promulgated duty. The medallion owners asked that the government establish and enforce standards to ensure financial stability for all licensees, which includes the yellow cabs. Given the precipitous drop in the value of the medallion, clearly the financial stability for one sector of the industry regulated by the TLC is unstable. Under the TLC's rule, the TLC should be trying to address this, but they're not.

The City moved to dismiss the Article 78 proceeding, claiming that the petitioners did not cite to a duty specific enough that the court could use to force the TLC to act, and despite sympathizing with the medallion owners, the Court felt compelled to agree with the City. The case was dismissed.

In essence, the City benefitted by enacting a nebulous, undefined rule. Because the term “financial stability” is not defined, the court basically felt that it didn't know what it would be ordering the TLC to do if it ruled in favor of the petitioners.

The court said: ***“Petitioners raise legitimate issues about the efficacy of respondents’ oversight of for-hire car services. However, a broad, conclusory request that the respondents promulgate unspecified rules to achieve the outcome of ‘financial stability’ when that term has no clear objective meaning and no defined meaning in the existing rules, is not the proper remedy.”***

Therefore, the ball is in the TLC's-and City Council's-corner. Clearly, the court felt concerned about how the TLC was going about its business regulating, but it felt that it didn't have the legal power to do anything about it.

Gloria Guerra's Testimony Before the New York City Council

Monday

February, 12, 2018

My name is Gloria Guerra and my husband and I are medallion owners for over two decades. We came to America from Cuba, along with our parents, in order to escape the political corruption and oppression of the individual-and be able to enjoy the freedom and opportunity that this great country offers.

We were not disappointed. We invested in a taxi medallion just like so many other immigrants, and through hard work our investment increased every year-backed, we were told, by the full faith and credit of NYC. By 2014, the medallions were being sold for \$1.4 million dollars and we thought that our retirement was secure. Our hard work had paid off!

We were, however, unprepared for what was about to happen-the Uber invasion. And the you know what hit the fan, In the space of three years with no investment or entry fee, Uber flooded the city with tens of thousands of drivers and the value of the medallion plummeted.

The funny thing is that I don't blame Uber. Uber is a \$60 billion corporate predator but it couldn't have achieved what it has here without the direct complicity of city regulators-and, sadly, some of our elected officials as well.

Here is where the blame lies. As we pass the 100,000 mark of vehicles clogging our streets the Chair of the TLC continues to approve 2,000 licenses each and every month. The only thing missing is her cry of "olé." This insanity is causing an environmental and mass transit nightmare and it could have been avoided if the regulators had actually regulated and provided some real barriers to Uber in order to protect not only our NYC sanctioned investments, but the public interest as well.

I recently read a study put out by the NYC Partnership that congestion is costing city business over \$20 billion a year-a cost that is the collateral consequence of the city's inaction and failure to protect the taxi medallions that it has used for years to fund a wide range of city priorities. That \$20 billion cost should be a bill given to Uber because make no mistake, taxis aren't the cause of the traffic nightmare since are numbers are capped by law.

Last week we had a tragedy in our industry when a livery driver committed suicide right in front of city hall-one of three such suicides that are the direct result of the city's regulatory failure to prevent what has become a "race to the bottom."

Douglas Schifter had lost his life savings and with it all hope. I know exactly what he is going through as my family's life savings slowly disappear while my husband suffers through ailments that prevents him from driving our cab like he always has done.

We need the city council to take action. Raise the Uber license fee to a significant level, That money can be used for mass transit and the high fee will begin to reduce the number of cars on the road. There are only so many passengers, and as the numbers of drivers increases we reach a point where no one can make a living anymore.

Douglas Schifter tragically understood this, I hope this council does as well before it is too late and we have more Douglas Shifters reach the point of deperation.

Uppkar Thind Testimony to City Council's FHV Committee

Good morning Chairman Diaz and members of the new FHV Committee. My name is Uppkar Thind and I am a medallion owner for the past 11 years. I came to this country 27 years ago and got my start driving for a car service. It was through this hard work for long hours that I was able to save enough money to purchase my taxi medallion.

Given its history, I felt that I was on my way to a real economic stake in my adopted country. What I couldn't have foreseen was what happened 4 years ago when the Uber tsunami swept through NYC and undermined the medallion system that had been in place for over 70 years.

The system wasn't undermined by Uber, however, but by the regulators who re supposed to protect the medallion franchise in exchange for the billions of dollars owners had ponied up to the city treasury. It says right in the city rules-there is the TLC's mandated duty to protect the economic stability of the taxi medallions. **Rule 52-04(a)(4)**

That they haven't done so is self-evident from the decimation of the value of the medallions over the past few years. This failure has a number of different faces. Its first face is the enforcement of rules for taxis while failing to apply these same rules for the Ubers.

This is crucial because by allowing e-hail companies to proliferate throughout the city the TLC essentially abrogated taxis exclusive right to street hails. When you have 100,000 of these cars prowling the streets an e-hail is no different than a street hail-yet the TLC time and time again doesn't apply the rules equally.

Put simply, there is no regulatory parity, and when you view this in the context of the amount of money we paid for our medallions, this disparity heightens the unfairness of the regulatory regime. The second face, then, is the city's allowing Uber into the car for hire system with no comparable buy-in even though the Ubers were usurping the exclusive role of taxis.

In essence, taxis are the NYC approved licensed public conveyance; and an assortment of other fees-all of which Uber doesn't pay-are tacked onto taxis' bill because the city had granted these mostly immigrant entrepreneurs the exclusive right to e-hail.

It is precisely the NYC regulators' failure to protect this well paid for right that has gotten the city into the current congestion mess. The failure has allowed the uncapped and under-regulated Ubers to proliferate with little or no regard to sound public policy, and at the expense of public health and safety.

The following information underscores how the under-regulation of Uber has cost the city tens of millions of dollars, while at the same time establishing an indefensible double standard that has victimized hard working medallion owners.

- (1) The Commercial Motor Vehicle Tax (CMVT) is for the following vehicles: Motor vehicles regularly used in the City to transport passengers. The DMV collects the fee for Uber and NYCDOF/TLC collects the fee for medallions:
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The **Commercial Motor Vehicle Tax (CMVT)** is for the following vehicles: **Motor vehicles regularly used in the City to transport passengers**. The DMV collects the fee for Uber and NYCDOF/TLC collects the fee for medallions:

Passenger Transportation Vehicles per year:	
Medallion taxicabs	\$1,000 (pay \$500 on June 1 and \$500 on Dec 1)
All other vehicles (Uber included)	\$400

As the CMVT is constructed, certain classes of drivers (medallions) pay a fee to the Department of Finance and face enforcement from the TLC, while another class of drivers (Uber) pays it to the DMV. As a result, medallion owners pay \$1,000 per year and Uber drivers pay only \$400 per year. What's the City's rationale (or legality) behind this differential treatment?? If there are 100,000 Uber vehicles on the road in NYC, and the City collected the additional 600\$ per year from each Uber vehicle, the City would generate an additional **60 million dollars per year** through fair implementation of the CMVT.

- (2) MTA Fees: In one day, a double-shifted taxi that makes 25 trips per shift collects \$34.54 in tax revenue, of which \$27.40 directly funds the MTA. On the other hand, in one day of full-time work, an Uber car may bring in \$20 in general sales tax, handing over only \$0.75 to the MTA.
- (3) Renewal and other fees: In licensing fees, vehicle taxes, and other surcharges, taxis contribute significantly more than Uber (not to mention the money already spent on purchasing a medallion). Each taxicab must pay a bi-annual \$1,650 renewal fee. Each Uber car, on the other hand, pays a \$275 annual fee for a for-hire vehicle license. And while each taxi trip also collects a 30-cent accessibility fee to help fund the City's transition to a 50% wheelchair accessible taxi fleet, Uber has no wheelchair-accessible vehicle surcharge or meaningful regulation.
- (4) Mandatory retirement for black and livery cars no longer required. Yellow cabs have mandatory retirement dates. Yellow cabs are required to be inspected 3 times a year. Black cars once every 2 years.

In her statement after the death of Douglass Shifter, the Chair of the TLC, Meera Joshi, said the following:

"As we have frequently acknowledged, with 50,000 more drivers and the same number of additional vehicles over the last four years, there is a clear oversaturation of the for-hire market. We understand that many of our licensees have been under tremendous pressure due to this onslaught of competition from app-dispatched services." (<https://www.cbsnews.com/news/nyc-cab-driver-douglas-schifter-shot-himself-lashing-out-politicians-facebook-post-city-hall/>)

At the same time, Joshi lamented that she didn't have the authority to limit this saturation. We agree, and that's the purview of this council. But she does have the authority to regulate the sectors fairly. That she hasn't is a dereliction of her duty to protect the value of the medallion.

In the context of her nonfeasance, we are asking the city council to step in and create regulatory parity so that one sector isn't unduly advantaged-especially against those like myself who have worked so hard and given so much to the city we have adopted and love so much.

To fight congestion, aim at Uber



Clogging streets
(NYCSHOOTER/GETTY IMAGES)

BY **LUCIUS RICCIO**

NEW YORK DAILY NEWS
Thursday, February 8, 2018, 5:00 AM

Gov. Cuomo has to be congratulated for having the courage to even think about proposing a congestion pricing plan for New York City in his election year. Cuomo is in charge of the MTA, and everyone knows the MTA needs money. In addition, most

people recognize that not only is the Metropolitan Transportation Authority in crisis, but that traffic in all the boroughs is the worst it has ever been.

To deal with the problem, his commission has proposed a plan to raise more than a billion dollars a year dedicated to the MTA by charging cars and trucks to enter Manhattan below 60th St.

The commission's plan is not perfect. For the purpose of raising money for the MTA, it's something, and something may just be better than nothing.

But it has a major flaw. It is called congestion pricing, but unless it charges far more to attack the real cause of the problem, it will not solve the current congestion crisis.

Traffic has never been good in New York City. But ask any motorist and they'll tell you it is far more problematic than ever, not just in Manhattan, but in every borough.

Tackling the problem correctly means identifying the real source of the problem. It isn't people driving in from the outer boroughs or Long Island. It is the tens of thousands of new for-hire vehicles (FHV's) driving around every day: Uber, Lyft, Via.

Just look around. Look at the license plates. All those cars that look like regular cars but have Taxi & Limousine Commission plates are causing the problem. Count them. Some streets are flooded with them. Since 2010, the number of such cars on Manhattan's streets has risen from 37,782 FHV's to 102,536 in 2017. That's a 175% increase.

These cars have infected the city like a plague of locusts. They have not paid one additional cent to the city or to the MTA for entry into the market. No environmental impact statement was done.

Unlike yellow cabs, no limits are placed on the number of vehicles that can be in service. Unlike cabs, which are legally required to have 50% of their vehicles wheelchair accessible by 2020, the FHV's have done virtually nothing to provide accessible service and only recently have agreed to a limited pilot to provide a very small amount of service, nothing on the order of what the yellows are required to do.

If we got rid of those cars or at least severely capped their numbers, traffic congestion would be greatly reduced.

What should be done?

The Cuomo plan does propose charging the FHV's a per-ride fee in parts of Manhattan of as little as \$2 and as much as \$5 depending on the scenario, but it does not go far enough, and it makes matters worse by charging some vehicles that should not be included.

Far smarter would be a fixed fee (a permit fee, if you will), for FHV's put in service since 2010, of at least \$10,000 to \$15,000 a year to operate in the congested areas.

Limit their total numbers to about 50,000 citywide. A charge of \$10,000 would bring in a half a billion per year for the MTA. If we need more vehicles beyond that, just sell more yellow and green medallions.

Second, there should be no equivalent charge for yellow and green cabs. The yellow cabs have already paid the city billions of dollars, through medallion sales, to have the contractual and what was supposed to be the exclusive right to pick up street hails in the city.

Not only have they already paid the city, they have also paid the MTA hundreds of millions of dollars with the 50-cent surcharge on every ride. They also pay a road tax to the city, medallion renewal fees, sales taxes on the vehicle leases and inspection fees and costs — none of which are paid by the new FHV's.

The number of cabs has been stable. They are not the cause of the increased congestion.

Uber gets to charge less than cabs for two reasons: They do not pay the \$15,000 to \$20,000 in fees that cabs pay (plus medallion financing), and they are subsidized by investors (who may soon lose their investments).

Finally, there are additional ways of raising money for the MTA that should be considered in this debate: residential parking permits and increased vehicle registration fees in the MTA region, to name a couple. Residential parking permits would keep "interlopers" from getting free parking in neighborhoods near subways to avoid the congestion charge.

And let's not forget: Mayor de Blasio wants a tax on the very wealthy. Why isn't that on the table? It's a political winner that would generate billions in one fell swoop.

Something has to be done to help the MTA. Something has to be done to reduce traffic. The governor has opened the door. Let the debate begin.

Riccio is a lecturer at Columbia's School of International and Public Affairs, partner at Gedeon GRC Engineering and a former city transportation commissioner.

New York City Council For Hire Vehicle Committee Hearing February 12, 2018
On Taxi & Limousine Commission Enforcement Practices

Good morning councilmembers, my name is Carolyn Protz. I am an individual medallion owner.

Everyone who drives for a living in this room is on death row. I thank Doug Schifter for bringing this to light. That could have been any one of us. Whether it's through long hours, constant sitting, breathing in the filthy air or the neverending frustration and uncertainty everyone in this industry lives with – we are all on death row.

Think about how you felt, watching the stock market dropping 1,000 points and wondering what was happening to your 401K. Take that, and multiply by a thousand, and you will have an idea of the kind of conditions we are forced to live under.

In the face of all the evidence and without a degree from the Wharton School, I think we would all agree that the law of supply and demand cannot be denied, no matter how magical one's thinking is. And that is the root of many of the enforcement issues we are here to discuss today.

125,000 for hire vehicles are simply too many vehicles on the road for any driver in this room to make a decent living. And I can promise you that it's going to get worse – a lot worse. The TLC has issued an RFP for a vendor to administer exams to new drivers. How many? 6,000 new drivers a month. The TLC is planning for an additional 1.1 million dollars in revenue from more for hire enforcement.

It doesn't have to be this way. By allowing evermore vehicles on the road you are creating conditions that cause the violations. These conditions are exactly what Doug Schifter was so devastated by.

Whether by design or default, this industry has been taken apart piece by piece. I have 4 pages of rules that were put in place for very good reason and then bent, broken, ignored or changed to suit a bully. I think we know what happens when one gives in to a bully – it only gets worse. A few examples –

Allowing cross base and cross category dispatching – Trips by fhv's are being dispatched by app companies thereby skirting or passing through the bases. Because of TLC's actions and inactions there has been a blending of all categories in apposite of their previous policy goals which were to maintain a separation between segments. This enables an app company such as Uber to monopolize the entire industry of for hire vehicles.

Unequal retirement rules – yellow.cab 7 years, black, luxury and livery, no mandatory retirement

Inspection rules – yellow taxis 3 times a year at TLC Woodside facility, black, luxury and livery, once every 2 years

Rules on cellphone usage – previously prohibited – now allowed so that driver can accept ehails or app dispatches. At the same time there's a prohibition against cellphone use, the reality is that there has to be frequent communication between driver and passenger, leading to frequent summonses.

Lack of enforcement of yellow taxi right to park in Taxi stands which are frequently occupied by black cars, preventing cabs from picking up passengers in those locations.

Rule 59B-08 TLC is supposed to determine the effects of new livery bases on existing transportation segments like yellow cabs – I do not think this has been adhered to. In addition, many liveries have

switched over to black car bases because of the lower insurance. So you could have a livery base, which was approved, with a certain number of cars and then the cars switch over to unregulated black car bases with absolutely no limit on the number of cars.

There has never, ever been any environmental review before allowing the additional 70,000 cars on the road. To put one additional yellow cab on the road there has to be a comprehensive environmental impact study.

Then we come to the problem of the so called bases. There are bases on the TLC website with thousands of cars and no trips reported. There are 200 bases that never report any trips. There are bases with just a handful of cars that report many thousands of trips. This makes a mockery of the idea of a base. At this time, in many cases, it seems little more than a formality, which is not in the spirit or intention of the rules. A TLC licensed driver can now rent a for hire vehicle for a few hours, slide behind the wheel and affiliate with a base of his choice for just those few hours. So that car could belong to 8 different bases within the same day.

On Oct. 26 of 2016 rule 80-19(c)(2) Increased penalties for illegal hails below 96th and 110th Sts in Manhattan and at the airports. \$2,000 first offense, \$4,000 second offense, \$10,000 and revocation of license for third offense. This rule should provide real deterrence if enforced. The numbers are as follows:

Nov. 2016	373 summonses issued
Dec. 2016	314
Jan. 2017	410
Feb. 2017	475
Mar. 2017	409
Apr. 2017	352
May 2017	300
June 2017	232
July 2017	201
Aug. 2017	155

Sept. 2017	nothing posted on TLC website
Oct. 2017	same
Nov. 2017	same
Dec. 2017	same

Medallion patrol summonses issued

FY 2014 7,676

FY 2015 12,141

FY 2016 16,687

So the number of summonses has more than doubled over these years. This comes at a time when the number of yellow trips has declined by 27%. This is shocking. What's going on here?

Summonses issued to black and liveries for illegal hails and unlicensed activity

FY 2014 25,344

FY 2015 23,300

FY 2016 18,929

FY 2017 20,768

A decrease at a time when the numbers of fhv's have increased by 70,000 vehicles.

There are simply just too many vehicles out there for the TLC with around 150 inspectors to properly enforce the rules. But I would rather see deterrence than punishment and I would rather see prevention of the problem by dealing with the underlying issue of the sheer number of vehicles. Long time, full time, professional drivers who take pride in their work, like Doug Schifter, should be applauded and encouraged to stay in the business.

This is not a static problem. As we are sitting here today, another 100 vehicles are being put on the road. There will be 100 more tomorrow and the day after. You get the idea.

Yes, consumers have benefitted from rides prices below cost. In allowing that to occur you have created a new class of indentured servants and slaves. None of this is new. It's all happened before. In 1937 the Aldermen had the wisdom and the courage to limit the number of for hire vehicles so that drivers could make a living wage. So that the violence on the streets would come to an end. I ask you to do the same now.

Good afternoon everyone. My name is Nino Hervias and I have been driving a taxi for over thirty years. We are here today because we have a common cause: public safety and regulatory fairness. We now have over 100,000 cars for hire on city streets and we have created a race to the bottom where not a single sector can make a decent living.

The tragic suicide of Douglas Schifter last week should be a wake up call for us all. If we don't have positive intervention from the public sector, we will create even more desperation among some of the city's hardest working immigrants.

Make no mistake about this: NYC is responsible for the untenable situation we all find ourselves in. The city has allowed under-regulated e-hail companies like Uber to proliferate without any limit, congesting our streets, without contributing a dime to the maintenance of our mass transit system.

We now have over 90,000 e-hail vehicles flooding midtown and taking that right to street hail for nothing more than the simple cost of a \$275 a year license. Not even the requirement that these interlopers pay the 50 cents a ride that taxis fork over to the MTA. To add insult to injury the taxi medallion owners, who routinely are working 18-hour days, are accused of being afraid of competition.

Because of the failure of the public sector, transit ridership is down and NYC businesses are losing tens of millions of dollars a year because of traffic gridlock.

When I came to this country from Peru I knew that if I worked hard I could succeed. I started to drive a cab because when you are an immigrant it is hard to get a foothold in a new country. But taxi driving was my foothold and after many years of long days and nights I had enough money to buy a medallion.

I had my piece of the American Dream-an investment that had been good to immigrants ever since the Great Depression. The value of the medallion has always been steady and except for a brief time in the 1970s, it has increased its worth every year. What could go wrong?

What I didn't count on was that my elected officials would abandon me and the medallion system that they created. When Uber began its invasion the Mayor and

the TLC only had to do one thing-it was really very simple: insist that the interlopers follow the same rules that taxi has to follow.

What should be done?

The Ubers need to be made to comply with the same rules and mandates that taxis must follow. One important mandate is the installation of the T-PEP monitoring system.

The purpose of the T-PEP technology is to enhance passenger safety and promote the efficient regulation of the industry. T-PEP was introduced in 2014 to address some major obstacles that the NYC Taxi and Limousine Commission found when trying to gather information from its licensees for enforcement and monitoring purposes. Previously, the TLC had to reach out to the car for hire bases and rely on the bases' review of their own records (the completeness of which is not routinely checked) to provide specific trip information.

This was a major problem when the agency tried to identify a driver who may be the subject of a passenger complaint-or when trying to gather trip volumes and density for informing policy decisions. Furthermore, the TLC had no way to uniformly and regularly enforce its statutes against suspended drivers and vehicles. T-PEP has overcome all of these difficulties.

In essence, the new technology has been a boon for monitoring taxis for passenger efficiency and safety. Unfortunately-and in spite of the fact that e-hail companies such as Uber and Lyft have arguably at least three times as many vehicles for hire on city streets-T-PEP has not been mandated for these new technology driven entities.

(http://www.nyc.gov/html/tlc/downloads/pdf/rule_book_current_chapter_67.pdf)

What many victimized passengers-the great majority of whom are women-are finding out to their detriment is, as with all innovations, there is a huge downside to the tech-driven ride share program: too often you don't know who's driving your car; and that can lead to big problems. (<http://www.forbes.com/sites/kevinharrington/2014/06/19/the-uber-disruptor-what-ride-shares-can-teach-you-about-disrupting-the-market/#2021996f62ee>:

In the past two years, there have been several incidences where female Uber and Lyft passengers have been assaulted. In Uber's case, the company refused to cooperate with the NYPD without a court order. With T-PEP the city would have been able to immediately identify the driver and mete out proper punishment. Needless to say, that driver wouldn't have been able to drive a cab ever again.

In NYC, where regulations for e-hail drivers and companies is, charitably, hit or miss, it is literally impossible at times to tell who the drivers are-and the companies they're driving for-

without a scorecard. This is especially true when you have an altercation with an Uber driver and, as a result of the altercation, you don't complete your ride and get a receipt.

New Yorkers for Equal Transportation Access recommends that the T-PEP system be mandated for all e-hail companies in NYC in order to establish a licensing structure that will create enforceable across-the-board standards, while simultaneously furthering innovation and attracting new market entrants.

By establishing base line licensing requirements, passengers will be able to have the same driver transparency that they currently enjoy with taxis; and the TLC will have an effective tool to monitor the industry in a fair and equitable way:

When T-PEP was first introduced the TLC lauded its ability to aid passengers, taxi drivers and owners, as well as city policy makers:

T-PEP represents a rare opportunity to significantly improve the riding experience of countless New Yorkers and visitors, as well as for drivers. The new technology greatly improves communication between the TLC and its constituents...

http://www.nyc.gov/html/tlc/html/industry/taxicab_serv_enh_archive.shtml/www.nyc.gov/html/tlc/html/industry/taxicab_serv_enh_archive.shtml

What is good for taxis should be good for all the new e-hail companies that are typically great promoters for technological advances that promote their own bottom lines, but balk at those that create greater transparency for passengers and regulators.

We have drafted proposed T-PEP legislation and urge this committee and its chair to move swiftly to introduce this bill and make it into law in the interest of public safety and fairness.

Testimony by Taxi Medallion

Owner Sergio Cabrera

Committee on For Hire Vehicles

February, 12, 2018

Good morning, my name is Sergio Cabrera and I'm here today to sound a warning because what's happening to all taxi medallion owners has happened before. Almost a decade ago millions of homeowners were facing foreclosure and bankruptcy because the housing market collapsed. So, what happened in 2008? The banks were bailed out and the homeowners were screwed-or as the Jerry Reed song tells us, "They got the goldmine, we got the shaft."

It isn't only about my fellow medallion owners however. The suicide of livery driver Douglass Shifter speaks to the larger problem-the city has created a race to the bottom and everyone is being sucked in to a black hole where the only winners will be the hedge fund operators and their 1% backers.

I came from the Dominican Republic over 4 decades ago to pursue the American Dream. My fellow immigrants and me were offered opportunity and the chance to achieve if we worked hard. Every medallion owner here today did just that and we did succeed. But now we have been betrayed.

Déjà vu is what I'm feeling today! The yellow taxi industry, the only transportation network that actually allowed upward mobility of the immigrant drivers and owners like myself, has been placed in the crosshairs of the middle-class killers-hypocrites who claim they're for the little guys but do the bidding of the 1%.

The Wall Street cartel-led by a \$60 billion corporate predator-- has again decided to wipeout the assets of another vital segment of society. Like the housing assets of millions of homeowners, they have again schemed to bankrupt an entire industry. And they have done so with the at times active collusion of city regulators who were mandated to protect the taxi sector that the city itself created.

The number of NYC taxis is restricted by law to 13,587. Why restrict? Because the chaos in the Great Depression-when thousands of desperate New Yorkers took to the road as cab drivers to earn a living-led the city to create a system of regulated competition in the public interest. This was done because there is a finite amount of city real estate and regulation makes sense. In exchange for the purchase of a medallion, the city awarded the cab owner the exclusive right to street hails.

When Uber invaded the city four years ago, however, the entire system was thrown into disarray. The mayor made an attempt to restrict the number of cars but was rebuffed by a multi-million ad campaign financed by the \$60 billion Silicon Valley predator. Caught flat footed, and unprepared to act in the public interest, the city opened the Uber floodgates and now we are witnessing the terrible consequences of the city's inability to act: over 100,000 Ubers and its imitators clogging NYC streets and siphoning passengers out from the transit system. And the TLC is licensing an additional 2,000 cars a month!

This is total insanity and an abdication of leadership that needs to be addressed-and I hope this committee will take the lead here and act before it is too late.

But while everyone is suffering in this industry, is it the medallion owners who have been betrayed. By purchasing our medallions for hundreds of thousands-and sometimes millions-of dollars-we have funneled billions of dollars, yes billions with a B, into the city coffers in exchange for the street hail franchise. Incredibly and stupidly, the city gave that right away for the price of a \$275 a year license! They killed the goose that laid the golden egg and in exchange got congestion chaos that's costing city businesses over \$50 million a year in lost productivity.

Our medallions are really being confiscated, not foreclosed. Owners who are current with their payments are being abused-forced to pay balloon payments or lose their hard earned asset. As before, in 2008, they play unfolds; the assets of these individuals are taken, then at a later date the banks write off those debts and are bailed out. Those confiscated assets are then sold, for pennies on the dollar.

When the smoke clears another segment of the middle class will have been destroyed.

Work hard, play by the rules

So we can take your assets later!

That's why we are calling on this committee and the city council as a whole to intervene. NYC officials have failed in their fiduciary **and ethical duties** to protect those medallion owners who the city had induced to invest in this public franchise. The Ubers need to be properly limited and regulated. My colleagues have a number of suggestions but I have one that makes a great deal of sense and I offer it today: ban Uber's surge pricing.

Taxi prices are fixed by law. Uber's surge pricing, by enticing more of their vehicles during rush hour, exacerbates congestion in the CBD while taxis' fixed prices do not. Surge pricing is incompatible with congestion relief since the surge price received for a ride makes any congestion fee minimal. This legislation would go a long way towards levelling the playing field and protecting the city from the insane proliferation of Uber vehicles in the CBD.

This is but one measure among many that the city should enact. The number of vehicles on the street must be limited and those operating need to be regulated fairly. Taxis are regulated strictly; their competitors are not. Until we level this playing field we will have more tragedies as desperate people lose hope.

City Council For-Hire Vehicle Hearing
Testimony by Dana Lerner, Families for Safe Streets Volunteer
February 12, 2018

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 killed my son.

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 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.



FOR THE RECORD

Good Morning Chairman Diaz and Members of the Committee. My name is Ira Goldstein and I am the Executive Director of the Black Car Assistance Corporation (BCAC), an Industry advocacy group representing the large majority of the Black Car and Luxury Limousine industries. I first would like to take the time to congratulate the Chairman and his fellow Councilmembers on their appointment to this new Committee. The BCAC looks forward to working with you all in your new capacities, and are confident that together, we can accomplish great things for our Industry, and our New York City communities as a whole.

Thank you for granting me the opportunity to bring forward to you specific areas of focus where our Industry feels TLC Enforcement action could be better utilized, and issues we feel are, for lack of a better term, kicking us while we're down.

Since the emergence of ride-hailing services in New York, there is no denying the massive growth of the Black Car sector to record highs. While in many industries, figures showing overall growth equate to higher profitability, in our Industry, these types of figures tell us one thing – the market has thinned out exponentially. It can be felt by every driver and base owner in every single corner of the city. Never before has our city had so many TLC licensees and TLC-plated vehicles on our streets, and so few dispatches to go around.

It is this fact which brings me to our first enforcement issue – illegal street hails. With a record number of TLC drivers and vehicles on our roads but not enough demand to justify those numbers, it is of extreme concern to our Industry the effective enforcement of illegal street hails. Throughout FY 2017, the TLC issued 64,836 summonses in total, with 13,658, or just over 26% of those summonses being issued for violations related to illegal street hails and operating for-hire without a license. The market has been stretched thin enough as it is, and with more and more un-licensed drivers and vehicles making the rounds, just like a drum taut too tightly, the market, too, will “pop.”

In New York City, our hometown airports are the door to our thriving tourism industry; business leaders and revolutionary entrepreneurs from around the world pass through them every day. And when they exit the airport, chances are they are utilizing an FHV or taxi to reach their final destinations. You know what they say – you only get one chance to make a good first impression. Well, we couldn't agree more, and as such, we believe there must be a monumental increase or adjustment in approach when it comes to enforcing such activities in places like our airports.

First, there is the obvious issue of stripping TLC licensees of lucrative potential airport fares. The thinning out of business is even further perpetuated with every illegal airport fare conducted, as those jobs, if legitimate, would carry with them somewhat premium pricing. With travelers unaware of the local regulations put in place for their protection, the first black Camry to pull up and offer a ride will most likely get that fare, and as a result, keep that consumer from calling to make a reservation with a traditional Black Car company, opening an app to request a ride, or even standing in a taxi line.

Ask any marketing professional – there is no problem quite like that of an image problem. In the event a traveler who fell victim to a fare poacher was to lose a piece of property, be involved in a collision or assaulted by an un-licensed and therefore un-screened driver, the inability to identify that driver or vehicle to resolve the issue as best as is possible is the very definition of an image problem. New York's viability as a prime business destination would be damaged if such a stigma enveloped the airports' ground transportation systems.

As Members of this Committee, in particular, you are aware of the many changes our Industry has endured in recent years. While the Black Car Industry has and continues to evolve as the changes come our way, the TLC should, too, strive to be as actively adaptive as they call on and expect our Industry to be. With TLC licensees allowed to accept dispatches from bases with which they are not affiliated, the penalty language accompanying the TLC rules must also be updated to reflect those current Industry realities. For a violation whose penalty language directs a fine to the base, in the era of cross-dispatch, it must be made abundantly clear in that language that such fines are to be directed to and the responsibility of the dispatching base, rather than the base of vehicle affiliation.

Examples can be found in multiple locations throughout Chapter 59 of the TLC Rules and Regulations, but one such example is §59B-26, pertaining to required tri-annual inspections – it can also be found on the list of top ten field enforcement summonses issued by the TLC in FY 2017. This rule requires that bases not dispatch any vehicles not in compliance with the tri-annual vehicle inspection mandate. The penalty language associated with this violation simply reads "Base Fine," the popular interpretation of which often causes great confusion for TLC Enforcement agents in the field, resulting in unnecessary headaches for everyone involved – the TLC included.

While we have independently communicated with the TLC law department on this issue and since gotten a letter from them explaining that the intent of the rule is that the fine is, indeed, the responsibility of the dispatching base, in TLC courtrooms, it seems to continue to be up for debate. As bases appear before ALJs, they should not be required to carry with them a letter from the regulatory agency *itself* explaining the proper interpretation of its *own* rule in an effort to properly direct liability.

In conclusion, the over-saturation of our Industry has been a catastrophic blow for multiple, constantly-emerging reasons for years now. With the widespread illegal activities being conducted, our already thin-spread Industry may reach its tipping point if un-licensed drivers and vehicles are allowed to continue to spread us that much thinner.

**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: 2/12/2018

(PLEASE PRINT)

Name: SORE VILORIA

Address: 182 W 180 ST Bx NY

I represent: NYSTED

Address: _____

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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: Sergio Gibrera

Address: _____

I represent: TMODA

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☒ in opposition

Date: 02/12/2016

(PLEASE PRINT)

Name: SONAM R LAMA

Address: 2159 23RD ST, 2N FL

I represent: DRIVER (FHV)

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: CARLOS ADAMES

Address: _____

I represent: ASOTINY

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: 2/12/18

(PLEASE PRINT)

Name: Andres Gonzalez

Address: 32-72 45th Astoria NY

I represent: Taxi FHV Driver (Dial 7)

Address: 43-23 35th St

**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: 2-12-18

(PLEASE PRINT)

Name: Thelma Williams

Address: 258-27 147 ave ny 11422

I represent: Manhatten service Commuter

Address: 258 27 147 ave

**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: ALAN SAPOZNIK

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: 2/12/2018

(PLEASE PRINT)

Name: YUDICUZ ABREU

Address: 1425 CORNELL PL IC

I represent: TAXI DRIVER VIT

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: 2/12/2018

(PLEASE PRINT)

Name: JOSE A. RODRIGUEZ

Address: 208 W 149 ST APT 10 NY, NY 10039

I represent: TAXI DRIVER DEFENSE GROUP

Address: 208 W 149 ST APT 10 NY, NY 10039

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THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☒ in opposition

Date: 2/12/2018

(PLEASE PRINT)

Name: Sulaiman Haqq

Address: 1799 Bedford ave 1D Bklyn NY 11225

I represent: Brooklyn van lines

Address: 1799 Bedford ave 1D

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THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 02-12-18

(PLEASE PRINT)

Name: Solomon Neuschatz

Address: 725 Miller Ave Freeport NY 11520

I represent: TMODA

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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

☒ in favor ☐ in opposition

Date: 2-12-2018

(PLEASE PRINT)

Name: UPPKAR THIND

Address: 79-18 265th Street, Glen Oaks, NY

I represent: TMODA

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: 2/14/18

(PLEASE PRINT)

Name: DANA LERNER

Address: _____

I represent: FAMILIES FOR SAFE STREETS

Address: NYC - Manhattan

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THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: 2/12/2018

(PLEASE PRINT)

Name: PETER M. MAZER

Address: 39-24 24th STREET, LIC

I represent: METROPOLITAN TAXICAB BOARD OF TRADE

Address: SAFE

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: JOSE JIMENEZ

Address: 701 W 177th ST APT 66

I represent: 10033

Address: _____

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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: SUSANNE FIOI

Address: 805 Melrose Ave Bx NY 10451

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: Ramon Rodriguez

Address: 2857 53rd St AV

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: VICTOR FONTANA

Address: _____

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Bhairavi DESAI

Address: Executive Director

I represent: NY TAXI Workers Alliance

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: BILL LINDALYER

Address: NY TAXI Workers Alliance

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: Peter Mazer

Address: _____

I represent: MTBOT

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: Pablo Ureña

Address: 1081 Rhineland Ave

I represent: Green Taxi

Address: 1081 Rhineland

**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: John McDermott

Address: 75-10 68 Ave

I represent: Yellow Taxi Driver

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: Dan Lerner

Address: C.R.W.

I represent: Families for Safe Streets

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: FATAI LASISI City Link Corp

Address: 138-D Springfield Blvd, Springfield Gd

I represent: City Link Corp

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: WARREN PROS

Address: 341 BOZEV STREET

I represent: MYSELF

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: GUSTAVO PALACIOS

Address: 321 ELIZABETH AV ELIZABETH NJ

I represent: THE BLACK CAPS

Address: NEW YORK

**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: 02/12/2018

(PLEASE PRINT)

Name: HECTOR GERMAN

Address: 1690E 174ST. BROOKLYN N.Y.

I represent: CONFEDERACION DE TAXISTAS N.Y.

Address: 1690E 174ST. BROOKLYN N.Y.

**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: 2/12/18

(PLEASE PRINT)

Name: ARIS BAEZ

Address: 650 SOUTHWIND AVE

I represent: TAXISTAS INDIGNADO

Address: 650 SOUTHWIND AVE

**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: 2/12/18

(PLEASE PRINT)

Name: BALBUENA FLORES

Address: 815 GERRARD AVE E 4A

I represent: LA COALITION DE TAXISTA

Address: 1876 CARTER AVE

**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: 2/12/18

(PLEASE PRINT)

Name: Andre Camilo

Address: 1805 Gleason Ave

I represent: Livery Industry Union Cab Car Service

Address: 1804 Gleason Ave

**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: 2/12/2018

(PLEASE PRINT)

Name: Eliesser Colon

Address: 1340 METROGIR AVE BRONX NY

I represent: USER LIFE my self

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: 2/12/18

(PLEASE PRINT)

Name: Sherlie Santiago

Address: 120 Audubon Road Teaneck NJ 07666

I represent: my self owner and operator

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: 2/12/18

(PLEASE PRINT)

Name: William Dillman

Address: _____

I represent: Commuter Van Industry

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: Joe Maff

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: Valerie Kennedy Tesede

Address: 13 W. Kinbidge Rd

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: _____

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: _____

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: _____

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: Shakil Kapde

Address: _____

I represent: IMODA

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: Nicola Hent

Address: _____

I represent: IMODA

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: Uppkar Thind

Address: _____

I represent: IMODA

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: Nino Hernan

Address: _____

I represent: TMODA

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: 2/12/18

(PLEASE PRINT)

Name: CAROLYN PROTZ

Address: 649 E 14th ST NY NY 10009

I represent: TMODA

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: 2/12/18

(PLEASE PRINT)

Name: LORRAINE CHASE

Address: _____

I represent: Commuter Van Industry

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: Richard Lipsky

Address: 140 Riverside Drive

I represent: TMODA

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: Mohammed Akinlotu

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: 2/12/18

(PLEASE PRINT)

Name: Leonel MARTE

Address: 2954 MARION AVE

I represent: CGT

Address: 2954 MARION AVE

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: 2/12/18

(PLEASE PRINT)

Name: Johanny Melo

Address: 1986 Clinton Ave

I represent: Grupo defensores de Turista

Address: 1986 Clinton Ave

**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: 02/12/2018

(PLEASE PRINT)

Name: JUAN HEREDIA

Address: P O BOX 524034 BK NY 10452

I represent: TAXIISTAS UNIDOS DE N.Y.

Address: P O BOX 524034 BK. 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: 2/12/20

(PLEASE PRINT)

Name: Munzer Sulciman

Address: 1961 Tompkinson Ave

I represent: Same

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: 02/12/2018

(PLEASE PRINT)

Name: JOSE LUIS DEVORA

Address: 169 DE 174 ST - BROOKLYN NY

I represent: CONFEDERATION TAXIS NY

Address: 169 DE 174 ST - BROOKLYN NY

**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: 2/12/18

(PLEASE PRINT)

Name: LEROY MORRISON

Address: 3712 FLATLANDS AVE 2F BROOKLYN NY

I represent: COMMUTER VANS

Address: to Brooklyn

**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: Rafael ROSARIO

Address: _____

I represent: Green taxis

Address: The Bronx

**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: Nancy Reynolds

Address: 2639 Sedgwick St

I represent: Green taxis

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: 1/12/18

(PLEASE PRINT)

Name: Jose Altamirano

Address: _____

I represent: Livery Base Owners Assn.

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: 2/12/18

(PLEASE PRINT)

Name: Pedro J Aguilar

Address: 1876 Carter Ave

I represent: LA Coalition De Taxi NY

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: PASTOR JOSE BASORA

Address: 3352 Quimby Av. 13 Bronx NY 10473

I represent: THE MULETOWN REGARDING THE

Address: LIES

**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: Rafael Sosa

Address: 103rd St. 13th Dist. NY

I represent: 13th District - NY

Address: 103rd St. 13th Dist. NY

**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: 11/12/18

(PLEASE PRINT)

Name: Congressman Adriano Espaillat

Address: _____

I represent: 13th District - NY

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: 2-12-18

(PLEASE PRINT)

Name: SERGIO RODRIGUEZ

Address: 318 ABINGTON AVE BLOOMFIELD NJ

I represent: NEW YORK STATE FEDERATION OF TAXI DRIVERS

Address: 1401 WEBSTER AVE BRONX

**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: Maria Rodriguez-Santiago

Address: 1005 Jerome Ave APT E84

I represent: The taxi drivers

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: 2/12/18

(PLEASE PRINT)

Name: RAFAEL RIVERA

Address: 2446 CRESTON AVE # 4

I represent: ASOTINX

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: AMADO LOPEZ

Address: _____

I represent: TAUNY

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: 2-12-2018

(PLEASE PRINT)

Name: LOUIS MOLINA

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: 2-12-2018

(PLEASE PRINT)

Name: Meera Joshi

Address: _____

I represent: TLC

Address: 33 Beaver Street, 2nd Fl

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: 2-12-2018

(PLEASE PRINT)

Name: Dianna Pennetti

Address: _____

I represent: TLC

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 2/12/18

(PLEASE PRINT)

Name: Matthew W. Daus former TLC

Address: 156 West 56th Street Chair

I represent: self

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: 2/12/18

(PLEASE PRINT)

Name: Patricia L. Gelling

Address: 156 West 56th Street

I represent: the Commuter Van Association

Address: 152 West 56th Street

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: MALCOLM RATTNER

Address: 374 AVE -

I represent: SUSAN MANTUENO

Address: 374 - 4th Ave Bk

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