

2 CITY COUNCIL
3 CITY OF NEW YORK

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5 TRANSCRIPT OF THE MINUTES

6 Of the

7 COMMITTEE ON RULES, PRIVILEGES AND
8 ELECTIONS

9 ----- X

10 February 3, 2020
11 Start: 11:17 a.m.
12 Recess: 1:27 p.m.

13 HELD AT: Committee Room - City Hall

14 B E F O R E: Karen Koslowitz,
15 Chairperson

16 COUNCIL MEMBERS:
17 Adrienne E. Adams
18 Margaret S. Chin
19 Vanessa L. Gibson
20 Corey D. Johnson
21 Rory I. Lancman
22 Steven Matteo
23 Deborah L. Rose
24 Ritchie J. Torres
25 Mark Treyger

2 A P P E A R A N C E S

3 Aloysee Heredia Jarmoszuk
4 Nominee

5 Cira Angeles
6 Spokesperson for the Livery Base Owners

7 Saibou Sidibe
8 Organizer for New York Taxi Worker Alliance

9 Bhairavi Desai
10 Executive Director of the New York Taxi Workers
11 Alliance

12 Zubin Soleimany
13 Staff Attorney with the New York Taxi Workers
14 Alliance

15 Edith Prentiss
16 Chair of the Taxis for All Campaign
17
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1 COMMITTEE ON RULES, PRIVILEGES AND ELECTIONS 3

2 CHAIRPERSON KOSLOWITZ: [GAVEL] Call the meeting
3 of the Rules, Privileges and Elections to order.

4 Good morning and welcome to the Committee on Rules,
5 Privileges and Elections. My name is Karen Koslowitz
6 and I am the Chair of this Committee.

7 Before we begin, I would like to introduce the
8 members of the Rules Committee present. Speaker
9 Corey Johnson, Minority Leader Steven Matteo, Council
10 Member Adrienne Adams, Council Member Margaret Chin,
11 Council Member Vanessa Gibson, not here. Council
12 Member Rory Lancman who is next door and Council
13 Member Ritchie Torres and Council Member Mark
14 Treyger.

15 I would also like to acknowledge Rules Committee
16 Counsel Lance Polivy and the staff members of the
17 Counsels Investigative Unit Chuck Davis Chief
18 Compliance Officer and Andre Johnson Brown, Alyssa
19 Vasselli[SP?] and Julius Coranda[SP?], Investigators.

20 We will consider the nomination by the Mayor of
21 Ms. Aloysee, I hope I'm not killing your name.
22 Aloysee Heredia Jarmoszuk.

23 Should Ms. Jarmoszuk for appointment as the Chair
24 of the New York City Taxi and Limousine Commission.
25 Should Ms. Heredia Jarmoszuk receive the advice and

2 consent of the Council, she will be eligible to serve
3 for the remainder of a seven year term that expires
4 on January 31, 2024.

5 The New York City Taxi and Limousine Commission
6 known as the TLC was created pursuant to Local Law 12
7 of 1971. Chapter 65 of the New York City Charter
8 establishes the TLC with the goal of developing and
9 improving taxi and limousine service in New York
10 City. TLC is responsible for overall transportation
11 policy. The commission establishes certain rates,
12 standards and criteria for the licensing of vehicles,
13 drivers, chauffeurs, owners and operators.

14 The Commission includes nine members appointed by
15 the Mayor with the advice and consent of the council.
16 TLC must include at least one member from each
17 borough. TLC members are appointed for a term of
18 seven years and can serve until the appointment and
19 qualification of the successor.

20 The Mayor designates on TLC member to act as the
21 Chair and Chief Executive Officer. The Chair has the
22 power to employ, assign, and oversee the offices and
23 employees of the organization pursuant to the
24 Charter, the Chairs position is full time and the
25 Mayor sets compensation. The Chair currently

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2 receives \$212,044.00 annually, no other TLC member
3 receives compensation.

4 All TLC proceedings and all documents and records
5 in its possessions are public records. TLC must also
6 submit an annual report to the Council, on or before
7 the second Monday of January.

8 Welcome Heredia Jarmoszuk, would you please raise
9 your right hand and be sworn in. Do you swear to
10 tell the truth, the whole truth and nothing but the
11 truth?

12 ALOYSEE HEREDIA JARMOSZUK: Yes, I do.

13 CHAIRPERSON KOSLOWITZ: Ms. Jarmoszuk, do you
14 wish to make an opening statement?

15 ALOYSEE HEREDIA JARMOSZUK: I do.

16 Good morning. My name is Aloysee Heredia
17 Jarmoszuk. I want to start by thanking Speaker
18 Johnson, Chair Koslowitz and members of the Committee
19 for giving me the opportunity to appear in front of
20 you today and answer any questions that you may have.
21 I would also like to thank Mayor de Blasio for the
22 honor of being nominated as Chair and Commissioner of
23 the Taxi and Limousine Commission, and of course,
24 Acting Commissioner Heinzen and Chair Jiha for their
25 steady leadership this past year at the helm of the

2 Commission. I would be remiss if I didn't
3 acknowledge Deputy Mayor Anglin who gave me an
4 opportunity to join her team at City Hall and who has
5 been an incredible mentor and partner.

6 In my two decade long career, in the private
7 sector, higher education, philanthropy and most
8 recently in public service, I have always prided
9 myself on being a compassionate problem solver. It
10 is with that spirit that I have accepted this
11 nomination and stand before you today.

12 I have had the honor of serving the City in
13 several roles, including my current position as Chief
14 of Staff to the Deputy Mayor of Operations. Before
15 working at City Hall, I served as Chief of Staff to
16 the Department of Education Central Operations, where
17 I gained valuable experience managing a large scale
18 organization. I was second in command of an office
19 that oversaw a \$2 billion dollar annual budget and a
20 workforce of 10,000 employees.

21 In my current role, I oversee and coordinate 25
22 agencies and programs, including the Department of
23 Transportation and the TLC. In this role, I have had
24 the opportunity to observe how the TLC operates, and
25 how transportation policy in the city as a whole is

2 implemented. I have been involved with several
3 recent major policies, which we have advanced in
4 partnership with the City Council, such as the City's
5 for-hire vehicle license cap and driver pay
6 protections. I also played a role in advancing
7 Vision Zero projects, the expansion of speed cameras
8 and innovative street redesigns like the 14th Street
9 busway. I know working closely with the Council will
10 be critical to helping drivers who are currently
11 suffering.

12 On a personal note, I am lifelong New Yorker,
13 born and raised on the Upper West Side of Manhattan
14 by two Dominican parents. My parents, like so many
15 drivers in the room and on the road today, came to
16 New York City in search of the American dream. They
17 are here today and I am grateful for their
18 unconditional love and support. I am very lucky to
19 have been born to them.

20 As a nominee for the Chair of the Commission, I
21 feel an enormous responsibility not only to the City
22 of New York, but also to the drivers that the
23 Commission is tasked with serving.

24 the taxi industry is currently in the state of
25 crisis. The collapse of the medallion market sent

2 shockwaves across the City. Many drivers are under
3 extreme economic stress, with tragic results.

4 I want to take this moment to acknowledge and say
5 the names of those drivers who took their lives
6 during this crisis: Alfredo Perez, Danilo Corporan
7 Castillo, Douglas Schifter, Nicanor Ochisor, Kenny
8 Chow, Abdul Saleh, Fausto Luna, Roy Kim, and Lu Wu.

9 To those drivers, my apologies and condolences
10 cannot undo the past, but I will offer them to the
11 families of those who lost them to this crisis, and
12 for those who are currently being pushed to the brink
13 by financial debt, I'm incredibly sorry. I want to
14 promise you that, if confirmed, you will have an ally
15 in the head of the TLC, one who will fight for
16 drivers every day.

17 I love this city and there are few things more
18 emblematic of New York City than the yellow taxi and
19 the hardworking, mostly immigrant drivers who operate
20 them. I simply cannot imagine a New York City
21 without yellow cabs. Ensuring that our medallion
22 drivers can thrive is undeniably paramount.

23 Last week, the Medallion Task Force, Co-Chaired
24 by members Rodriguez and Levin, released a
25 comprehensive and insightful report with a number of

2 important recommendations. This report could not
3 have come at a more critical moment, and I hope to
4 have the opportunity to work with Council on these
5 recommendations, so that we not only solve the
6 current crisis our drivers are facing, but also
7 prevent a situation like this from ever happening
8 again.

9 In particular, my goal is to work with Council
10 and the drivers to find a solution to reduce driver
11 monthly payments to less than \$1,000 a month, and I
12 believe the City will need to play a role in this
13 effort.

14 While working towards a solution to the medallion
15 crisis would be my first priority, if confirmed as
16 Commissioner, we also need a more holistic look at
17 the for-hire transportation sectors that are
18 undergoing change due to an ever evolving industry,
19 including the liveries and the green cabs that
20 provide vital services in the areas outside of the
21 Manhattan Central District. That is why I welcome
22 Council Member Rodriguez's proposal for a Black Car
23 and Livery Task Force to further examine issues
24 impacting these sectors.

2 The TLC is more than just an issuer of licenses.
3 The TLC is charged by the New York City Charter with
4 developing a broad public policy of transportation,
5 including innovation and experimentation in relation
6 to the type of design of equipment, modes of service
7 and manner of operation. This includes expanding
8 wheelchair accessible vehicles and ensuring the
9 safety and fair treatment of passengers.

10 There is much more to be done to tackle
11 accessibility in our fleet of taxis and the FHV.
12 There are simply not enough accessible cars on the
13 road to meet the demands of drivers. Wait times are
14 far too high for those trying to obtain rides via FHV
15 services, and vacant accessible taxis are hard to
16 find on the street. I know that the TLC has worked
17 hard to advance this issue, and I look forward to
18 continuing to expand on those policies of standards.

19 As we all know, discrimination is a real issue
20 that many New Yorkers deal with on a daily basis. I
21 believe that most drivers are fair and impartial in
22 their approach to passengers. However, I know that
23 unfortunate interactions occur. Over the years,
24 members of this body have shared their own stories
25 about not being able to be picked up for rides or TLC

2 licensed vehicles not being willing to take you to
3 your destination. As someone who grew up on the
4 upper west side, long before it was considered
5 pretty, I have been there too. It's something that
6 we need to tackle.

7 Thanks to legislation sponsored by Council Member
8 Richards, the TLC formed the new Office of Inclusion,
9 which has taken a first good step in addressing the
10 issue. The work of this office is only beginning and
11 I would be interested in working with the Council's
12 Black, Latino, Latina and Asian Caucus on its
13 expansion.

14 The next TLC Commissioner also needs to have a
15 forward looking vision regarding the changes still to
16 come in this industry. It is clear that the
17 introduction of new technologies present both
18 opportunities and challenges for drivers and the
19 riding public. When Uber and Lyft came into the
20 marketplace and grew rapidly, the landscape changed
21 significantly, with increased competition, congestion
22 and other changes to the market.

23 So, as we help fix this crisis and help the
24 drivers currently struggling, we should try to
25 anticipate further and unforeseen changes to the

2 market. I would take a proactive approach in my
3 potential role as Chair of the TLC to look ahead at
4 emerging technologies and identify the appropriate
5 policy and regulatory responses to these changes.

6 I strongly believe in the power of harnessing
7 technology to give a boost to our medallion taxis, a
8 view that I know was shared by the Task Force. The
9 report includes a number of recommendations on new
10 technologies that could help improve the user
11 experience in our yellow cabs by adopting new
12 technologies approved by the Council. I'm sorry,
13 technologies and thereby expanding the market of
14 potential riders.

15 Accordingly, if I am approved by the Council, I
16 would conduct a top to bottom review of all TLC
17 policies to ensure that they are adapted to the 21st
18 Century, expand programs that test new technologies
19 and ensure that the voices of the drivers and the
20 industry are heard.

21 Lastly, I wanted to add that I do not want this
22 job for the title or stature of being the TLC Chair.
23 Those are things that have never driven me personally
24 or over the course of my career and they are not
25 doing so now. I would like to do this job because I

2 know that I can help both the drivers who are
3 currently being crushed with economic hardship, and
4 the passengers who rely on the services that TLC is
5 charged with regulating. I believe I can offer
6 passion, knowledge, experience and a new set of
7 skills to this position.

8 It would be an honor to be able to give back to
9 this great city that has given me and my parents so
10 much.

11 I thank you for your consideration and will be
12 happy to take any questions that you may have for me.

13 CHAIRPERSON KOSLOWITZ: I would now like to
14 recognize the Speaker.

15 SPEAKER JOHNSON: Thank you Chair Koslowitz.
16 Good morning, I want to thank you Chair Koslowitz for
17 holding this hearing and for giving me a few moments
18 to speak after we just heard from the nominee,
19 Aloysee Heredia Jarmoszuk. Thank you for your
20 opening statement.

21 Running the TLC may currently be one of the most
22 different jobs in City government between the
23 medallion crisis and the growth of the for-hire
24 vehicle industry, it is a challenge on every front.
25 These aren't just bureaucratic hurdles; they are

2 literally matters of life and death. It's about the
3 economic future of about 200,000 medallion owners and
4 for-hire vehicle drivers. They are depending on us
5 to make sure the system is fair and when we license
6 an industry, we have an obligation to make sure that
7 the hard working women and men who join it aren't
8 subject to fraud and abuse.

9 Owners, drivers and passengers deserve a leader
10 that is prepared to take on a system that has
11 experiences dramatic change in a short period of time
12 and the Council is ready to do whatever necessary to
13 get us back on track. But we need a partner here, we
14 can't fix this on our own and so, I want to thank you
15 for your opening statement. I want to welcome your
16 parents, I'm sure they are extraordinarily proud, as
17 they should be to be here on this special day for you
18 and for them and I have a bunch of questions that I
19 want to jump right into if that's okay Madam Chair.

20 So, did you have a chance to look at the - I know
21 you referenced it in your opening statement. Did you
22 have a chance to look at the report on the Task Force
23 that Council Members Rodriguez and Levin Chaired over
24 the last six months?

25 ALOYSEE HEREDIA JARMOSZUK: Yes, I have.

2 SPEAKER JOHNSON: And what were some of the major
3 takeaways for you from that report which would inform
4 your leadership on day one in becoming Chair of the
5 TLC?

6 ALOYSEE HEREDIA JARMOSZUK: The Task Force did an
7 incredible job putting this comprehensive report
8 together, both to give historical context and to
9 really dig into the current situation. The main
10 takeaways from the report are that the City has to do
11 something soon to help relieve the debt and the
12 financial crisis that the drivers find themselves in,
13 that the City needs more tighter regulations for
14 oversight of the transfer of medallions and the
15 industry at large. And that we have to really employ
16 technology to help bolster the agency and the
17 industry, so that it can become viable and fruitful
18 as it once was.

19 SPEAKER JOHNSON: Thank you and it sounds like
20 from your opening statement that we have your
21 commitment given how much time and energy the Council
22 and the other relevant stakeholders spent on this
23 task force to work with us. To work with us right
24 away when you assume this position, to meet with the
25 folks that were involved on the Task Force,

2 understand sort of the recommendations on a more
3 granular level in the sense of hearing directly from
4 the folks who put those recommendations together and
5 to be a partner. Not saying that TLC is going to be
6 able to do everything that's in that report, but to
7 figure out where there is the opportunity for
8 collaboration and making a difference for the folks
9 who have been so horrifically and detrimentally
10 effected by the debt crisis related to the medallion
11 industry. Do we have your commitment to do that? To
12 work with us, sort of hand and glove on this if you
13 were to become the TLC Chair.

14 ALOYSEE HEREDIA JARMOSZUK: Yes, if confirmed,
15 you absolutely have my commitment 100 percent, that I
16 would work hand and hand with you to help advance the
17 recommendations that are in the report and sort of
18 really provide the financial relief that the drivers
19 that are in this horrific situation need.

20 SPEAKER JOHNSON: And just to be a little bit
21 more specific, I think it would be helpful is if
22 confirmed, you were able to come back to the Council
23 within 30 to 60 days after looking at the report and
24 with the staff at the TLC and coming back to us and
25 saying, here are the things that we think we can move

2 on right away. Here are the things where we need
3 other types of intervention and help, whether that be
4 at the state or federal level. Here are the things
5 that we think we can do in working together, so that
6 it is not a you know, six month time period that
7 we're waiting but a short period where when you get
8 in, you come back to us and you say, here's what
9 we're going to do. Do we have a commitment that you
10 would come back to the Council within one or two
11 months with a plan on what you would be willing to
12 look at right away?

13 ALOYSEE HEREDIA JARMOSZUK: Yeah, Speaker Johnson
14 and the Council, you absolutely have my commitment if
15 confirmed that I would come back within the next 30
16 to 60 days and in that process, I would appreciate
17 working with the members that put the report together
18 so that we can figure out where the easy wins are and
19 how to navigate the more difficult things that are
20 recommended in the report.

21 SPEAKER JOHNSON: Thank you. One of the biggest
22 problems that we saw in the medallion crisis was
23 brokers who helped buyers at auctions or in a
24 transfer, who were playing both side and not
25 providing the kind of neutral assistance that a

2 driver might expect. The TLC held a hearing on its
3 rules to better regulate medallion broker rules in
4 October. They would increase penalties for
5 violations of broker rules, strengthen broker
6 obligations to disclose interest in medallions and
7 related business services, require brokers to provide
8 their clients with written, plain language
9 explanations of material loan terms and require
10 written agreements between brokers and clients,
11 specifying all fees and costs charged by the broker.
12 Is the TLC committed to passing those rules on
13 strengthening what brokers are allowed to do or not
14 do and what else do you think the TLC needs to do to
15 protect medallion owners from predatory behavior from
16 bad actors?

17 ALOYSEE HEREDIA JARMOSZUK: So, I can speak to
18 the rules that are under consideration since October
19 from my current capacity as Chief of Staff. Those
20 are up for adoption on the 5th, so two days from
21 today and they're critical to ensuring that the
22 drivers have the protections that they need and I
23 appreciate the Councils partnership on enacting
24 those.

2 As far as the TLC moving forward, there's a deep
3 bench of talent and commitment at the TLC, but there
4 are always things that could be done better and part
5 of what I'd like to do if confirmed is do a more
6 extensive, a 90 day review of the agency to figure
7 out what is working well, so that we can enhance
8 those things and to really dig out what is not
9 working well where there are areas of development, so
10 that we can move change quickly.

11 SPEAKER JOHNSON: Thank you. There's also a
12 Council bill pending that would require character and
13 integrity evaluation of taxicab brokers, agents and
14 taxicab licensees. Would you support a bill like
15 that?

16 ALOYSEE HEREDIA JARMOSZUK: Yes, there are
17 several bills like that that are in the interest of
18 protecting the drivers that I would support.

19 SPEAKER JOHNSON: Thank you and what about other
20 bills from that package? You just referenced some,
21 there's a bill that would require annual financial
22 disclosures from owners. One that would require the
23 TLC to assess financing before approving a medallion
24 purchase or transfer and we've proposed creating an
25 office of financial stability to collaborate with DOI

2 in monitoring the financial stability of the taxicab
3 industry. I think these are all pretty common sense
4 measures. Have you reviewed these bills, and if you
5 have, would you support them if you became
6 Commissioner?

7 ALOYSEE HEREDIA JARMOSZUK: I've had a chance to
8 review them. I do support them in large,
9 specifically the bill that requires the creation of a
10 financial stability unit within the TLC. I think
11 that's largely in line with the new business
12 practices accountability unit and I would support all
13 the ones that you just mentioned.

14 SPEAKER JOHNSON: In your written answers, you
15 mentioned that the TLC should have been more diligent
16 in approving medallion related financial
17 transactions. The task force report also makes clear
18 that significant gaps exist in oversight with regard
19 to medallion loans. Do you believe that TLC should
20 be doing more to monitor medallion financing and how
21 can the Council work with the TLC to increase its
22 authority to monitor and regulate medallion financing
23 transactions?

24 ALOYSEE HEREDIA JARMOSZUK: I think that the -
25 first and foremost, yes, we do need to do more to

2 make sure that our regulations are common sense and
3 easy to apply and are protecting the drivers.

4 Second, the things that we should be doing are
5 exactly what the Task Force and the report set out to
6 accomplish. And that is to have a real conversation
7 about what is happening and have a group of
8 stakeholders trying to figure out what and how to
9 solve it and I think that I would continue that
10 approach as we move forward to make things better for
11 all of us.

12 SPEAKER JOHNSON: Thank you. I have a couple
13 more questions and then I'll turn it back to the
14 Chair.

15 You know, this is going to be hard because as
16 you've mentioned and as I've mentioned and as the
17 Chair mentioned, as you'll hear from the other
18 Council Members here, there has been a dramatic,
19 dramatic changes in the industry the last few years
20 and I think part of the reason why it has been so
21 painful for so many is that government really failed
22 to act in a timely way in figuring what the proper
23 regulation should be and protecting some of the most
24 vulnerable people and now, we are really behind the
25 curve in trying to staunch the tide that has turned

2 against drivers and have a better regulatory
3 framework that will exist in regulating the industry,
4 while not stifling innovation and balancing those two
5 things. You have the for-hire vehicles sector, you
6 have the yellow and the greens, you have the large
7 medallion owners, you have the single medallion
8 owners, you have the drivers who have really, really
9 been suffering. You have customers who now have a
10 variety of options. You have a very interested City
11 Council as you can see from the report that we put
12 out last week and you have a state legislature that
13 has been looking at a variety of bills on this area
14 as well.

15 And so, with all of those different actors, all
16 of those different interested parties, how would you
17 approach that and what I mean is, not how would you
18 approach that from a policy level. I mean, being
19 someone who has worked inside of City Hall, who
20 worked at the Department of Education at a high
21 level. Now being the head person that's going to
22 have to work with a board of people that is composed
23 of adopting rules but also an agency staff that you
24 mentioned with a significant budget. How are you
25 going to come at that given the sort of wild nature

2 of where things stand right now to be able to sort
3 through the different problems that exist, bring
4 leadership to the role, get some things done fairly
5 quickly, win the trust of the drivers in the industry
6 and the regulators, how do you think you're going to
7 be able to do that?

8 ALOYSEE HEREDIA JARMOSZUK: It's going to take a
9 team and a village. It's going to take partnering
10 with all of you to move that forward. I've got to
11 get out in the field and talk to the drivers, so I
12 can really understand what their needs are and how to
13 expedite those. And you know, I've been in
14 challenging situations before here in the City at
15 City Hall as well as at the Department of Education.
16 I've got a good, I think, reputation for digging in
17 and fixing things when they need to be fixed. And I
18 thrive in this sort of chaos and complexity and I
19 think I'm the right person at the right time to do
20 that and I'm certainly not going to be doing it
21 alone, I'll be leaning on all of you.

22 SPEAKER JOHNSON: You, which I was really happy
23 to see in your opening statement, apologized to the
24 drivers and I was really glad that you read the names
25 of those who tragically took their lives in the last

2 few years because of what has happened in the
3 upheaval in the industry. For the drivers that are
4 here today that are with us that are here at City
5 Hall, what would you say to them before you
6 potentially start this new role?

7 ALOYSEE HEREDIA JARMOSZUK: I would say that you
8 have a partner in me. I will fight for you every
9 single day and I will do everything that I can so
10 that you never find yourself in the situation that
11 you're in. You didn't deserve this.

12 SPEAKER JOHNSON: Thank you. And then, you know,
13 one of the more vulnerable groups in the city that
14 have wanted to be served by the for-hire vehicle
15 industry and the yellow and green taxis are New
16 Yorkers who are disabled. New Yorkers who have
17 mobility challenges and we as a city I think have
18 failed them for far too long in not having an
19 accessible subway, which means they can't take the
20 subway and they need to rely on other forms of
21 transit. Access-A-Ride has not always worked for
22 them. I want to hear how you work with the community
23 of advocates and folks that are working on greater
24 accessibility for the yellow, green and for-hire taxi
25 industry, for-hire vehicle industry.

2 ALOYSEE HEREDIA JARMOSZUK: Accessibility is a
3 passion of mine. It's something that I've been
4 working on for a while including when I was at the
5 DOE. Like, we have a responsibility to provide
6 service to all New Yorkers and visitors including
7 people with disabilities. And while TLC has made
8 great strides, under this administration to provide
9 service, these services. There's so much more that
10 we need to do. Anyone in the City, visitors,
11 residents, should have the ability to have whatever
12 mode of transportation they want when they want it.

13 SPEAKER JOHNSON: And I have a final question for
14 you. You know, the job as I mentioned needs to
15 balance all sorts of different stakeholders and folks
16 that have very strong opinions on what needs to
17 happen in the future of the industry. You see how
18 many people are in this room here today and the
19 different stakeholders that they represent.

20 Now, the job is nominated by the Mayor but there
21 is advise and consent which is why you're before us
22 today from the City Council and I think the number of
23 Council Members that you see here, especially ones
24 that are not even part of the Rules, Privileges and
25 Elections Committee but who have come because they

2 really care about what's going to happen over the
3 next few years and the industry is going to require
4 you working with the Council and even though you're
5 appointed by the Mayor, even though you're currently
6 the Chief of Staff to one of the Deputy Mayor's on
7 the other side of City Hall, I think it's really
8 important that you be someone that has an open door
9 and an open mind of communication with every Council
10 Member that wants to work on these issues.

11 So, I would like to hear how you see sort of
12 independence. You know, given that you are nominated
13 to a position but the position is not really about
14 just doing what the Mayor wants, you have a board,
15 you have a Council which has oversight. I want to
16 hear your thoughts on how you would be independent as
17 it relates to being Chair of the TLC, given the
18 challenges that the agency faces and how much the
19 Council has interest in the future of the agency.

20 ALOYSEE HEREDIA JARMOSZUK: Sure, so, the TLC
21 Commissioner works for the City at large and career
22 wise, I've always had my own mind. I have no issues
23 speaking my mind and defending what is right. I
24 mean, the Deputy Mayor who I work very closely and
25 actually my mom and dad could tell you pretty

2 clearly. They'll be the first ones to tell you that
3 I always speak my mind, even when I don't agree with
4 someone and when I feel that something is right, I
5 will continue to fight for that until we find middle
6 ground. I would work for you, I would work for the
7 residents, the drivers and I have a pretty level head
8 and the ability, I march to my own drummer and I have
9 a pretty strong and high moral compass and this is
10 not about me or the Mayor or any of us. This is
11 about the industry, it's about the City, it's about
12 ensuring that the drivers are able to earn a living
13 wage and those are the things that would drive me and
14 motivate me and keep me pretty balanced and open.

15 SPEAKER JOHNSON: How often do you plan on going
16 out into the field and actually hearing from drivers?

17 ALOYSEE HEREDIA JARMOSZUK: I would be doing that
18 a number of days during the week. I would have to
19 figure out a very balanced schedule between when I
20 would be at my desk. I'm no paper pusher, I'm not
21 that now. I've had really good experience in my
22 capacity currently where I'm out on the field
23 constantly and so, I would keep that.

24 SPEAKER JOHNSON: Thank you. Well, I am really
25 proud that you're sitting before us today. You and I

2 got to spend time together when the Mayor was first
3 deciding to put you forward as the TLC nominee. I am
4 really impressed by your career. I'm impressed by
5 challenges that you have overcome, that you and I
6 discussed and I think you have really done a great
7 job serving the City of New York when you could have
8 stayed in the private sector but you wanted to get
9 involved in the City that you love.

10 I know that this is not the job honestly that you
11 expected to be nominated for. You didn't come
12 forward and say, make me Chair of the TLC but you had
13 been working on issues related to this as part of
14 your portfolio in the Deputy Mayor's Office and I'm
15 really impressed that in the past few weeks since we
16 initially met to now, you have talked to countless
17 people. I have gotten many phone calls saying, I
18 just met with Aloysee and she sat down and she
19 listened and she asked questions and I heard that
20 from Council Members. I heard that from stakeholders
21 and so, I'm really impressed with the approach that
22 you've taken in the last few weeks leading up to this
23 nomination.

24 I want to turn it back over to the Chair who will
25 call on members to ask further questions but I want

2 to tell you that if confirmed, and I have a good
3 feeling about things. If confirmed, I look forward
4 to working together and I look forward to you
5 bringing some steady leadership to the TLC.

6 I also want to acknowledge that I think Bill
7 Heinzen has done a good job in the position in this
8 intervening time and I'm grateful for his service at
9 the TLC during this time.

10 So, Ms. Heredia Jarmoszuk, I'm looking forward to
11 hearing the rest of your answers to our questions and
12 I hopefully look forward to working with you in the
13 future.

14 And with that, I turn it back to you Madam Chair.

15 CHAIRPERSON KOSLOWITZ: Thank you Mr. Speaker. I
16 want to call on Council Member Ritchie Torres.

17 COUNCIL MEMBER TORRES: Good morning, afternoon,
18 I don't know what time is it, but that was an
19 excellent opening statement by the way.

20 ALOYSEE HEREDIA JARMOSZUK: Thank you.

21 COUNCIL MEMBER TORRES: So, I have strong
22 opinions about the medallion crisis which I've
23 conveyed to you and so, I'm going to convey my take
24 on what went wrong in the crisis and I'd be curious
25 to hear your response. But as far as I'm concern the

2 collapse of the medallion market is one of the
3 greatest government failures in the history of our
4 city. And the humanitarian crisis of foreclosures
5 and bankruptcies and suicides should not be seen as
6 an accident, nor should it be seen as a consequence
7 of forces beyond the City's control. Right, it was
8 the product of a deregulated, overpriced,
9 overleveraged market that the City not only failed to
10 regulate but helped create. Not only were we
11 complacent as a regulator but we were complicit as a
12 speculator through deceptive advertising, through
13 approval of predatory transactions, through auctions.
14 Do you agree with that assessment of my postmortem
15 with what went wrong with the medallion crisis?

16 ALOYSEE HEREDIA JARMOSZUK: The situation and the
17 crisis that are drivers find themselves in, it's
18 utterly heartbreaking. It's one of the worst things
19 that I've seen professionally. I think a myriad of
20 things contributed to the situation, including a
21 lapse or a lack of regulatory oversight from the
22 governments on the predatory lenders and loans. And
23 we should never be in a situation where our city or
24 medallions are being used at the disadvantage of the
25 drivers.

2 Medallions shouldn't be used to fill budget gaps;
3 they shouldn't be used to make money off of the backs
4 of the drivers who are really hard working people;
5 it's a noble profession. And so, I do think that
6 there are a lot of entities that are at fault here.

7 COUNCIL MEMBER TORRES: Do you think the City of
8 New York bears particular responsibility for a
9 medallion crisis?

10 ALOYSEE HEREDIA JARMOSZUK: You know, I think
11 that the City and the TLC as a regulatory body for
12 the industry are absolutely responsible and
13 responsible for ensuring the solutions. The
14 financial solution that is necessary to dig the
15 drivers out of the situation that they find
16 themselves in.

17 COUNCIL MEMBER TORRES: Have you read the report?

18 ALOYSEE HEREDIA JARMOSZUK: Yes, I have read the
19 internal memo, I have read it, yes.

20 COUNCIL MEMBER TORRES: In the report, which
21 dates back to 2010 or 2011, I think demonstrates that
22 the City knew the drivers had loans that could not be
23 repaid. That those drivers had to little net
24 operating income to make monthly loan payments. Now,
25 I acknowledge that the City has no ability to

2 directly regulate predatory lending, but it can
3 reject transactions that are corrupted by predatory
4 loans. Do you agree that the City should reject
5 transactions that have problematic loans, that could
6 create instability in the medallion market?

7 ALOYSEE HEREDIA JARMOSZUK: I think that the City
8 is taking the right measures now to ensure that
9 nothing like that ever happens again. The memo
10 itself that you're referring to is an analysis where
11 it foresaw three scenarios but it didn't exactly
12 point things out. However, you know things are
13 clear; if something either works or it doesn't work
14 and if it doesn't work, there are reasons why it
15 doesn't work and so, you need to sort of understand
16 the big picture and we need to make sure that through
17 all the work that we are doing together jointly to
18 tighten our rules and our regulations and ensure that
19 the drivers have the supports that they need, so that
20 they never sign loans that they don't understand and
21 they're not taken advantage for or advantage of
22 happens.

23 COUNCIL MEMBER TORRES: Now, by 2014, it was
24 obvious that the market had collapsed, so it was on
25 the verge of collapsing. Obviously, most of this

2 transpired under the previous administration but the
3 final auction did transpire under the de Blasio
4 Administration March of 2014. Many of the drivers
5 went into bankruptcy as a result of that auction.
6 Was it a mistake for the City to hold that auction?

7 ALOYSEE HEREDIA JARMOSZUK: No, in hindsight in
8 looking back, I think that the situation that we find
9 ourselves in makes it evident.

10 COUNCIL MEMBER TORRES: Not in hindsight, but
11 just based on what was known at the time. It was
12 2014, ride hailing services was having a disruptive
13 impact on the medallion market. The bubble had burst
14 given the information at the time, was it a mistake
15 for the Administration to go forward with the auction
16 in March of 2014?

17 ALOYSEE HEREDIA JARMOSZUK: From right now, from
18 my vantagepoint, I think it was a mistake for the
19 City to have that auction.

20 COUNCIL MEMBER TORRES: I appreciate that answer.
21 I appreciate that answer. The crisis highlights a
22 conflict between TLC as a market regulator and TLC as
23 a market participant. As a market regulator, TLC has
24 a statutory obligation to ensure the financial
25 stability of the medallion market. But as a market

2 speculator, TLC profits from financial instability.
3 It had a vested interest in inflating the value of
4 the medallion because it inflated more revenue for
5 the City. How do you reconcile the statutory
6 obligations of TLC as a market regulator with the
7 perverse incentives of TLC as a market participant?

8 ALOYSEE HEREDIA JARMOSZUK: I don't know so much
9 how you reconcile it but I do think that we need to
10 take measures going forward to ensure that we are not
11 using the medallions or creating a market where
12 anyone is trying to make money off the backs of the
13 hardworking drivers. And I think that through a lot
14 of the bills that the Council has put forth, things
15 won't happen like that again and they certainly
16 wouldn't happen that way under my watch.

17 COUNCIL MEMBER TORRES: One more final question,
18 I know my colleagues have - I'm concerned about a
19 repeat of history and I notice there are hedge funds,
20 private equity firms that are purchasing quantities
21 of medallions and something tells me those private
22 equity firms have no intrinsic interest in the taxi
23 business. I guess, what is your speculation about
24 their end game and are you committed to examining the
25

2 growing presence of private equity in the medallion
3 market? And that will be my final question.

4 ALOYSEE HEREDIA JARMOSZUK: Sure, I'm not
5 comfortable speculating on what you know, hedge funds
6 or any investors have in this or what their ulterior
7 motives may or may not be, but it would be my
8 responsibility to ensure that we are making sound
9 decisions, driving sound policies so that if there
10 are ulterior motives, we don't find ourselves in that
11 situation again.

12 We have learned enough and know enough that
13 there's no way that we could find ourselves in a
14 situation like that and I certainly won't allow for
15 it and I would expect that all of you would work with
16 me ad partner with me and vice versa to ensure that
17 we are never in a situation like this again. We know
18 too much.

19 COUNCIL MEMBER TORRES: I appreciate your energy;
20 your forthrightness and you have my support.

21 ALOYSEE HEREDIA JARMOSZUK: Thank you so much.

22 CHAIRPERSON KOSLOWITZ: Council Member Rodriguez.

23 COUNCIL MEMBER RODRIGUEZ: Thank you Chair. If
24 confirmed, definitely the TLC as agents will be an
25 entity with the Transportation Committee that we

2 Chair. We have a lot of responsibility to oversight
3 and how do you level the crisis that is effecting the
4 taxi industry today?

5 ALOYSEE HEREDIA JARMOSZUK: In general, how to
6 level the crisis?

7 COUNCIL MEMBER RODRIGUEZ: Do you see like a big
8 crisis?

9 ALOYSEE HEREDIA JARMOSZUK: Not do I see the
10 crisis; we are in a big crisis. We are absolutely in
11 a big crisis and as the Task Force report points out
12 very clearly, we have some priorities ahead of
13 ourselves and first and foremost, we have to figure
14 out how to deliver debt relieve to the drivers that
15 find themselves in that situation. We have to figure
16 out a way to do that with City input and
17 participation, which means that the City will have to
18 put in some money into the solution and that's the
19 first step in moving things forward.

20 COUNCIL MEMEBR RODRIGUEZ: And that's for me, I
21 know that for many of us like, one of the reasons why
22 I guess so far, we feel comfortable when we hear from
23 you, which is someone that understands the crisis, is
24 ready to say we're sorry. You're ready to apologize
25 knowing that this is not only on how one side has

2 failed. I think that we have failed. In 2014, we
3 had the great opportunity to put in a cap, we have a
4 lot of opportunity to pass a packages of bills, that
5 if we would do it back there, we would in a different
6 story today. Even the Task Force is something that
7 could be done in the previous administration and we
8 didn't do it.

9 So, I'm talking about in the previous
10 Speakership, I know that we appreciate how we were
11 able to move it and get it done under Speaker Johnson
12 but this bill, this Task Force was created. The bill
13 was passed in the previous one.

14 So, for me, I know that we cannot go backwards.
15 We have to look forward, but I know that this you
16 know, a moment where there is thousands and thousand
17 of drivers that they rely on. It's not only the
18 yellow, it's not only the medallion owners. It's not
19 only the small one.

20 As we were holding the hearing on this Task Force
21 Medallion report, I mean, with this couple, they own
22 ten medallions. One is a doctor, the other one is a
23 businessperson and they are talking about how they
24 are struggling right now because the bank is going
25 after them. They bought two medallions in 2014 for

2 \$1.1 million each because we promote it, we market as
3 a City.

4 They have all the great opportunity; they find
5 out that that's not the case anymore. Those on
6 livery bases, they've been closing every week because
7 also, we have created only standard consequences as
8 we approach Uber and Lyft to those livery bases that
9 work in the outer borough in the South Bronx. We
10 have affected the corporate black car. So, I think
11 that your experience in the DOE at City Hall is going
12 to be very important. It's needed if confirmed to be
13 ready to work as Chairs today to bring our sector
14 together and in that direction, do you feel it's
15 possible that will you come back and be ready to work
16 with us to get all necessary resources to have the
17 men and women that you need from the enforcement side
18 of TLC to declare zero tolerance against any driver
19 who do **[INAUDIBLE 49:12]** down 96th Street, JFK and
20 LaGuardia, so that we can protect the yellow drivers
21 on that side?

22 ALOYSEE HEREDIA JARMOSZUK: I think that you
23 know, enforcement is absolutely necessary across the
24 city. Public safety is paramount however,
25 enforcement has to be done in an equitable and

2 balanced manner and you know, we have to employ best
3 practices when it comes to enforcement and no one
4 should be a target of too much enforcement for no
5 reason or a lack of enforcement for the sake of that.

6 COUNCIL MEMBER RODRIGUEZ: So, how can you
7 describe your literacy reorganizing TLC in a way that
8 the high volume app company were able to well but at
9 the same time that the yellow is stabilized as they
10 were and the livery and black car can also do well.

11 ALOYSEE HEREDIA JARMOSZUK: We've got a big city.
12 There's enough geography. There are a sufficient
13 number of cars. We have a lot of drivers and so long
14 as we are balancing all the sectors, so that the
15 green cars operate where they're able to and can
16 thrive, where the yellow cabs can thrive, where the
17 liveries are able to provide the services to he
18 communities that they need where the commuter vans
19 are available and safe for folks. There is enough
20 space for everybody to participate and for everybody
21 to earn.

22 COUNCIL MEMBER RODRIGUEZ: The Council passed a
23 bill and the Mayor signed the mandate Uber and Lyft
24 to pay their drivers per hour but after that decision
25 was made, Uber and Lyft had decided to lock out

2 drivers from their apps. What would you do in that
3 situation?

4 ALOYSEE HEREDIA JARMOSZUK: We definitely have to
5 work to ensure that all of our drivers across the
6 City are able to earn a livable wage and we need to
7 make sure that the places that they work are treating
8 them fairly and employing best practices. And so,
9 we'll have to dig into that a little bit more. I'd
10 like to talk to the drivers to see what their
11 experience is and what their sort of recommendations
12 would be but I think this would be you know, a
13 conversation that needs to be had with all the
14 stakeholders and if we have to strongarm some in the
15 industry, we will do that.

16 COUNCIL MEMBER RODRIGUEZ: So, let's win.
17 Congratulating your parents, I heard that as I
18 arrived to New York City in June 1983, your father
19 was graduating as an engineer from City College and I
20 head talking to your mom right now, that both of them
21 volunteer in the community non-for-profit doing
22 community service [**INAUDIBLE 51:59**]. So, I think
23 that what you are saying right now, make them so
24 proud and for me as a father of two daughters, we
25 know that it doesn't matter how old a person is. You

2 know, as a parent to see a daughter, a child you
3 know, being there playing, it's important. And for
4 the taxi, especially the Latinos, I got to say,
5 [SPEAKING IN SPANISH 52:26-53:00]

6 ALOYSEE HEREDIA JARMOSZUK: Gracias.

7 CHAIRPERSON KOSLOWITZ: Council Member Treyger.

8 COUNCIL MEMBER TREYGER: Thank you so much Chair
9 Koslowitz and also thank you so much for the call and
10 outreach and I appreciated our conversation.

11 A couple of things that I did share at the last
12 time we had a hearing on TLC in this Committee and
13 what I shared with you over the phone, that there is
14 no question that the City of New York, our government
15 failed the drivers. I think that is without question
16 but what's also important I think to me and to
17 members of this committee and to folks is that, while
18 we must help those who have been subjected to just a
19 series of just unjust and unfair policies that we do
20 not reward bad actors at the same time. Taxi kings
21 who exploited hard working folks who did everything
22 to support themselves and their families. And I
23 would never support any effort to reward them. I
24 will do everything I can to support the working
25 people, the drivers, who literally did put their life

2 on the line. Some took their lives but we should
3 never reward bad actors that exploited these
4 hardworking families, took advantage of loopholes in
5 the system and I would never support any effort to
6 put money in the pockets of corrupt individuals.

7 And so, we need to make sure that there is
8 crystal clear clarity that the path forward involves
9 assisting the victims and not the criminals. And so,
10 can you just speak to with clear crystal clarity on
11 how do we ensure that we assist the drivers but do
12 not reward a dime to the criminals. That is of the
13 utmost importance to me.

14 ALOYSEE HEREDIA JARMOSZUK: Yeah, I agree with
15 you 100 percent. There is no scenario where the city
16 should be leading any type of bailout of the banks,
17 of the predatory lenders. Any financial relief that
18 we instill has to be directly in the pocket of the
19 drivers. There's no bailout for the banks. There's
20 no bailout for the medallion kings. There's no
21 bailout for anyone who is taking advantage of these
22 drivers and we have to – and this is part of the work
23 that we're going to have to do together with Council
24 is to figure out what vehicles the city can implement
25 to provide the financial relief that these drivers so

2 desperately need and I think the public private
3 partnership that the Task Force report references is
4 meritorious and more taken seriously and I don't
5 think that any of us here will allow, I certainly
6 will not for the bailout of banks or medallion kings
7 or anyone who stepped on the necks of the drivers.

8 COUNCIL MEMBER TREYGER: I appreciate your
9 response. I think the devil will be in the details
10 on how this proceeds forward. I just think it would
11 be a disastrous, disastrous precedent to reward
12 horrific behavior that actually led to the death of
13 New Yorkers and to just the collapse of what was once
14 really a thriving industry for working class
15 immigrant families to support themselves into their
16 family.

17 So, we have to make sure that we do not reward
18 those that could literally put people through hell to
19 this day. The second point I raised in our
20 conversation is about accessibility. Folks with
21 disabilities and making sure that we have a system
22 that takes into account their needs because there are
23 federal laws here and beyond just the law, it's the
24 right thing to do. It's not just our legal
25 obligation, against our moral obligation to make sure

2 we have a system that help serves every New Yorker
3 and so, can you speak to about your vision and what
4 your commitment is to making sure that we have a
5 transportation network and system that serves each
6 and every New Yorkers?

7 ALOYSEE HEREDIA JARMOSZUK: We've made great
8 strides. The TLC has made great strides in creating
9 and regulating and allowing for more accessible
10 vehicles but we've got a long way to go and I think
11 that part of the work that needs to happen, there's
12 got to be sort of a cultural and shift to have
13 standardized policies that put us on a path to ending
14 this conversation. So that 20 years from now, we're
15 not talking about how to have more accessible cars,
16 it's just something that happens automatically the
17 way that you have in elevators and buildings and so,
18 we need to take a step back to look at where we are
19 and maybe reset our goals. Maybe it would be too
20 much, I don't think it would be to have some sort of
21 realistic, we're going to get to you know, x-
22 percentage of vehicles for anyone with disabilities.

23 You know, I'd love to live in a world and I hope
24 that I have a part in this, so that you know, in the
25 not to distant future, we won't be having this

2 conversation. So that anyone with a disability can
3 call whatever call they want, anytime they want or
4 street hail a car without having to think about that.

5 COUNCIL MEMBER TREYGER: And I appreciate that
6 and I highlighted that there is a significant service
7 gap that I think the world knows about when it comes
8 to the MTA's Access-A-Ride program, which literally
9 almost every week I got complaints about in my
10 district from folks who have to go to doctor's
11 appointments and the van arrives very late, takes
12 forever to get there and it takes forever to get
13 home. And we know that there's constant tension with
14 the MTA when it comes to the City and State. I think
15 there is a service gap that can be addressed through
16 TLC in a more greater comprehensive way to use our
17 network of supports to assist those families, so they
18 don't have to wait two, three hours to get to a
19 doctors appointment and they can get home at a
20 reasonable hour.

21 Because, it literally, from what I hear from my
22 constituents, it takes an entire day just to go to
23 one doctor's appointment. Just a nine o'clock
24 appointment in the morning, ends up becoming, I come
25 home at five, six o'clock because of all the waiting

2 and the long route. So, I think that's a service gap
3 that can be addressed through the TLC. If you could
4 speak to that.

5 ALOYSEE HEREDIA JARMOSZUK: Certainly, if I am
6 confirmed, I can commit to looking into that a little
7 bit more to understand where TLC can lean in. I
8 think that we would have to really apply a lot of
9 pressure and more pressure on the state to expand the
10 program. They have the girth and the ability to do
11 that but if there are places where the TLC can
12 actually help mitigate some of the gaps, we should
13 dig those out and we should work on that together to
14 make sure that happens.

15 COUNCIL MEMBER TREYGER: In the piece I'll say I
16 guess being a broken Council Member, the times when
17 folks from my borough and I'm sure the other boroughs
18 as well, who have been denied service because we're
19 from Brooklyn. It's not right and it's something
20 that also has to I think be addressed. There are
21 people who live in Brooklyn, who work in Manhattan
22 who sometimes need a quick way to get home for a
23 variety of reason but who have been denied service
24 and of course they call or email us to complain about
25 that, just to make sure that there is access for all

2 New Yorkers including whatever borough you're from.

3 This is a service that should be available to
4 everybody.

5 Okay, thank you. Thank you, Chair.

6 COUNCIL MEMBER KOSLOWITZ: Council Member Adams.

7 COUNCIL MEMBER ADAMS: Thank you Madam Chair and
8 welcome Aloysee, welcome.

9 ALOYSEE HEREDIA JARMOSZUK: Thank you.

10 COUNCIL MEMBER ADAMS: Your testimony this
11 morning leading into now this afternoon has been
12 refreshingly honest. In my estimation you've really
13 put yourself out there to want to lead one of the
14 most difficult spots, I'll call it right now in the
15 city of New York. So, for that, I admire you
16 greatly. This is a tremendous undertaking. It is a
17 beast with many arms and there are going to be a lot
18 of things for you to hold down to look over to watch
19 out for and to answer to as you see here today before
20 this committee.

21 So, it would be remiss of me as one of the new
22 Co-Chairs of the Black, Latino and Asian caucus to
23 dig a little deeper into discrimination practices.
24 As you mentioned in your testimony but what do you
25 say as the leader of the TLC, what do you say to

2 those African American men and women who travel to
3 and from work, to and from appointments all day long
4 throughout midtown Manhattan and other areas of the
5 city? What do you say to them as the leader of this
6 organization and in addition to working with our
7 caucus, what are some of your recommendations.
8 You've been with TLC for awhile now you know the ends
9 and outs. You know the issues that people of color
10 face out there in trying to hail a ride. What are
11 some of your recommendations aside from working with
12 the caucus. What are some of your recommendations to
13 alleviate this ongoing practice?

14 ALOYSEE HEREDIA JARMOSZUK: Service refusals are
15 a horrible thing that's been, you know, we've been
16 having these experiences here in the City forever.
17 When I was growing up, the cars didn't go north of
18 96th Street and never mind if they stop for my dad to
19 pick him up anywhere. We have to have a zero
20 tolerance rule for that. Anyone should be able to
21 get ride wherever they're going. They're paying for
22 it; they are a consumer. They are very much
23 supporting the industry and what I say is, we have to
24 ensure that we are instilling best practices. Ensure
25 that our drivers understand that they have an

2 obligation to provide ridership. I think that a lot
3 of work, some workforce development is probably
4 necessary but we need to make it so that everyone
5 understands that it's unacceptable to deny anyone
6 transportation in the city.

7 And so, I would say is please partner with me and
8 lets figure out how to, whether we need to do things
9 through public announcements, have campaigns, have
10 real conversations and focus groups to figure out
11 what it is that happens vice versa in either group.
12 I think we need to start breaking down the barriers
13 and I do think that my nomination and if I'm
14 confirmed, it will help that. I think it will be
15 really hard for anyone in the city who is driving to
16 do refusals when the head of the TLC looks like me.

17 COUNCIL MEMBER ADAM: I like that answer a lot by
18 the way. It is very disheartening; I actually had an
19 event last month on 3rd Avenue and one of the folks
20 that was at the event was actually expressing, it was
21 a Black male, suit and tie down, actually expressing
22 something that happened that very day and that he was
23 sorry that he couldn't get to whatever appointment.
24 He just could not get a taxicab to stop for him.

2 And it is now 2020, in the year 2020 in the City
3 of New York, it is most appalling to continue to hear
4 those stories and I appreciate your sensitivity and
5 attention to that matter. I'm just going to shift
6 gears and just bring you attention to one other thing
7 that, as a person that frequents the downtown Jamaica
8 Corp; I represent areas of District 28 in Queens as
9 you know and we still do have an issue with commuter
10 vans. We have an issue with regulation of commuter
11 vans. We have an issue with congestion in the
12 downtown Jamaica Corp with commuter vans. We have
13 tried ever since I was Chairperson of Community Board
14 12 years ago. We have tried very, very diligently to
15 work with our commuter van leadership and population
16 and yet in still some years later it is still a very,
17 very difficult thing to get a handle on. You know
18 through enforcement particularly.

19 So, do you have any ideas that would help folks
20 like me out in helping out our enforcement agencies
21 particularly NYPD to prevent drivers from parking in
22 bus lanes, driving in bus lanes, obeying the rules of
23 the road, like all of the rest of us have to do.
24 What are your ideas to improve this particular
25 situation?

2 ALOYSEE HEREDIA JARMOSZUK: Commuter vans are
3 important, especially in the district that you
4 represent. They provide a very necessary mode of
5 transportation for your residents where there aren't
6 typical cars or buses.

7 So, we need to ensure a. that they're safe but to
8 the extent that they are complying with all of the
9 rules, we need to ensure that any enforcement that
10 they're experiencing is balanced. That our officers
11 are instilling their best practices. So, I think we
12 have to have a balance here.

13 We need to ensure that people are safe, but we
14 need to protect this sector of the industry that
15 provides something vital for your community.

16 COUNCIL MEMBER ADAMS: I can appreciate that
17 response. Just to let you know, we've had several
18 different encounters where we have tried different
19 staging areas. Right now, we've got a staging area
20 that's been in place now for almost a year.
21 Sometimes it works, sometimes it doesn't work and
22 it's still very, very difficult to get a grip on this
23 situation depending on the time of day that you go
24 down the Jamaica Corp area.

2 So, something that you might want to keep in mind
3 as we continue and hopefully confirm you to this
4 amazing and awesome task. So, thank you very much.

5 ALOYSEE HEREDIA JARMOSZUK: Thank you and if I
6 may, if I end up being confirmed, I would like to
7 come out, so I could actually see it firsthand
8 because that's how we are going to make things
9 better.

10 COUNCIL MEMBER ADAMS: I agree and would welcome
11 you there.

12 ALOYSEE HEREDIA JARMOSZUK: Thank you.

13 COUNCIL MEMBER ADAMS: Thank you.

14 CHAIRPERSON KOSLOWITZ: Council Member Chin.

15 COUNCIL MEMBER CHIN: Thank you Chair. It's
16 great to see you again Aloysee and thank you for
17 spending time. We had a really nice meeting and we
18 talked about a lot at issue. I just want to follow
19 up on the commuter van question that was raised by my
20 colleague. I think, we had some positive working
21 relationship with TLC down in Chinatown where we were
22 able to create some commuter van stop. So, that
23 really helped the ones that abide by the rules. The
24 ones that are you know, legal, have the license, have

2 the insurance and we did a campaign in promoting
3 that.

4 So, I think in the long wrong, we still have to
5 sort of convince the one that hasn't come in yet that
6 don't have insurance and licensing but I think that
7 if we keep them working to promote the good one, the
8 bad one will have to either come in or get out.

9 So, I think that's something that we have to
10 continue to do that education. Because commuter van
11 is really important, because, they have, you know,
12 they sit fourteen people or more and a lot of the
13 residents that takes those vans, they're not close to
14 the subway or to the bus stop and they travel between
15 immigrant community and that's really a big asset.

16 The other thing that I wanted to talk about in
17 your opening statement, you talk a lot about rising
18 technology and really looking at like some of the you
19 apps, or even like yellow cab. I mean, competition;
20 how do you compete with you know, Uber or Lyft that
21 they can get a car to you in two, three minutes and
22 know exactly where you are to pick you up and
23 meanwhile, a yellow cab could be circling around and
24 not be able to pick up a customer.

2 So, I think in terms of technology, how do you
3 see what we can do to help the yellow cab. I know
4 that they have this curb app; I tried it. That you
5 know, they pick up and share rides but how could we
6 help the yellow cab, so that they can also go beyond
7 you know, the central business district or go beyond
8 some parts of lower Manhattan. Because even in my
9 district, down in lower Manhattan, plenty of cabs but
10 if you go to the lower east side, you don't see any
11 and so, if there are ways that really helped them, so
12 that they could be able to circle further, not just
13 keep going around the same area.

14 I think that would go a long way in terms of
15 competition.

16 ALOYSEE HEREDIA JARMOSZUK: I agree, and it's
17 something that I've been giving considerable thought
18 to. So, you references the two apps. There is two
19 apps that the yellow cabs have and most people use
20 them for payments only. So, I think there's an
21 opportunity there because the yellow cabs have the
22 same ability to pick up drivers anywhere that are
23 called. So, I think it's a two way situation.

24 One, I think we should have more robust apps but
25 we also need to teach the public that they can call a

2 yellow cab the same way they can call an FHB and I
3 think that that sort of awareness will be helpful. I
4 have some ideas about trying something new that I'd
5 like to sort of discuss a little further with the
6 drivers and the agency, if I have the opportunity to
7 lead the agency, that I think will be helpful, but
8 we're in a difficult situation and challenging
9 situation but we have so much opportunity. There's
10 so much that can be done with technology to ensure
11 that everyone across the city has transportation
12 access. But also, so that the drivers are making as
13 much money as they possibly can and I think it just
14 has to be, there has to be some shifts in how we
15 approach yellow cabs and how we see yellow cabs at
16 large.

17 COUNCIL MEMBER CHIN: Yeah, I really thank you
18 for that answer and agree with you that we have to do
19 more promotion because for a lot of you know, people
20 who are utilizing apps, but we can use the app to
21 call for a card that is accessible. Like, if I want
22 to bring my mom you know and she's in a wheelchair,
23 there's no way for me to - even if I would go on you
24 know Lyft, there's no way of getting one right away.

2 So, I mean, that's something that they should
3 definitely improve on. So, if somebody's calling for
4 a car service, they should be able to do that.
5 Because when you call the base station, you can
6 request one right, but even all these fancy apps,
7 they just give you a destination, you can't request a
8 special vehicle or if you need a bigger vehicle to
9 transport more people. You have a big family and you
10 want to go to a family dinner; you still can't do
11 that.

12 So, the local, the local base people, they still
13 have an advantage and they also are using apps, which
14 is great. So, I think that we can really you know,
15 help them to do better, so that they can have more
16 business. I think as you said earlier, there's
17 really enough space to allow people to all make a
18 living but we just got to make sure that they kind of
19 learn the new way of doing things and finally, I
20 think that immediately I really hope that you will
21 work with the City Council to really find an
22 immediate solution to help all these taxi drivers who
23 are struggling.

24 I mean, we work with the Taxi Workers Alliance,
25 they have you know, some recommendation. This is so

2 urgent; we cannot you know wait any longer. So, I
3 think that's something that we're looking forward to.
4 Let's find something, maybe a solution that we can
5 help them based on your experience you know in the
6 private sector, maybe you can help us kind of put
7 something together that can really provide this
8 immediate relief.

9 ALOYSEE HEREDIA JARMOSZUK: I think I can and I
10 agree with you, we don't have time to lose.

11 COUNCIL MEMBER CHIN: Thank you and I look
12 forward to working with you.

13 ALOYSEE HEREDIA JARMOSZUK: Likewise, thank you.

14 COUNCIL MEMBER CHIN: Thank you Chair.

15 CHAIRPERSON KOSLOWITZ: Council Member Gibson.

16 COUNCIL MEMBER GIBSON: Thank you Chair and good
17 afternoon. I know it's afternoon now and I also want
18 to thank our speaker and certainly our colleagues who
19 led the Taxi Medallion Task Force, Council Member
20 Ydanis Rodriguez and Council Member Steve Levin who's
21 here and welcome you. I am excited about your
22 nomination and I've heard a lot of questions and you
23 know, just like many of my colleagues we've had a
24 chance to talk prior to today's hearing and number
25 one, I really appreciate that you've done an

2 extensive amount of work. You've done your homework,
3 not just in preparing for today's hearing but in the
4 capacity as Chief of Staff for the Deputy Mayor
5 really understanding what TLC has been about, what it
6 currently is about and how we foresee it in the
7 future.

8 So, as I start, I say this is the year of 2020.
9 2020 is perfect vision, so this is the year and this
10 is the time and the season when you as a nominee can
11 really put forth that perfect vision of what you see
12 as a TLC moving forward. Understanding a lot of the
13 challenges we've faced, colleagues have talked about
14 the devastating impact of the taxi medallion
15 industry, the financial crisis. We've recognized
16 those that we've lost and their families and
17 certainly those that are here. We have to be a voice
18 for them and so, understanding your history and many
19 friends that know you from your DOE days have
20 described you as a problem solver and a trouble
21 shooter.

22 So, I wanted to understand as you have outlined
23 in your testimony and answered questions about a lot
24 of the things that you intend to do. I'd love to
25 understand what is that 2020 perfect vision? Can you

2 give it to us in a series of buckets of what you
3 intend to do around creativity, around being
4 innovative and also, what I describe as holistic
5 services. So, this is not servicing the industry
6 from a one point lens, it's looking at it from a
7 multitude of different angles. There are a lot of
8 wrap around services we need to provide for our
9 drivers and their families.

10 So, I would love to understand in the series of
11 different subject matters what that 2020 perfect
12 vision is as we move TLC forward.

13 ALOYSEE HEREDIA JARMOSZUK: Sure, thank you for
14 your question. I would say that I don't have a
15 perfect vision. I don't think that I could ever have
16 a perfect vision and I don't literally have perfect
17 vision.

18 COUNCIL MEMBER GIBSON: Neither do I.

19 ALOYSEE HEREDIA JARMOSZUK: But I see four
20 buckets. I see that we have to address a financial
21 crisis, the debt situation and it has to happen
22 rather immediately. We don't have you know, six
23 months or a year to sort that out. It's got be quick
24 action, quick steps. We need to ensure that we
25 continue to protect our drivers so that they're

2 earning a livable wage. Our drivers should be making
3 the money that they earned, so we have to keep
4 protecting that.

5 Another bucket would be the accessibility and I
6 talked a little bit about that. I think that
7 everyone in New York City deserves to have the
8 transportation that they need, whenever they need it.
9 This is a city that never sleeps. We're the best and
10 everybody deserves what they need. And innovation is
11 the other bucket. So, I think I would put everything
12 into those four buckets to start with the
13 understanding that there will have to be some
14 flexibility for growth and for the things that I
15 don't yet know, though I come with a good subset of
16 knowledge.

17 For the drivers in particular, we have the
18 support center that we are in the process of setting
19 up that I have charged in my current capacity as
20 Chief of Staff. The agency to have ready before the
21 summer, I don't think that it should go any longer
22 than that. That office has to be set up. In there
23 we can do a myriad of things including workforce
24 development for the drivers, so that they are the
25 best in their profession. I'd like to sort of have a

2 new lens for drivers. In other countries, when you
3 visit them, being a driver is a profession. This is
4 a profession; it's a noble profession and we should
5 be ensuring that our drivers are the best in the
6 world. So, I'd like to be able to do some of that
7 through the Driver's Assistance Center. There, we
8 would also help any drivers that need to finesse or
9 learn or have more financial promise, so that they
10 never fall subject or are dependent on somebody else
11 to understand the financial situations that they're
12 sort of signing themselves up to.

13 We certainly need to help provide mental health
14 supports for our drivers. It's hard work to be in a
15 car all day long, twelve hours a day dealing with the
16 public. I mean, I try to be respectful and nice but
17 sometimes I'm not a peach and they've got to deal
18 with everybody and that's really hard work and so, I
19 want to make sure that they are in their right state
20 of mind and have the supports that they need if they
21 don't. Even for basic things like nutritional
22 health. How you eat when your sedentary all day long
23 in a car and be energized to drive kind of matters.

24 So, there's some of the things that I think we
25 should be focusing on in terms of the drivers support

2 or the Driver Assistance Center. I don't like that
3 name, I'm having a hard time saying it, so I think we
4 need to look at a better name for this office that
5 we're setting up to benefit the drivers. But I think
6 debt relief, fair pay, accessibility, and innovation
7 are the four buckets for the 2020 vision. Maybe I
8 could get close to a perfect vision, I'll come back
9 to you.

10 COUNCIL MEMBER GIBSON: It always means that
11 we're aiming to do better. No one's perfect, but we
12 strive to do better everyday and I appreciate the
13 buckets and I think those are important ones and as
14 you mentioned the Driver Assistance Center and what
15 I'd like to add to that, if we're adding more
16 ingredients in the pie. I would definitely say
17 financial counseling and other trauma informed and
18 mental health therapeutic services. A lot of the
19 work we do around Cure Violence, right. Where we
20 respond from a holistic perspective and really legal
21 assistance too. I can imagine many drivers at times
22 may need legal consultation and we've done that with
23 right to council for tenants in housing court and so,
24 I think we're in the cusp of looking to do that as
25 well.

2 So, I think that would be great and I guess, I
3 just have two other question because I, like Council
4 Member Treyger, we are outer borough Council Members
5 and you know, I represent Bronx County, so we have
6 not always been served by the Taxi Medallions and to
7 be honest, the Ubers and Lyft's and the for-hire
8 vehicles have really served outer boroughs in a real
9 significant way.

10 Today, I probably have close to 1,000 drivers
11 that live and work in my district alone and so, the
12 number obviously has grown over the years but
13 providing them the services they need on the ground
14 in terms of safety in the past, this Council has
15 talked about providing maybe panic button options for
16 some of our drivers, as well as on the passenger side
17 as well because we want to make sure that everyone is
18 safe. Being that a majority of the drivers that I
19 represent today are coming from communities of color.
20 They are African American; they are African and they
21 are Latino. We've had some real tragedies in the
22 Bronx and we've worked with a number of you know, the
23 African Livery Drivers Association and many others
24 that are not just the voice and spokesperson but
25 really represent the industry. Because you find you

2 find so many drivers are struggling to survive, they
3 work for an app, they work for the base, I mean they
4 work for everyone and it's a lot and so, I would love
5 to see how we can streamline a lot of the services,
6 so that there's more. As you said, there's a
7 standard and I agree, we have to make sure that we
8 continue to professionalize the industry. It is a
9 yeoman's job to drive every single day for over ten
10 hours a day. It's a lot and as someone who is a
11 driver, I don't like driving myself right, and so,
12 looking at opportunities and options, that's what
13 this entire industry is about. It's about choice but
14 we need to make sure that the choice is there for
15 everyone. For those that have a disability for our
16 elders, when my mom is taking you know, an Uber, we
17 need to make sure that it's available for everyone
18 regardless of you know their disability.

19 And then I also want to just add and you and I
20 had talked about this, in the report, I know there
21 are series of recommendations around enforcement and
22 I am all for improving the industry as long as there
23 is equity across the board.

24 So, if I represent Bronx County, home of the
25 Yankee Stadium, I don't want to see selective

2 enforcement around Yankee Stadium because you know
3 what, the drivers look different than the fans that
4 come to Yankee Stadium and if that was not the case,
5 we wouldn't be talking about this. And so, I don't
6 want there to be a selective enforcement in
7 communities and immigrants of color. And I know you
8 recognize that, so I just want to make whatever
9 measures we put forward there has to be equal
10 enforcement across the board and across all
11 neighborhoods.

12 I know you agree.

13 ALOYSEE HEREDIA JARMOSZUK: 100 percent.

14 COUNCIL MEMBER GIBSON: Okay, and the last thing
15 I'll mention Madam Chair, is I know we've talked a
16 lot about recommendations on the Taxi Medallion
17 industry and they've had so much setback for
18 generations, for so many years there's been so many
19 setbacks. But I believe, just like my 2020 perfect
20 vision, that any setback is preparation for a
21 comeback.

22 And so, we have to provide an opportunity for
23 medallions to come back. To come back better than
24 ever in such a significant way that we don't continue
25 to live in the past. We have to look to the future,

2 we have to look to that vision to see how we can
3 address their issues, sympathize with what they're
4 going through but we really have to have tangible
5 solutions that they can feel on the ground for
6 themselves and their families.

7 ALOYSEE HEREDIA JARMOSZUK: Agree.

8 COUNCIL MEMBER GIBSON: So, if I leave you with
9 those two comeback and 2020 perfect vision.

10 ALOYSEE HEREDIA JARMOSZUK: I got you.

11 COUNCIL MEMBER GIBSON: Okay, thank you so much
12 and I look forward to working with you if confirmed
13 and I think you bring an impressive resume to the
14 table. A very historic recommendation to the table
15 and I appreciate all that you've done for both DOE as
16 well as all the agencies that you oversee now in your
17 current capacity.

18 So, I look forward to working with you and
19 certainly this Council can be a partner with you and
20 we intend to do that as we move forward.

21 So, thank you so much and thank you Madam Chair.

22 ALOYSEE HEREDIA JARMOSZUK: Thank you.

23 CHAIRPERSON KOSLOWITZ: Council Member Cohen.

24 COUNCIL MEMBER COHEN: Thank you Chair. Thank
25 you for your testimony. I had some very tough

2 withering question here, but with your parents here,
3 I feel like I have to be on my best behavior, so I
4 really do think that we've covered a lot of what I
5 was interested in. Council Member Cabrera asked me
6 to express to you that he got a lot out of your
7 conversation with him. That you spent over an hour
8 with him and you have his confidence, so that he
9 wanted me to convey that to you.

10 ALOYSEE HEREDIA JARMOSZUK: Thank you.

11 COUNCIL MEMBER COHEN: And I also think that the
12 buckets metaphor was actually very helpful to me.
13 I'm concerned about your fourth bucket, the
14 innovation but currently existing the apps and I'm
15 not clear that I understand all of the forces that
16 these companies have put on the industry. I have no
17 sense at all if they are dealing with the city. You
18 know, ultimately, we represent the consumers as well
19 as the drivers but the thousands and thousands and
20 thousands of people who use this service that they
21 are being treated fairly. I'm not really clear on
22 that myself.

23 What do you think are maybe the top couple of
24 issues with the apps specifically that would be on
25 your agenda for TLC?

2 ALOYSEE HEREDIA JARMOSZUK: Well, first, the most
3 important thing was that we put a cap on new cars and
4 that through the support of the City Council and that
5 we reup that in August. So, after a year of testing
6 and trying it and seeing that it is working. That
7 was helpful.

8 The next thing I think that we need to do in
9 addition to continuing the cap is to better
10 understand how the companies actually function and
11 what the impact is on the city, whether it is on the
12 drivers congestion. I think those are sort of the
13 main ones. And, the third one, I did have a third
14 one, we need to make sure that they are complying
15 with our data needs so that we can actually
16 understand how they operate in the City and I think
17 that once we have all that information, we're the
18 largest City in the world, we have the ability to
19 gather and harness so much and I think that data
20 driven policies are sort of the way to go and how we
21 can learn and interact better and have these
22 companies operate in our city.

23 COUNCIL MEMBER COHEN: I mean, I think Uber sort
24 of represents itself as being a technology company
25 not a moving people around company and I feel like

2 that we are maybe at a significant disadvantage in
3 terms of how they employ technology in the City and
4 obviously they employ it for their best interest and
5 I'm not sure that that's what's happening here in the
6 City.

7 So, I look forward to you know, hoping that when
8 you do your holistic review that there's a deep dive
9 in this area that we have a better understanding of
10 what's going on in this front and that the City is
11 really being the beneficiary. That's it's good
12 policy to have these companies operate the way that
13 they do in the City.

14 So, I wanted to thank you for that and thank you
15 Chair.

16 CHAIRPERSON KOSLOWITZ: Council Member Levin.

17 COUNCIL MEMBER LEVIN. Thank you Chair. Thank
18 you, Ms. Heredia Jarmoszuk. Thank you. I just want
19 to add obviously I appreciate the amount of outreach
20 that you have done in recent weeks to members of this
21 committee and members of the Council. I didn't
22 realize that you had gone to everybody that's here on
23 this table and given so much of your time to talking
24 through these really important issues.

2 As has been said in your testimony and others, we
3 have just conclude this Taxi Medallion Task Force.

4 We are eager to work with your office if confirmed to
5 really explore and try to implement as many comments
6 and solutions as we can. One of the things that
7 became clear as part of this task force and kind of
8 looking through the history of the TLC is how piece
9 mill the regulations have been over the years. There
10 are many legacy regulations that if we were to create
11 the system from whole cloth today. You know, it
12 would look nothing like what it looks like today and
13 is there any kind of approach that you look to take
14 to exploring how many ever rules there are, probably
15 thousands of rules in TLC?

16 ALOYSEE HEREDIA JARMOSZUK: Yes, and I appreciate
17 the question because it's important and I agree that
18 we've been doing a lot of piece mill sort of
19 solutions and uptake in the piece mill approach to
20 helping the situation. I think that we need to take
21 a step back to really understand where our policies
22 are robust and where they need to be improved and
23 where there are gaps.

24 I think I would like to take a page from how the
25 Medallion Task Force group sort of operated. It

2 broke itself up into different sections and while
3 there are hundreds of rules and regulations in the
4 TLC, I think that we can bucket those up and have
5 different work groups to figure out if those are the
6 best policies for right now.

7 I'm sure that some of these policies and
8 regulations were implemented at a time when they made
9 sense and I don't know that they're still relevant.
10 They may very well be relevant and if they are, we
11 can leave those alone, but where something needs to
12 be contemporized or changed, I think now is the time
13 to do that. We need to have policies and regulations
14 that are reflective of the century that we're in
15 right now and not a time before.

16 COUNCIL MEMBER LEVIN: Yeah, I agree. Over the
17 weekend I was looking at some older articles about
18 the financial situation with regard to medallion
19 owners and there were a number of articles in
20 reputable sources, like Financial Times and Barron's
21 and the AP had a piece. And this was at the time
22 just after the peak of medallion prices. When they
23 had gone down to about \$750,000 instead of \$1.2
24 million apiece and what I found interesting was
25 nobody really assessed the situation correctly. So,

2 there was a lot prognostication, Barron's itself I
3 think rated it a wise buy in 2015 at \$750,000.

4 So, how, I mean, there's no crystal ball, so
5 nobody can see the future. How do you – and I know
6 that when we met you spoke about your background in
7 finance and I'm just wondering how maybe that
8 experience might inform how you're approaching some
9 of these kind of complex microeconomic issues.

10 ALOYSEE HEREDIA JARMOSZUK: I think that my
11 experience certainly lends me an expertise that maybe
12 we have been missing. I certainly understand how
13 markets function and how evaluation works and how
14 things should be sort of structured. But besides my
15 experience, we have so much information, very
16 detailed information about what existed and what
17 happened. And so, those are the things that we'll
18 inform how we operate, so that we can guard against
19 that in the future and we obviously understand that a
20 product that people depend on for their livelihood is
21 not a tool for speculation. That the drivers
22 themselves are not something to be toyed with so that
23 somebody can make money. This is an industry that
24 relies on people who support people and we need to
25 make sure that we're always protecting that.

2 And I think more than my experience, which you
3 know I have the pedigree and the background, it's
4 what has happened and what we can take away from and
5 how we use that to inform policies to protect the
6 City and to protect the drivers going forward.

7 COUNCIL MEMBER LEVIN: Two areas that I'm
8 interested, well, three areas that I'm interested in
9 kind of how the industry kind of is looking moving
10 forward and I'm sure that other people have touched
11 upon this but the issue of accessibility and kind of
12 where we stand. You know, it's one of these things I
13 think that you know, I was here starting in 2010, so
14 from 2010 to 2013, there was a lot of attention paid
15 to accessibility. I see Edith is here and working
16 with Oliver Coppel and there was you know, all about
17 the issues around accessibility getting as far as we
18 were able to get and then right after that and
19 through litigation and everything, after that was
20 when we saw the bottom fall out of the market.

21 And so, it's unclear to me how we want to
22 approach accessibility moving forward in a way that
23 you know, in the current climate because it's very
24 different from the climate when we were having these
25 discussions between 2010 and 2013.

2 ALOYSEE HEREDIA JARMOSZUK: Sure, I mean,
3 accessibility is a critical thing. It's one of the
4 four areas that I would like to focus on initially.
5 Ensuring that all New Yorkers with disabilities have
6 access to a full range of transportation options is
7 key and critical.

8 However, I think the shift that we need to make
9 is standardization. We need to operate in a way
10 where we're working towards this being the norm and
11 people with disabilities being a market that
12 contributes to the industry, to the girth and the
13 health of the industry. And I think if we can make
14 those shifts and actually have stretch goals to get
15 more accessible vehicles out on the road or conformed
16 cars, that those are the sort of the steps that we
17 need to take. But I think that we need to readjust
18 our goals.

19 COUNCIL MEMBER LEVIN: And then the question
20 around technology and working through one of the
21 recommendations of the task force about working
22 further in developing at base technology that can
23 work with the medallion system, I know you said that
24 you have some ideas moving forward. You know, I
25 mean, one of the challenges that I see is that you

2 know, as a city or city agencies, we don't have the
3 same motivations as the private market and so, there
4 is different, you know innovations that are made in
5 the marketplace that give one brand or one company
6 competitive edge against another is just, you know
7 there's a whole set of - different set of morals,
8 there's a different set of rules, there's a different
9 set of incentives.

10 You know, how do you compete against a capitalist
11 marketplace when it comes to at based services?

12 ALOYSEE HEREDIA JARMOSZUK: I mean there's a
13 beauty in being the underdog and that is there is a
14 lot of room for growth and capacity. One of the
15 things that I would like to do is set up an
16 innovation work group within the TLC, so that we can
17 start to tackle this and eventually have an office
18 with a unit within the agency that is solely focused
19 on this.

20 I know that there are different motivations but
21 we have to shift our thinking so that we can be
22 competitive, so that we can bolster the yellow taxi
23 sector and technology is going to be critical to
24 that.

2 So, even if conventionally the City or
3 governments don't think the way that private entities
4 do, there is room to sort of shift that mindset to
5 adjust for the growth and development, not for
6 monetary reasons or for self interest in that way,
7 but to leverage technology, so that the industry in
8 the yellow taxis can operate in a manner that is
9 competitive. There is opportunity there and you
10 don't need tremendous resources to do that, you just
11 need a couple of good and smart thinkers and we have
12 them here in the city, they exist.

13 You know, we have a Mayor's Office of Technology,
14 we have an incredible IT agency, we have talent here
15 in the City.

16 COUNCIL MEMBER LEVIN: Yes, right. The new
17 Commissioner is very talented.

18 And then I guess resources in my district, I have
19 NYU Tandon and then the I'm forgetting, the one at
20 370 Jay Street, the NYU Graduate School which is
21 Info-metrics I think is the - it is a whole other
22 field that is above my understanding.

23 So, I very much appreciate the time that you've
24 taken in meeting with me and obviously the enthusiasm
25 that you've shown to the work that we've done has

2 been really appreciated and yeah, we have a lot of
3 work to do and one thing I'll say, we had an
4 announcement of the task force report on Friday and
5 we were there with a lot of driver owners. And after
6 we were done with the press conference and we were
7 just milling around on the steps, a number of
8 different people came up to me and every single
9 person asked the same question around trying to
10 figure out a way to come up with a relief fund. And
11 the question they asked was, how long do you think
12 this is going to take?

13 And I said maybe a couple of months, maybe three,
14 four months hopefully. And their response was okay,
15 because I am barely holding on and the sense that I
16 got was there are a lot of people out there that are
17 hanging on you know by a thread, really by a thread.
18 And they can wait a couple of months maybe but I
19 don't think that they have much more time than that.

20 So, we have a lot of work to do in the coming
21 months. Thanks so much and yeah, just to be clear, I
22 think you'd be a fantastic Chair to this Commission
23 and I look forward to voting on your nomination.

24 Thanks.

25 ALOYSEE HEREDIA JARMOSZUK: Thank you.

2 CHAIRPERSON KOSLOWITZ: Council Member Lander.

3 COUNCIL MEMBER LANDER: Thank you very much Madam
4 Chair and Madam Chair nominee. It's good to see you
5 as well and I also just want to thank you for your
6 willingness to step forward into this very hard
7 sometimes thankless but really important job and to
8 do it with the spirit that you've brought this
9 morning. I appreciate the time you spent with me in
10 advance. I also feel very optimistic about your
11 leadership at TLC.

12 And I appreciate the conversation you've had this
13 morning, so I won't repeat it. The questions around
14 the medallion debt crisis and a wide range of other
15 issues. I want to first push us to a little more on
16 accessibility rules and the FHV landscape in
17 particular because that rule went into effect a
18 little over a year ago now and I don't recall seeing
19 data on how it's going. On whether they are making
20 progress toward the obligations. As I understand it
21 and my brain is a little fuzzy on this, there was
22 like a rule put forward and then they sued and you
23 guys reached a settlement and there are things they
24 need to do for that settlement to be viable to stand,
25 as opposed to have the original rule go into effect.

2 And I have not seen you know, information, data,
3 reporting. You're not there yet, so I'm not asking
4 you to recite for me what the statistics are. I
5 mean, if you have them in your briefing book, I'd be
6 glad to know them but I guess I'm asking more for a
7 commitment and you know, by what date we can get some
8 information to judge how that's going.

9 Because in this case, it's not only about
10 progress toward accessible FHV's, it's is the
11 settlement, which is the way the industry wanted to
12 do it and not the way the Commission wanted to do it,
13 delivering as promised and therefore the right way to
14 continue forward or should we go back to the vision
15 of the way the rule was adopted before the
16 settlement?

17 ALOYSEE HEREDIA JARMOSZUK: I can't speak with
18 any certainty on whether we should go back or not but
19 I think that it's important that we dig in and are
20 transparent with the data. So, I can commit that we
21 will do that within a reasonable amount of time
22 should I be confirmed. I think a month is a
23 sufficient amount of time for us to come back to you
24 with information on where we are and hopefully, some
25

2 recommendations if I feel that the data doesn't
3 support the effort.

4 COUNCIL MEMBER LANDER: Great, and to be clear,
5 I'm not proposing that we you know, we advocate the
6 settlement either. I just, I agree that looking at,
7 hopefully we're on a good path but I would love to
8 see that data so we know and if not, we can keep
9 pushing.

10 Okay, and now, I want to ask a few things around
11 the FHV driver pay law and some of the implications
12 that spin out of that broadly because of course, not
13 only FHV driver pay and working conditions but these
14 issues sort of reverberate throughout the industry.

15 So, I was very pleased to be the lead sponsor of
16 the legislation working very closely with the TLC,
17 both within Chair Joshi and with Bill Heinzen to
18 design and work with you on the driver pay law.
19 Which I believe even though it doesn't get maybe as
20 much attention as the cap or the cruising rules or
21 you know, California AB5, is putting hundreds of
22 millions of dollars in the pockets of drivers that
23 otherwise were in Lyft and JNB would have in their
24 bank accounts. But I think there's some questions we
25 need to know, in some ways another data question. We

2 had one hearing at which you guys indicated that it
3 was about \$300 million. You gave some numbers about
4 how much more you thought drivers were on path to
5 earn each year as a result of that law and it was
6 really very encouraging. It was you know, on the
7 order of \$7,500 a year but there was some questions
8 back from driver advocates about how those
9 calculations have taken place and then some concerns
10 about reverberations, this issue that they're cutting
11 drivers off the apps when they reach a neighborhood
12 that the app has taken them to.

13 So, I guess in some ways I'm just making the same
14 requests. I think we need to see the data in a
15 really clear way. I hope that will give us something
16 to feel really proud of. You know, I think we'll
17 probably be over a half a billion dollars headed our
18 way you know, to even more. That that law means
19 drivers are getting paid, that they would not have
20 but we really need to dig in and see the data, make
21 sure the driver advocates have the information that
22 make it possible to really understand what that
23 means.

24 So, can I just get the same commitment to really
25 work together to look and make sure that's working?

2 ALOYSEE HEREDIA JARMOSZUK: Yeah, absolutely. I
3 can take it a step further, regardless of
4 confirmation or not, we will come back to you with
5 our data. We're happy to keep looking through this
6 and discussing it with you and working through it.

7 COUNCIL MEMBER LANDER: That's great. I mean,
8 it's complex data, so I'm not going to be able to
9 make heads or tails of it without your guys
10 assistance.

11 And then, I think there's these two issues that
12 you and I discussed but I just want to put on the
13 record your commitment which you made and I know you
14 would do it anyway. Facing FHV drivers both this
15 issue of temporary cutoffs being kicked off the
16 system when you know, you agree to take a ride, it
17 takes you to a neighborhood that maybe doesn't have
18 that much command, but you go to look for your next
19 fair and you find yourself kicked off the app. So,
20 that is not right and then, there's the issue of a
21 different kind of being de-platformed or being kicked
22 off the app where drivers for a range of reasons that
23 they don't even know can be just essentially
24 terminated by the high volume of HV companies with no
25 information, no recourse, and we're eager to work

2 toward a system where they have some recourse and
3 they can't be just booted off their platforms.

4 Obviously, the TLC cares a lot that they are not in
5 crashes or do other things that are appropriate for
6 consequence but here, we don't have any information
7 or recourse at all.

8 So, I guess on those two issues, can we work
9 together to try to make sure that drivers get a fair
10 shake?

11 ALOYSEE HEREDIA JARMOSZUK: Absolutely. The
12 drivers livelihood is the most important thing and to
13 the extent that they are getting kicked off or
14 deactivated without any explanation, that's something
15 we have to dig into.

16 I'd love to talk to the drivers so that I could
17 better understand and develop an appreciation for
18 what's happening to them and I would really love to
19 partner with you to figure out one so that we can be
20 very clear and be able to articulate what's occurring
21 and then, affect what ever remedies are needed to
22 stop it.

23 COUNCIL MEMBER LANDER: Great, thank you and your
24 offer to partnership with me is wonderful but the
25 point that you keep coming back to that like

2 listening to drivers and working with them and
3 respecting their experience and leadership is even
4 more important.

5 So, thank you very much. Thank you, Madam Chair,
6 I look forward to voting for your confirmation.

7 CHAIRPERSON KOSLOWITZ: Thank you. And thank you
8 for your answers. You were able to answer I think
9 most everybody's question with assurance. We feel
10 good about it, so thank you very much. We're not
11 going to vote today. We're going to vote on the 11th
12 of February but we have testimony from the public.

13 So, thank you very much.

14 ALOYSEE HEREDIA JARMOSZUK: Thank you.

15 CHAIRPERSON KOSLOWITZ: Thank you to your
16 parents.

17 ALOYSEE HEREDIA JARMOSZUK: Thank you very much.

18 CHAIRPERSON KOSLOWITZ: Thank you.

19 Okay, I will now open up the floor to the public
20 for comments. We ask that you please limit your
21 comments to three minutes. If you wish to speak,
22 fill out one of these appearance cards with the
23 Sergeant of Arms and you will be given an opportunity
24 to make your comments.

2 Alright, can you please, if you are leaving. We
3 have several people that filled out cards that would
4 like to speak. I want to all up Cira Angeles.

5 CIRA ANGELES: Dear honorable members of the New
6 York City Council. My name is Cira Angeles.

7 CHAIRPERSON KOSLOWITZ: Okay.

8 CIRA ANGELES: Good afternoon, my name is Cira
9 Angeles and I am the Spokesperson for the Livery Base
10 Owners.

11 The Livery Base Owners represent the small
12 community based car service bases that serve
13 Brooklyn, Queens, the Bronx, Staten Island, Harlem,
14 Washington Heights and Inwood.

15 Thank you for allowing us to testify in support
16 of the nomination of Aloysee Heredia Jarmoszuk. Ms.
17 Jarmoszuk is one of us. She's a Native New Yorker
18 and the first generation American whose parents
19 immigrated from the Dominican Republic. Like our
20 bases, owners, drivers, passengers, she understands
21 the struggle of being a new American. She understand
22 the needs of communities that have traditionally been
23 marginalized and locked out of power. Therefore, we
24 believe that Ms. Jarmoszuk will be in tune to the
25

2 needs of our community car service bases and drivers
3 and will be responsive to our goals for help.

4 We are at a very critical point in time for the
5 small bases community. Since the introduction of the
6 high volume for-hire vehicle services into our city,
7 the small bases that we represent have shrunk year
8 after year.

9 In 2014, our sector of the industry had over
10 25,000 affiliated vehicles. Today, according to the
11 TLC, we have about 9,660 vehicles. In 2014, we had
12 about 507 community car service bases. In 2019,
13 according to the last report as of December 31, 2019,
14 we only have 374.

15 That means that since the entry of the Uber and
16 other corporate giants into New York City, we've lost
17 26 percent of our bases. The passengers did not
18 leave. Rather they were funneled directly to Uber
19 into the other high volume bases because the TLC was
20 always a step behind. And when they didn't respond
21 their measures at times were ineffective.

22 The Livery Base Owners is optimistic that Ms.
23 Jarmoszuk with her background as Chief of Staff to
24 the Deputy Mayor of Operations where she oversaw 25
25 agencies including the TLC and the Department of

2 Transportation, she'll have a short learning curve as
3 she addresses the deficiencies in the current
4 application of the FHV license cap.

5 As currently in force, the cap is
6 disproportionate punishing the small bases. While
7 the high volume for-hire vehicle services have been
8 able to weather the storm. In essence the cap is
9 quitting to pace of our closures while the
10 multimillion dollar corporations continue to thrive.

11 In conclusion, we welcome Ms. Jarmoszuk's
12 leadership of the TLC. We believe that she will hear
13 our voices and work to balance an uneven playing
14 field that currently exists in the City of New York.

15 Thank you.

16 CHAIRPERSON KOSLOWITZ: Thank you. Okay, Mohamad
17 Sultan. Is he here? Is he coming back.

18 UNIDENTIFIED: Yeah, I think he just went to the
19 restroom.

20 CHAIRPERSON KOSLOWITZ: Okay, I'm going to go on
21 to the next one. Saibou Sidibe.

22 SAIBOU SIDIBE: Hi, my name is Saibou Sidibe.
23 I'm a driver and also an Organizer for New York Taxi
24 Worker Alliance.

2 We came here because the drivers nomination is
3 very important for us drivers especially for cab
4 drivers and we know about today little things that we
5 know because Uber and Lyft and the base drivers were
6 blaming TLC for you know, taking some rules and based
7 on that today, we're lacking of drivers and also, you
8 know, drivers are now being cut out. Instead of
9 being professional, now they're becoming part time
10 drivers.

11 So, we want this new nominee is she is elected to
12 really look into the way drivers are being cut off
13 today and from my own experience, yesterday I put in
14 drive. I'm driving part time and I tried to book a
15 time because this isn't what we're doing now. To
16 work you have to reserve time and all the week is
17 booked. You cannot drive, so that means if you have
18 a car, you stay home and wait until next week and we
19 believe the new TLC Commissioner, if she's elected
20 have to look into it. How Uber now is trying to make
21 this job a part time instead of full time.

22 Also, it is an activation issue. As we
23 mentioned, it's very important for us. Drivers today
24 are suffering, we cannot even you know, once you log
25 off, your deactivated, you can no more have a job and

2 you buy your car, you're doing your expenses and it's
3 hard for drivers.

4 So, it's very important today for TLC, who being
5 blamed by Uber to look into it and see how we can
6 solve the issue and what we are asking as we know
7 previous New York Taxi worker **[INAUDIBLE 1:57:15]** and
8 we want TLC to look into this and this regulation and
9 see how we can better serve drivers.

10 We are not here to tell them to chose one side
11 but we just want them to be equal. Justice for all,
12 that's what we're asking for.

13 So, thank you again for everything and we hope
14 you'll do the best thing because drivers are
15 suffering especially cab drivers. I see a lot of
16 **[INAUDIBLE 1:57:48]** but if we don't pay attention, we
17 miss coming here, cab drivers committing suicide. We
18 don't want that, so we're asking them to look into
19 the issue. Log off in this activation which is very
20 important for all drivers today. Thank you.

21 CHAIRPERSON KOSLOWITZ: Thank you. Bhairavi
22 Desai.

23 BHAIRAVI DESAI: Good afternoon Madam Chair, my
24 name is Bhairavi Desai; I'm the Executive Director of
25 the New York Taxi Workers Alliance.

2 It's hard to sum up the times that we are in
3 right now. You know, it's not only a difficult time
4 period with the level of crisis that we've seen. I
5 mean, we've never seen this level of poverty among
6 drivers before. Where it's just such a severe race
7 to the bottom across the board. You know, 80 percent
8 of green cab permits that were supposed to be issued
9 by the city are sitting on a shelf. We heard
10 testimony about the number of livery bases that have
11 been shut down. We know that medallion yellow cab
12 owner drivers have seen the value of the medallion
13 plummet by over 80 percent. Majority of them, I
14 mean, we, at once upon a time had over 5,000
15 individual owner drivers. Today, we have less than
16 3,000 and you know, meanwhile app drivers were the
17 vast majority of drivers in the industry are facing
18 log offs where on any given day there's increased
19 insecurity about your ability to go to work at all.

20 Meanwhile across this entire industry including
21 also corporate black car drivers, you have a
22 workforce that's invested money into the vehicle or
23 into the capital of the medallion, or they're working
24 six to seven hours. I'm sorry, six to seven days a
25 week, 12-14 hours a day. It is humanly unsustainable

2 for drivers and their families to continue with the
3 level of crisis that we're seeing. Yet this is an
4 industry that continues to serve over a million
5 people every single day. It is the other side of
6 mass transit in New York City. It's not only a
7 symbol but it is literally an industry that helps
8 keep a global city running 24/7.

9 We look for a Chairperson at the TLC to not only
10 have a vision that understand equity and equality but
11 will also have the moral fiber to say that standing
12 up for the vulnerable in this industry is going to
13 come before career goals or personal interest. We
14 need somebody that's not just going to use platitudes
15 so people can feel better and that drivers can feel
16 tokenized but will actually put drivers at the center
17 of real policy.

18 When I first started organizing this industry in
19 1996, there used to be a policy person at the TLC.
20 That position was closed down for many years and I
21 should note it was closed down particularly during
22 the years when the entire bubble took place in the
23 medallion industry.

24

25

2 We need somebody who is going to lead ethically,
3 is going to lead with policy and is going to put the
4 people in this industry back center.

5 Thank you.

6 CHAIRPERSON KOSLOWITZ: Thank you. Zubin
7 Soleimany.

8 ZUBIN SOLEIMANY: Good afternoon Madam Chair. My
9 name is Zubin Soleimany; I'm a Staff Attorney with
10 the New York Taxi Workers Alliance.

11 We heard a lot today about the economic plight of
12 driver and I just want to highlight the fact that as
13 drivers have been in an economic crisis, which they
14 have still not fully recovered from. We need a TLC
15 and a Chair tht will firmly and zealously enforce
16 those rules that have been put in place to protect
17 drivers and will advocate for the expansion of those
18 rules where there are gaps missing to protect
19 drivers.

20 This is crucial because when you are looking at
21 the paid protections that app drivers have, when you
22 are looking at the protections from overcharges the
23 yellow drivers have, the TLC is their only recourse
24 to enforce those rules. The ad code is structures in
25 a way that there is no private right of action,

2 meaning a driver can't go and sue Uber, or can't go
3 and sue a cab company for being overcharged or
4 underpaid.

5 Right now, there's a unit at the TLC that does
6 that work, that has I believe two attorney's and
7 their jurisdiction has expanded enormously since the
8 Council passed the pay rules and created oversight
9 over for-hire vehicle leasing and I believe they will
10 need more resources to be able to do that work
11 correctly.

12 We need a TLC Chair that will ensure that the TLC
13 exercises the full extent of its power to protect
14 drivers. I will give one example. You know, the
15 agency has broad oversight and broad powers to
16 protect drivers in this context. The Council passed
17 legislation allowing the TLC to propagate rules and
18 protect people who buy for-hire vehicles. And yet,
19 so far, those rules have been pretty barebones. The
20 Taxi Workers Alliance submitted a petition to rule
21 making, 90 percent of which was pretty
22 uncontroversial stuff. Just saying, create parity
23 between the protections that exist for yellow cab
24 drivers and those that should exist for for-hire
25 vehicle lease drivers.

2 Basic example, you buy a yellow cab through a
3 broker, you lease a medallion. There's a rule that
4 says, if you make all the payments, you have a right
5 to the title and the TLC can enforce that. Make sure
6 they give you the car, seek restitution if they
7 don't.

8 We proposed a seemingly noncontroversial similar
9 rule for the for-hire vehicle sector. It didn't get
10 passed. We have a member who made all of his
11 payments and sat out two months until they passed him
12 his title while he racked up leasing fees in the
13 meantime.

14 There are ways that I think the TLC should go
15 forward to zealously enforce those rules and pass
16 more along those lines.

17 Further, we want to make that as we move forward
18 the TLC engages honestly and openly about driver pay
19 and we think for starters, this would mean you know,
20 affirmatively releasing all the data to the Council
21 and to the advocates about driver pay but also hours.

22 You know, there were a lot of projections about
23 what driver pay would be after the rules passed, we
24 need to see how that's actually been implemented and
25 if there have been unintended consequences and

2 adverse effects. Crafting a better policy that would
3 address as well.

4 So, thank you.

5 CHAIRPERSON KOSLOWITZ: Thank you. And now,
6 Mohamed Sultan.

7 MOHAMED SULTAN: My name is Mohamed Tipu Sultan;
8 I'm a Staff and Organizer for New York Taxi Worker
9 Alliance and also a yellow cab driver.

10 It is a long deal from the TLC actually to fix
11 this industry. It is a long, long, long deal because
12 of the TLC familiarity, today's crisis happen. If
13 you look at the yellow sector, app sector and green
14 sector, livery sector, every sector is shrinking.
15 Nobody making money. Nobody has a livable income.
16 So, in that situation, we're finding out that the
17 Mayor is having a new appointee. We want this
18 leadership. We want - the TLC Chairperson should be
19 for the driver, to fix the industry for the driver.
20 How the driver can have a livable income.

21 For example, the ticketing, I will pick up the
22 ticket. The TLC has a policy with the ticket and for
23 example, it's myself, when I get a summons from the
24 Port Authorities Dispatcher, from the JFK and without
25 no reason. It's just, the dispatcher was greedy and

2 probably unhappy and that calls to the TLC and it I
3 get a summons that I violate this, is the
4 understanding but I have all documents and everything
5 and I'm totally innocent on that but still I have a
6 summons on that.

7 For example, another one in penny station, is a
8 \$115 dollar for double parking ticket. So, this is
9 all happening for the driver. In the same time, in
10 the red light ticket. TLC starting to give a red
11 light ticket for three points, just for one point,
12 TLC can take the revocation of the driver.

13 So, all I'm looking about the finance restitution
14 for the driver and as we all know there are only
15 200,000 and more than 100,000 cars on the street and
16 drivers needs to be protected and TLC only can rules
17 and regulation to protect this driver. As like a
18 Port Authority, TLC should combine the work that
19 illegal pick up from the Port Authority, JFK, La
20 Guardia, and the New York's bus terminal. And also,
21 the Access-A-Ride, there is an unbelievable
22 unfairness from the Access-A-Ride sharing and there
23 is a curb and arrow they are doing.

24 For example, I give you two examples, from the
25 Manhattan 60th Street or on the 7th and 8th Avenue and

2 drop off is in New Jersey. You know the flat fare
3 only \$0.10; unbelievable. There's another one,
4 34,14th Street and 7th Avenue and drop off on 21st
5 Street at 35th avenue, it is a \$13.32, it is a 6:48
6 p.m., it is afternoon. Look at restitution for the
7 driver, every single sector, they are taking away
8 from the money from the driver. It's a medallion
9 crisis, it is a nondriver suicide among some of them
10 was a medallion owner. This is an unbelievable
11 crisis and we want the TLC Chairperson bring this
12 attention to fix this problem, not tomorrow, not week
13 later, we want this to be fixed right now, so we
14 survive this industry and to protect these 200,000
15 drivers. That's the TLC Chairperson we want. Thank
16 you.

17 CHAIRPERSON KOSLOWITZ: Edith Prentiss.

18 EDITH PRENTISS: Hello, my name is Edith Prentiss.
19 I'm the Chair of the Taxis for All Campaign and we
20 met with the candidate last week and we were very
21 impressed with her. I think it's very important to
22 know the history, although you've all been through it
23 but let's humor me.

24 Our history with the Council goes back to
25 Margaretta Lopez. She had the first taxi bill and we

2 ended up getting two taxis. We went up to four
3 taxis, we came down to three taxis. We had the
4 settlement, which was to give us 50 percent. At the
5 moment we have approximately 30 percent. It's very
6 important for us to know where and how does the City,
7 the Council, the TLC intent to meet that 50 percent.

8 Over the many years we've had this battle. There
9 have been a lot of different discussions. We
10 particular wanted replacement. So, you had a
11 medallion, you had to take it off your car because
12 your car was getting a little old, put it on a new
13 vehicle. We wanted that vehicle to be accessible.

14 We would have been 100 percent accessible fleet,
15 sometime in the past. This is ridiculous. It's very
16 frustrating, it's very overwhelming and with what's
17 happening in the MTA, we have greater and greater
18 needs. What's happening with Access-A-Ride is a
19 nightmare and that's depending upon accessible taxis
20 in a great part. Those Nissan's are so terrible. We
21 can hardly wait for them to age out. It's important
22 to remember, as many people said, we are a cash
23 center. We pay money for this. We pay taxes.
24 Whatever, there are many issues that need to be
25

2 discussed. In the meantime, we believe the candidate
3 will be a great help in moving forward.

4 Thank you very much and I apologize for being
5 upside down on the back, but I pushed the wrong
6 button.

7 CHAIRPERSON KOSLOWITZ: Don't apologize. Thank
8 you.

9 EDITH PRENTISS: Thank you, Chair.

10 CHAIRPERSON KOSLOWITZ: Now, with that, seeing no
11 other people that want to testify. We will recess
12 this meeting and resume the meeting on February 11th
13 for a vote. This meeting is recessed. [GAVEL].

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C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date April 1, 2018